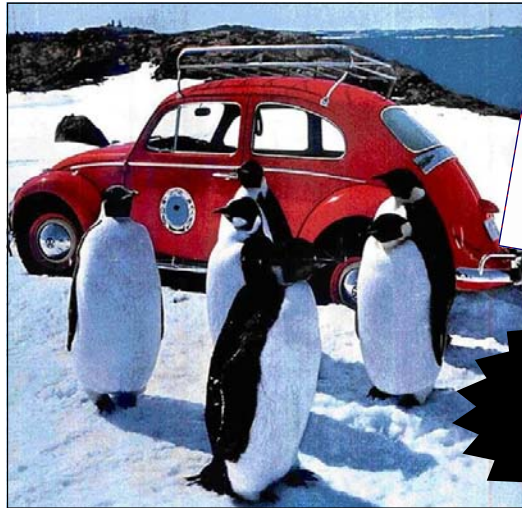


# MVVC Winter Newsletter

Volume 23, Issue #1  
Winter 2009

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We're on the Web!  
[www.mvvc.net](http://www.mvvc.net)

## MVVC ANNUAL HOLIDAY PARTY & ANNUAL MEETING AT VWoA

It was the last "Hoo-Rah" for the little museum in Auburn Hills that has been a gathering point for our club for so many events and good times over the years.

In a final gesture of goodwill, our friends at Volkswagen of America gave us free rein of the Vintage Collection in the former VWoA headquarters on Hamlin Rd.

The "Wedding Beetle" restored by MVVC member Bob Ellis, the 1940's "split," the end-of-the-line Mexican XYZ, the Baja-winning Funco racer, and all the other VWs with which we have become so familiar, will soon be leaving for their new home in Virginia.

What a terrific venue one last time for our traditional end-of-year party, charity auction and annual meeting.

60 members of the MVVC gathered on December 6th to feast on baked, mostaccioli, an array of casseroles, Italian sub sandwiches, salads, veggie dips, breads, pies and sweets.

All provided by the club and membership.

Although there was no bake-off of VW-themed desserts this year, Christine Jennette sculpted a wonderful salmon pate Beetle big enough to serve several hundred hungry bug eaters.

Erik Naugle and Karin Tosh provided the sound system and music for the evening and over 50 toys were donated for Starfish Family Services in Detroit. The charity auction was conducted this year by Ed Karmann, Al Bulgrin and Neil Harrison, and \$450.00 was raised from the sale of member-donated and Air Head Parts VW items.

Proceeds have been presented to the Great Lakes Shipwreck Historical Society and National Multiple Sclerosis Society.



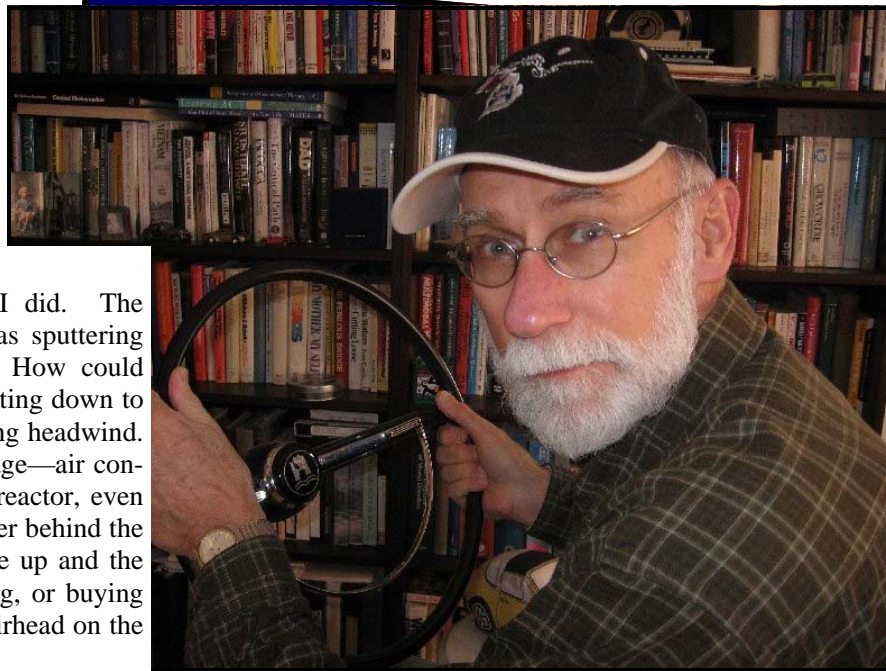
# Prez Sez

I'm sure you heard the same rumor I did. The Michigan Vintage Volkswagen Club was sputtering and coughing and losing compression. How could that be, you may ask? Well, we were getting down to just one cylinder and running into a strong headwind. Maybe we had taken on too much baggage—air conditioning, smog pump, exhaust thermal reactor, even a 500-watt sound system with a subwoofer behind the back seat. The club needed a good tune up and the usual “wrenches” were busy, tired, aging, or buying Corvairs. Should we just leave this old airhead on the side of the road and buy a Smartcar?

Some folks don't think so. Ed Karmann repeatedly asked for someone to step forward, and to the rescue was new member, Christine Jennette. She offered up a set of points, plugs, condenser and called a tech session at the Livonia Big Boy. Two people showed up. She stood up again, and 9 people came the second time. People pointed, people ducked, nobody wanted to drive. But after an hour, we had a new volunteer board of directors. A couple of weeks and several emails later, a few more people came forward and offered their help, some old faces and some new to the MVVC. Tasks were divided up and a slate of officers was proposed. As you might guess, at December's Annual Meeting, all were unanimously elected!

So who's in charge? *YOU are!* Do you want to drive your VW? Do you want to fix it? Do you want to talk to others about it? Do you want to see how someone else attached one of those stainless steel micro-symbolic drive belt resonators? That's part of the fun of owning a classic VW and why the Michigan Vintage Volkswagen Club exists. But you can't wait for Bob Case, or Al Bulgrin, or Ernie Otter, or Dave Cook, or Greta Van Bree, or Ed Karmann, or anyone else who you associate with the “old guard” of the MVVC to make it happen for you. You've got to put some skin in the game, and we are here to help!

As your newly elected president, I hope to lead an active board of officers, directors, and members who are determined to bring the spirit of Ivan Hirsh here to



the world of the “Big Three.” We will build a “people's club,” but we won't do it by ourselves. Why? Because that's no fun. And we joined the MVVC to have fun! We have fun, you have fun. That's how it works. When it stops being fun, people stop stepping forward. We don't need A/C, or emissions ancillaries, or a big stereo. Too hard to fix and keep running. We need a 4-cylinder, air-cooled MVVC that any schmuck with a comic book manual and a crescent wrench can keep running. You can do it. *We can do it together!*

I am honored to be this year's MVVC *Volksfuhrer*. Let's meet at the Dakota Inn. Let's plan to fix *your* VW. Let's hang out in the park and celebrate the iconic little car that puts a smile on just about everyone's face. Welcome to a new year of air-cooled VW enthusiasm. **Air is cool!**

- John Deikis



## REVISIONS TO THE BY-LAWS OF THE MICHIGAN VINTAGE VOLKSWAGEN CLUB

*As approved by the  
General Membership  
by unanimous vote on  
December 6, 2008*

### ARTICLE III: DEFINITION OF VEHICLE CATEGORIES

1. Change definition of "vintage" from "manufactured at least 25 years prior to the current model year" to "which was, and continues to be, powered by an air-cooled engine."
2. Change definition of "classic Volkswagen" from "manufactured prior to and including the 1979 model year" to "out of production Volkswagens."

### ARTICLE VI, ELECTION OF OFFICERS,

#### SEC. 2

3. Change "Christmas party" to "holiday party."

#### SEC. 3

4. Change "published in the MVVC Newsletter" to "communicated to the Membership in writing."

### ARTICLE VII, DEFINITION OF OFFICERS AND OFFICIAL POSTS SEC. 1

5. Change "published in the MVVC Newsletter" to "disseminated in writing to the Membership."

#### SEC. 6

6. Change "bimonthly newsletter" to "newsletter."

#### SEC. 7 and SEC. 8

7. Change "shall be appointed" to "may be appointed."

### ARTICLE IX, MEMBERSHIP, DUES AND FEES

#### SEC. 2

- Change "shall be \$12" to "shall be determined by the Board of Directors."



**KARMANN**



When it comes to restoring the convertible top of your Karmann Ghia or Beetle convertible, there isn't anyone more qualified than those who built the original.



Karmann U.S.A., Inc.  
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Plymouth, MI 48170  
☎ (734) 582-5900  
TopRestoration@karmann.com

## The "Beetle-Bob" Award

The prestigious Beetle Bob Award was presented to outgoing club president Ed Karmann for his contribution to the MVVC. Moreover, the Board of Directors presented Ed with the gift of a gear clock representing his long interest in horology as well as automobiles. This gift was to acknowledge the club's appreciation for Ed's years of service in the dual role of President and Festival Chairperson. Ed's work over the last few years has made the Michigan Vintage VW Festival an event of national prominence with major sponsorship, press coverage, and unparalleled participation.

With his guidance and assistance, the new board looks forward to a continued tradition of vintage VWs in Michigan.

Thanks a Million Ed!

## 2009 MVVC Club Officer Biographies

Out-going president, Ed Karmann, presided over the annual meeting in December and the business of the day included our election of officers. Here's a look into the new faces of the MVVC!



John changing the fuel lines of his 1963 Beetle at the Tech Session last Spring

### PRESIDENT—John Deikis:

My name is John Deikis and I live in Chelsea. Carol is my wife and I have two adult sons, one of whom is into old VWs. I've had various VWs since 1967 including Beetles, a Ghia, a bus, and a couple of "wassermachinen." At this time, I drive a '63 "daily beater" to events and hope someday to reassemble the '67 sunroof Beetle my 28-year old son took apart when he was 15.

I was born in Hanover, Germany, so I should probably get another bus. I also like vintage sports car racing (I run a '68 MG Midget), old motorcycles, urban blues and brewing beer.

### VICE PRESIDENT—Rick Cramer:

I am Rick Cramer and live in Southern Michigan. I have been into VW's since I was a kid. I have owned several Bugs and Busses throughout the years. I now own a 1974 Convertible Ghia and (my dream vehicle) a 1967 Westy that I drove to California in 2007.



Here's Christine enjoying some sunshine with her new VW Bug!!

### SECRETARY—Christine Jennette:

I just love Bugs !! I have owned three, and loved each one. Have great memories, and have had tons of fun in each one. I joined the MVVC in 2007, and enjoy the fellowship, discussions, and learning how they operate after owning three.

Looking forward to learning more, and our outings!

### TREASURER—Ed Karmann:

Ed here, I live in Alanson (30 miles south of the Mackinac Bridge) with my wife Linda and our two little (4 legged) boys. Hamish (a Scottish Deerhound) and Saoirse (an Irish Wolfhound). We have owned various VW's over the years. Currently, a '64 T3 and '70 T1 Karmann Ghia. Waiting for restoration is a '66 VW Bus, a '56 Olds 88 and a '61 Corvair 700 4 door. I also collect and restore antique mechanical clocks, and we enjoy spending time in da UP eh, on Lake Superior. I am the Past President, Festival Chairman and Newsletter Editor. In addition, I have served time as VP and Club Secretary. I am also a fan of current VW products. An '09 Sportwagen TDI is a requirement for our little boys, and all those trips downstate to club events.



# “FEBRUARY” CLUB MEETING & ANNUAL DAKOTA INN OUTING!



Over 40 hungry MVVC members gathered for this year's Dakota Inn Dinner. Combined with a club meeting, a lot of fun as well as business transpired. Al Bulgrin, unofficial club historian and the MVVC's first president, did the math and figured this was the 18<sup>th</sup> Dakota Inn outing.

As usual, there were plenty of Kartoffelpuffer, Wienerschnitzel, and Franzischkaner dark beer. And children!

The Dakota has always been a terrific family event. Per tradition, about a third of the group caravanned to the Traffic Jam & Snug where overly rich desserts and, as one might expect from such a continental crowd, cognac added to the caloric load of the revelers.



MVVC President, **John Deikis**, conducted some club business from the papal balcony in the corner of the Rathskeller Room. **Ed Karmann** was announced as the club's new treasurer and we are sure all club members will introduce themselves and help Ed feel comfortable and at home in his new position of power and influence. He did good right from the get-go by collecting over \$75 in dues on the spot. Other board members were also introduced. The Board hopes to have a club meeting every other month to keep members up to date and to socialize. Event Coordinator **Tom Siligato** reviewed the planned schedule for the coming year. Tom and **Rolf Schroeter** intend to have 10 or more car-related events for 2009. Meetings and events will be announced on the website [www.mvvc.net](http://www.mvvc.net) and by email.

John passed around a "State of the Union" report on the status of this year's **Vintage Festival**. Planning is behind schedule and the budget is tight. He reported that the 2009 event will be held on **May 17** that **Karmann USA** in Plymouth. All indications are of a great event with wide spread participation from around the Midwest. A number of people have stepped forward to coordinate various aspects of the preparation and execution of the Fest. As always, **volunteers will be needed** on the day of the event and a sign-up grid will be posted soon on the club website. **See You There!**



# WHAT HAPPENED TO MY FAVORITE OIL?!

## TECHNICAL MUSINGS...*From the curious mind of Nigel Johnsfolly*



Spend any time surfing the web and you will scare yourself to death. The sky is falling... again, in the world of hobby cars. First it was elimination of lead, then ethanol-laced fuel, and now we are slowly being done in by zinc-free oil.

The problem surfaced with premature wear of cam lobes leading to camshaft failure in older high performance motors over the past several years. The cause is variously attributed to the latest energy conserving motor oils, known as API service classification *SM*. Like many of us, I have a personal interest in keeping my old motors happy.

So, what's the scoop? Compared to modern roller tappet valve trains, older engine designs, like our air-cooled VWs, experience higher contact pressure and friction where tappet faces have to slide over the lobes of the camshaft. It isn't clear this will damage a low output stock VW, but it certainly is a risk for motors that have been "hot-rodged"

with high lift cams and stiffer valve springs. Anti-wear and extreme pressure additives are especially important for these engine components because pressure between critical parts can squeeze away oil's protective film, allowing destructive metal-to-metal contact. Compounds traditionally composed of zinc (Zn), phosphorus (P), molybdenum and boron, provide a barrier at this and similar pressure loaded contact points. This has been the function of the additive ZDDP or *zinc dialkyl dithiophosphate*. However, the current API service grade (*SM*) contains such low levels of ZDDP that there may be reason to suspect inadequate protection for older motors.

We know ZDDP has been an effective anti-wear additive for over 70 years. We also know the value of this additive is directly proportional to valve spring pressures, which generally went up with the emergence of muscle cars in the 1960's. But can the lubrication requirements of high performance or race motors, where valve spring pressures can be two to four times greater than what is typically seen in stock pushrod motors, be extrapolated to the experience of the typical air-cooled VW? The major oil companies, as well as corporations that supply big oil with modern additive packages, have run repeated tests on older-design engines and maintain no problems have emerged. They argue modern lubes have newer anti-wear chemistry that has allowed *SM*-rated oils to pass the industry's toughest "sequence" tests, two of which look at sliding tappet scuffing and wear. But engine builders, race shops and aftermarket camshaft grinders have expressed skepticism. The general opinion is leaning against reformulated oil for older motors.

What are the alternatives? SAE-published research suggests Zn and P content between .11 and .13% (1100-1300 ppm) will provide adequate protection for high pressure sliding surfaces such as flat tappets. (Readers interested in an overview of related studies might want to look at Porsche guru Charles Navarro's site [www.LNEngineering.com/oil.htm](http://www.LNEngineering.com/oil.htm)). Notable too is the finding that overly high levels of phosphorus (as found in some assembly lubes) prevented scuffing of cams during break-in but attacked ferrous metals when left in continuous use. Indiscriminant spiking of oil formulations with aftermarket additives like STP does not appear to be the answer. Adding camshaft assembly lubes or zinc-rich additives to the crankcase runs the risk of disturbing the existing additive synergy in the oil or diluting the viscosity enhancing chemistry.

A careful reading of the bottle off the shelf seems in order. The API "donut" on the label tells you the specification the oil meets. If it mentions "*SM*" or "*CJ*", or shows the API's "energy conserving" sunburst label, it cannot contain the generally recommended levels of Zn and P. Makes no difference if it says "classic car" or "high mileage" or "all the zinc you need" on it.

Racing oils, because of their "off-road" designation, typically have higher ZDDP content than "street" oils but may be lower in detergents that prolong oil longevity. For most hobbyists, who often change oil twice per year and push to exceed 2500 miles of driving, longevity may not be a consideration. Another alternative, and readily available, are oils labeled for 4-stroke or "V-twin" motorcycle use. These are formulated for engines much like the ones in our old VWs. Also Brad Penn Oil, formerly marketed as Kendall GT by America's oldest refinery operation, makes "modern" oils to the old SJ/CF-2 specifications (the older, high ZDDP standards). At the upper end of the dollar range, so-called "boutique" oil companies-- Redline, Royal Purple, Amsoil, Swepco, Schaeffer and others-- are sold through magazine ads and in some auto parts stores. They are too small to care about API standards for the OEM auto industry, but their oils test out very well in independently reported virgin oil analyses, offering well-balanced premium additive packages balanced with anti-wear agents appropriate for older motors. But you pay for what you get, sometimes in the range of \$12 a quart.

I would not tell you what to put in your car, but I have kept my eye open for sales on motorcycle oil, the most economical of the alternatives mentioned. I recently came across a 15W50 from Dennis Kirk, Inc., a motorcycle parts house in Minnesota. I bought 5 cases for \$1.68 per quart and now live among the happy campers. Your mileage, of course, may vary. Spend wisely.

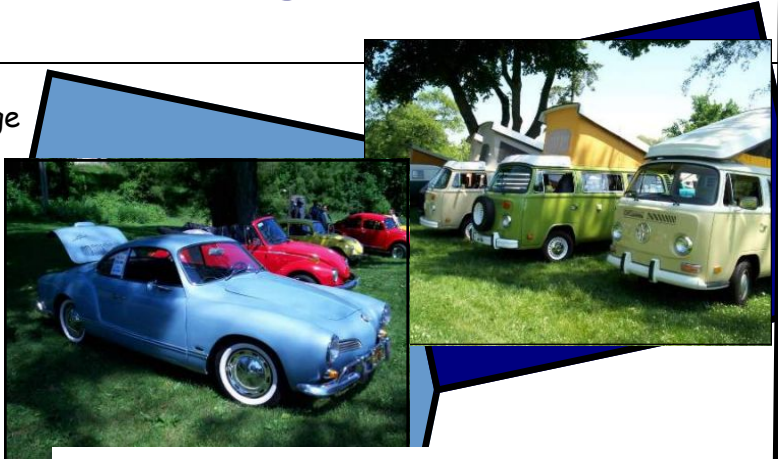
- -Nigel

# Important Information & Updates on the 2009 MVVC Vintage Volkswagen Festival!!

The largest sponsor of our annual Vintage Festival, Volkswagen of America, has moved from Michigan and can no longer be counted on for the **thousands** of dollars of annual sponsorship we have enjoyed in recent years.

Air-cooled VW vendors are also feeling the recession pinch. The days of the big tent and "free lunch" are probably over.

The Festival takes an enormous amount of planning and time to bring together and an



Planning that typically has started in June of the preceding year did not get underway this year until January.

We will all have to pitch in and pull together to make this event happen and keep up what has become a nationally recognized spring tradition in the air-cooled VW community.

## Where do we stand currently?

- ◆ Karmann USA has stepped forward as a major sponsor and has offered their facilities for the 2009 Festival. They will provide much of the festival's necessary infrastructure and will offer tours of their new vintage top restoration program and modern convertible production plant.
- ◆ Karmann Ghia Parts & Restoration/Airhead Parts will again be a sponsor of the Festival, donating several door prizes, publicity, and their usual gifts and enthusiasm.
- ◆ A kick-off party will be held on Saturday night at the Box Bar & Grille in Plymouth.
- ◆ Members have stepped forward to coordinate critical festival implementation tasks and may need volunteers as the date approaches.
  - *Site logistics:* Tom Siligato;
  - *Registration & Club Booth:* Gretta Van Bree, Dave Cook, Wayne Burling;
  - *Publicity:* Ernie Otter
  - *Swap meet:* Greg Sanchez;
  - *Sponsor relations:* Ed Karmann;
  - *Regalia:* Christine Cramer;
  - *Spectator Gate:* Richard Hamann;
  - *Goody bags:* Rick Roos, Chris Wolfe, Ed Karmann;
  - *Door prizes, raffles, 50-50 sales:* Christine Jennette;
  - *Kick-off party:* Erik Naugle, Karin Tosh;
  - *Volunteer Coordination:* Doug McAbee, Wayne Burling

**Where do  
YOU  
Fit In?**

Show Cars & "Feature Cars"  
\*OPEN\*  
Sunday Evening "Afterglow"  
\*OPEN\*

# MY "OTHER" PASSIONS

By Al Bulgrin



***I've owned Ruby, my 1965 Beetle sedan, for 21 years now, and consider her the focus of my love of old Volkswagens. My passions reach to other marques, however--so many cars, so little time...***

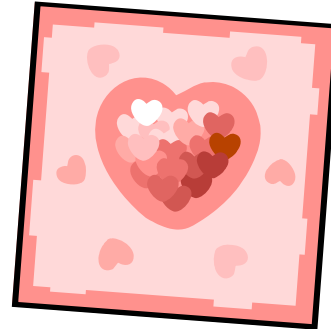
Back in the Sixties I needed to acquire my first car to start my senior year at MSU. Although the Beetle had many virtues, it seemed everyone had one then, and I yearned for something different. My college roommate related his experiences with the Volvo PV544, so that's what I looked for. This car looked like a small '46 Ford--from a distance it even resembled a Beetle--but it was faster and had a good heater. I was fortunate to acquire a '59 544 near my home for the sum of \$75, and it served me well until I moved up to a 1962 122S Volvo in 1968. This was a 4-door sedan with a nicer interior, great handling, an 85-horse motor and plentiful heat in the winter. Throughout these early Volvo years I looked longingly at the two-seat sports model--the P1800 driven by Roger Moore in the TV series *The Saint*, but it was way out of reach for my income. Then, in 1971 I was lured away by the nifty new Toyotas that were coming into the country, and owned a succession of them until the "pocket rocket" '83 GTI hooked me into the VW world forever.

More Volvos though! In '94 I tracked down the elusive 1800S model I had craved just a few miles from home, and spent the next ten years fixing it up. It was fun to drive and a good looker after all the bodywork--I eventually took it to the Motor Muster at Greenfield Village and even a show in London, Ontario a couple of times. But in 2004 there just wasn't room for it anymore, so I sold it and was done with Volvo--so I thought. In the fall of '07 I was browsing the internet when I came across a spiffy-looking 1964 slate-blue 122S for sale. It was the visual duplicate of the one I gave up in '71, and the more I studied it the more I wanted to revisit this model. The price was reasonable, and even having to ship it from Portland, Oregon didn't dampen the deal. When I took delivery I found a basically intact, completely roadworthy car that just needed some TLC and minor fixes. I gave it that throughout last year, and eventually drove it to a meet at the Gilmore in Hickory Corners. I'm planning to use it as my daily driver this coming season, while still enjoying the '65 Bug and my '07 Rabbit.

Al Bulgrin

## Top 5 Reasons WHY I LOVE My VOLKSWAGEN

- #5 ) It makes little kids point and punch each other
  - #4 ) I like how it has that "funny" smell
  - #3 ) Who needs heat?—That's why God made boots!
  - #2 ) People seem to be nicer to me when I drive my VW
- And the #1 Reason WHY I love my Volkswagen?  
(Drum Roll Please.....)



#1 ) When it snows outside, it snows **INSIDE** my car **TOO!**  
Cool huh?

## The MVVC Newsletter is created FOR YOU... BY YOU!

As your new editor of the Club Newsletter, I would like to take this opportunity to invite people to send us ideas to include in the newsletter.

We really create this publication solely with the information that people send to us. If you have an interesting story, updates on a restoration, repair problems or advice, PLEASE send them our way!

Also, if you have any photos that you take at club events or that relate to your story, please send those as well!

Your additions will allow us to create the newsletter that is tailored to the wants & needs of the club members.

Send any correspondence to:

Karin Tosh

5555 Old Franklin

Grand Blanc, MI 48439

ktblue67gb@yahoo.com

OR the link on the officers page

MVVC Internet site



## 1982 Diesel Adventurewagen For Sale!



1982 Diesel Adventurewagen, \$8500 OBO. Teak wood trim throughout with lots of storage and a TV/VCR combo unit with a DVD player.

Sleeps 4 and has 12V/110 Fridge, propane stove, sink, furnace, and a second auxiliary battery with built in 110 V charger. Originally from Arizona and never driven in snow.

Has just one tiny rust spot behind the passenger side rear window. Runs great and is in very good condition. Please call or email for more info:

734-223-7672 or [jcheilman@gmail.com](mailto:jcheilman@gmail.com)



# MVVC Events Calendar



NOTE: EVENTS IN BOLD TYPE ARE SCHEDULED EVENTS. THOSE NOT IN BOLD ARE EVENTS BEING PLANNED AND NOT YET SCHEDULED. PLEASE WATCH THE MVVC WEBSITE AND FUTURE NEWSLETTERS FOR UPDATES.

## FEBRUARY

02/27 MVVC Festival Planning Meeting - Box Bar, Plymouth, MI— 7:00 p.m.

02/28 Buss BRRRI Bus Campout, Pokegon State Park, Angola IN

See [www. BusesbytheBeach.com](http://www.BusesbytheBeach.com) for more details!

## MARCH

03/22 Buggy Builders Show—Lansing Center—Lansing, MI

03/29 Auto Detailing Seminar by member Matt Lifter & Membership Meeting

Motor City Auto Spa—11 Mile near Woodward—1:00 p.m.—[www.motorcityautospa.com](http://www.motorcityautospa.com)

## APRIL

04/17 Festival Planning Meeting - Box Bar—Plymouth, MI—7:00 p.m.

04/?? *Tech Session/Membership Meeting/Social Event*

## MAY

05/01 Board Meeting - Box Bar - Plymouth, MI—7:00 p.m.

05/16 MVVC Festival Pre-Glow Dinner/Drinks, Box Bar - Plymouth, MI—6:00 p.m.

05/17 MVVC Festival - Karmann USA - - Plymouth, MI



**MVVC**

**5555 Old Franklin**

**Grand Blanc, MI 48439**