



**It is that time of year
again.**

Election of Club Officers.

December brings us to the time of year when we elect our Board for the next year. This year our current board will be again running for next year. We do however have an opening for Secretary.

If you are interested or know someone who might be interested in serving on the board, please send the name by email to nominations@mvvc.net or call Wayne at (734) 377-0696.

The current list of candidates for the board are as follows:

President - H. Neil Reichard

V-President - Dan Peirce

Treasurer - Wayne Burling



MVVC Holiday Party and Annual Membership Meeting

**Sunday, December 7, 2014
at 5:00 pm**

We gather for an evening of Holiday Cheer and Fellowship. We also will be holding our Annual Membership Meeting to hold elections of new officers for the coming year.

**THE CLUB WILL PROVIDE THE
MEAL AND SOFT DRINKS.**

This years Holiday party will be held at **Zender's** in

Secretary - Open

Elections will be held at the Annual Membership Meeting on December 7, 2014 **(See Holiday Party article)**

Debra Foye has agreed to stay on for another year as Events Coordinator.



**Frankenmuth on Sunday,
December 7, 2014 at 5:00 pm -
8:00 pm.**

Then after the meeting, those who want to can walk over to the Frankenmuth Brewery.

PLEASE BRING A NEW UNWRAPPED CHILD'S TOY WITH AN APPROXIMATE \$10.00 VALUE.

FOR YOUR VW COLLECTION, OR FAVORITE SOMEONE, BRING YOUR \$\$ AND VW ITEMS FOR THE CHARITY AUCTION.

PLEASE RSVP, BY DECEMBER 1ST, TO wayne@mvlc.net OR 734-377-0696 so we can give them a head count.



Prez Sez!

The Ramblings of Your MVVC President-H. Neil Reichard

Well the Woodward Cruise, Labor Day weekend, Hines Drive Cruise, and most car show events are over for another year. I hope that you had an enjoyable summer.

I went to many events, and saw many familiar cars and people, and met many new ones as well.

I have been encouraging members to wear their name tags to VW events. This is partly due to my not remembering names well. I am OK with cars and faces; but names sometimes escape me.

At the Woodward event, I finally met Jake Luickhart. Jake is one of our younger members with a Karmann Ghia car and interest. Earlier this year, he achieved the prestigious Eagle Scout level, and we sent him a letter of congratulations. We had not met before, and I was able to identify him at Woodward because of his Name Tag.

Name Tags

A Name Tag is issued to each member as part of the dues. Added Name Tags for family members are available for \$10.00 each. Allow several weeks for their preparation. Contact Wayne at (wayne@mvc.net) to order yours.

Club Shirts

Our new Club shirts are available for \$12.00 each (2X and 3X are \$15.00). These are a dark blue color with white Club logos (small on the front; large on rear). Contact Wayne at (wayne@mvc.net) for your shirt(s).

Labor Day is not the end of the season...there is plenty of daylight left so to speak. September and October offer more opportunities to show your car. Our Events Coordinator, Debra Foye, sends periodic reminders of upcoming activity. This includes both MVVC and other events worthy of your consideration.

Upcoming Events include: (*MVVC Events)

09/21/2014 Barnum's Bug Barn VW & Buggy Show, Millington, MI
09/21/2014 Greater Toledo VW Club Bugfest
09/21/2014 Milford Car Show

NOTE: When several events occur on the same day, just pick one and enjoy the day!

09/26-28/2014 Kokomo Oktoberfest Volkswagen Cruise-In
10/12/2014 US131 Fall Bug Run
***10/19/2014 MVVC Fall Color Tour**
***11/09/2014 TECH Session at Munk;'s**
***12/06/2014 Holiday Party and Elections**
***January 2015 Dakota Inn Event**

Other

At another level, much planning is necessary when setting up Club events, especially if food is involved. We often ask for a response if you are planning to attend. It is important that you respond early and accurately.

On still another topic, the fun of car events often starts well beforehand, when you meet up with a neighbor to travel to the show. This is also important from a safety point of view. Two or more VW's traveling together somewhat below the posted speed limit are more easily recognized (and avoided) by the big trucks than one VW traveling alone. Also, in case of mechanical problems along the way, a second car or person can be very helpful! If you would like to contact someone to travel with you, Post a message either in the event or on the main club Facebook Page (<https://www.facebook.com/groups/MichiganVintageVWClub/>) If you do not have internet access, call H. Neil Riechard at (734) 474-6316 to possibly set up a connection.

Upcoming Events

The events below are currently listed on our website. Please check out our upcoming events page <http://www.mvvc.net/eventlist/vweventlist.php> for more information!

*MVVC events

- 09/21/2014 Barnum's Bug Barn VW & Buggy Show, Millington, MI
- 09/21/2014 Greater Toledo VW Club Bugfest
- 09/21/2014 Milford Car Show

NOTE: When several events occur on the same day, just pick one and enjoy the day!

- 9/26/2014 Kokomo Oktoberfest Volkswagen Cruise-In September 26-28, 2014
The City of Firsts Volkswagen Club

- 10/12/2014 US131 Fall Bug Run

***10/19/2014 Annual Fall Color Tour** route to be determined

***11/9/2014 Vintage VW Tech at Munk's Motors - Winter Projects for your Beetle**

***12/7/2014 Annual Holiday Party and Annual Membership Meeting (see *Party article*)**

Ally and the upgrades I am doing by Dan Peirce

I was asked to write about some of the upgrades I am currently performing to my VW (Ally). I decided to first to explain some of my vw modification history first to keep everything in perspective.

My 1st vw never officially ran. I purchased the 57 beetle in the 80's when I was 13 and did actually flip the wheels around to give it a deep dish look. Other than that I spent most of my time working on the electrical system and trying to unlock the motor. Unfortunately I had very little help or experience on this project. I ended up selling it for 6 times what I paid for it which in itself was a lesson.

My next vw was a runner though I still did not have my licence. It was a 68 squarback with rotted out floors and I would drive it around the neighborhood when my mom was not home. The mods made to that vehicle were mostly cosmetic. I painted the wheels with chrome paint. I also (in Hot VW 1980's style) made a VW graphic with spray paint that had a line from the front headlamp to the back on the side of the vehicle. At the time I thought it looked cool, but looking back it was about what you would expect from a 14 year old with a can of spray paint and a lot of masking tape to produce. I had a lot of fun with that car and learned to drive stick shift on it. I fell through the floor one day and sold it a week later at a 100.00 profit.

My third VW was a free 71 vw window bus. It was born white on top and red on the bottom but it all kinda turned into a chalky white and faded pink vehicle. It was very sad looking. I got it running and then painted the whole vehicle white. And I mean all white. I painted everything! The headlamps as well as some of the windows. I may have been a little stingy with the masking tape on that one. Well after a bit of sanding and some snazzy black vinyl stripes from pep boys it kind of looked good in a monochrome sort of way as everything was white with the black strips. I really got top dollar when I sold that one for like 1500.00. Now I had a little cash to buy my first vw that I was actually proud of.

It was a really clean stock 64 sunroof. Now this car was so stock and clean looking

all I could bring myself to do was put white walls on it and install a single quiet muffler. I also installed some porsche stickers on it on the front quarters that I got off of a Tamiya rc car. I put them where a Karman badge would have been and they were about the same size. It was not as horrible as it sounds. That was all I did to it. I drove and maintained that car for 8 years and this is the car I really learned my tuning and maintenance skills on. My impure thoughts on mods to this vehicle prompted me to sell the car as it would be a shame to customize such a nice original car. So I sold it, and yes I made a nice little profit on that one as well. My next car was a 71 standard that I cut the top off of and made into a coupe with a stinger, new Yellow paint and side graphics similar but better quality than my squarback. It had a stained and varnished wood back piece that covered up where the back seat would be. I also installed a big honking 90's style sound system with a little boom in back for my pop music.

As I went along with my lifetime of VW's I learned alot about electrical and mechanical modification I learned how to weld and do body repair. There were other VW's and I went go into all of them all now (Ive owned like 40 cars in my life).

My current 66 sunroof (Ally) was kinda the same flavor as the 64 sunroof (which I missed) though it had at one time in its life been in a horrible accident that the whole rf of the body must have been beyond repair. So they hacked off all the twisted parts and welded another right front clip to that side. There was other body damage to the vehicle that I would find as I went. The main thing that mattered was that the body was rust free, and despite the prior damage drove nice and strait. It had a 1641 motor with duel Kadron carburators. This was a car I could modify to my hearts content and not feel bad about it. And it had a sunroof and was a 6 volt car (modified to 12 volt allready).

Listed below is in a sorta order all the work

I decided to start with the paint as it was a chalk board black and red. This was to be a budget build (well it started that way) so I sanded the body and painted it with a Krylon sunburst yellow. This paint served me well for around 4 years and cost me a total of like 200.00 or less, I forget. Later I had a professional 2010 Camaro yellow paint job And some red and white rally graphics installed (not 200.00 or less). Anyway with the color out of the way I then added a Camber compensator to prevent

me from flipping the car in a hard turn as I intended to cone race the car. I also added a front sway bar. Next was wheels and tires that would look good as well as be round for some of the higher speed activities I had planned. I did lower the vehicle many times and in many different ways, including air shocks. Currently the vehicle is back to its original height with Koni adjustable shocks all the way around. The main plan for the vehicle from the beginning was to create a 60's style cal look gasser type vehicle that I could drag race, drive long distance on the street, cone race, and show for fun. Easy right? So I wanted a monster motor that would be able to handle all my needs.

I decided to go with a 2276 motor with dual IDF carbs and lots of head and cam work. eventually

I made a sport muffler that would be able to be used on the strip and the street with an exhaust

cut out. With a big motor comes big responsibilities. The Transmission could not handle the torque so I had one made that would. Also I switched out the front and rear brakes to discs. I then decided to install the nitrouse system which prompted me to install a fuel ratio gage as well as a full slew of gages. With the nitrouse system it would be necessary to retard the ignition when I engaged the spray so I installed an MSD digital 6 system and locked the distributor to full advance and would be able to retard the system automatically at start up and when the nitrouse was engaged. I installed Vintage 1980's Recaro seats and snazzed up the interior a bit. Eventually I decided to go from a So Cal look to a Rally look. I am much happier with it as it fits my go fast personality better. My latest modification??? Well I decided to get rid of the nitrouse and switch out the carburetors to a cb fuel injection system. The reasoning behind this has a lot to do with tuning. The IDF carbs are great as far as carbs go but I could see with my gages that the engine for the most part always was either too rich or too lean depending of the weather and jetting. I never seemed to be able to get it where I wanted it. It ran good but gas mileage was around 17mpg which is acceptable for the performance but I know that it could be in the mid 20's with the Fuel Injection. After my escapades associated with aquiring the system used from a guy who lives in the middle of a desert, I finally got the system. It all looks to be in great shape and wouldnt you know it, my current fuel pump died. Now I had not intended on performing the switch over till after the color tours were all done. But the thought of buying a 200.00 pump for one month worth of driving was silly when I had a new 60 psi pump for the FI system just sitting there. I am now done with the build and I must say it has met my expectations.



Now what was the whole point of all this rant above? I just wanted to talk about



modifications to the vehicle that personal
ize it
to you. Mods may seem by others as worthless add ons and such. I like to think even
though your beetle was a clone of a million other beetles each of these cars have a
soul. Every mod, every scratch, every thing that makes it different from the next gives
it a persona. Its hard to explain, but when
you get out of one bug and get into another
it is a different experience. I wanted mine to
be a fire breathing rally car. And I also need
it to perform as an adventure vehicle. Im
going for a cross between a Porsche 911
and a Jeep. So far the car has been
entertaining and we have shared many adventures together. The motto for this car is
"Stronger, Faster, More expensive).



For Sale...

I would like to sell my 1963 VW Pick Up truck restored to original condition.

Do you have any idea if someone from the club may be interested?

I am attaching some pictures. Please feel free to give my contact information:

Mohajer@Mohajer.com



Anyone who has an older Beetle, who could use the five, minimally used 165 R-15 tires I have, \$50 takes all of them. You pick them up. E-mail me.

Suzanne New Hudson, MI cherokee28028@att.net

The MVVC Newsletter Needs YOUR STORIES!

If you have an interesting, technical or simply entertaining story about your vintage VW, PLEASE consider submitting your article to the Newsletter! Also, if you have photos of any recent MVVC events or members, those are appreciated as well! Remember the Newsletter is written FOR you and BY YOU!

Next Newsletter Deadline is November 15, 2014.

Contact Information for 2014 MVVC Board & Staff

- **President — H. Neil Reichard** hneil@mvlc.net
- **Vice President — Dan Pierce** danpierce@mvlc.net
- **Treasurer — Wayne Burling** wayne@mvlc.net
- **Secretary — Wayne Burling** wayne@mvlc.net
- **Club Events — Debra Foye** events@mvlc.net
- **Webmaster — Wayne Burling** webmaster@mvlc.net
- **Newsletter Editor — Wayne Burling** newsletter@mvlc.net



The MVVC is a Chapter of the Vintage Volkswagen Club of America (VWCA). Members are encouraged to also join and support the VWCA. Membership is separate from the MVVC membership. Applications for the national club may be found at : www.vwca.com.