



MVVC Quarterly Newsletter

2017 First Quarter

Happy New Year!

by Dan Peirce

Hello to all. I hope that everyone has had a great holiday season. I hope you got lots of VW presents that you can soon play with. I also hope that Everyone has disconnected their batteries from their cars that are slumbering away (if not go do that I'll wait here). Ah ok now that your batteries are disconnected and no electrical nasties can ruin your day with an unplanned bon fire I would like to go over a few things that can make storage of our vehicles more pleasant. First off do you put storage insurance on your car? I do. For one its cheaper that keeping your regular insurance on your car and covers all the possible nasties that can happen during storage. Then when spring arrives you just call your insurance company and switch it back.

Remember that there are rodents who are also hibernating for the winter and they love to chew on wiring (I don't know why). If your battery is hooked up and the rodents decide to perform some rewiring in your vehicle it can end quite badly. This is also why Spring requires a very good look over of all electrical and fuel lines before the first start of the season. Have you put fuel stabilizer in your tank? If not, it can really make for a less enjoyable start to the season when you find your carburetor is now not working correctly.

For those like myself that use this down time to tear the car apart for upgrades and repairs I just say enjoy your shop time and use caution in all the regular ways, such as fire extinguishers (Thanks Chris



Braden for the Christmas present of a new extinguisher!) and be aware that a cell phone on you at all times can be your friend if you hurt yourself. Make sure you use jack stands and all the rest. All that negativity done, let's have some fun.

I have been Upgrading Ally's Ignition and fuel system. My old system was pretty good for say the late 1980's but I felt it was time to break into this

century. So, with help from a young whipper snapper named Scott Wolforth (A Japanese car enthusiast), as well as with the help from thedubshop.com I have been upgrading to a Megasquirt 3

vehicle computer system. This electronic module controls a sequential fuel injection setup as well as a sequential coil per cylinder setup. The advantages of this system are that you can tune each cylinder and track the results via a laptop in the car. This should result in smoother more efficient running and the ability to run E85 fuel.



Your board is at work on the next Volkswagen Festival and I will share more on that subject on the next newsletter. Everyone have a wonderful winter and be sure that we will do all we can to make sure that 2017 is Yuge.... (sorry I could not resist a little jab there). Everyone be safe and patient as everything looks better in the spring! Go out to your garage and hug your VW its cold and bored as well.



Prez Sez!

The Ramblings of Your MVVC President-H. Neil Reichard

2017

THE YEAR AHEAD

Welcome to 2017!

This year will mark our 30th Annual Festival, and has started very nicely with our “usual” event at the Dakota Inn. The “usual” people are still around, but some of us are becoming weary of trying to make our club interesting and fun. Quite frankly, we need new ideas and younger members to stand up to be counted.

Please contact me to discuss this. I would like to invite any interested member to attend a Board Meeting with me to find out more about how our club really works. The Board meets once about every three months, oftentimes on a Wednesday evening. We review our financial status and plan future events, such as our Festival at that time. It is an open exchange of ideas. Your attending a Board Meeting with me will not obligate or commit you to any specific task , unless you see an opportunity and agree to help.

At our last Board meeting, we agreed that members with paid dues for 2017 would be allowed into the Sunday Festival activities at no extra charge. (Same as last year.) We also agreed that Annual Dues should remain at \$15.00. (Same as last year.) All in all, quite a bargain! We also welcomed Chris Schroer as our new Secretary and appointed Larry Kabrick at a member at Large.

Your 2017 dues are now due, and can be paid online or by check or money Order mailed to our Treasurer, Wayne Burling.

The Board also agreed that the Concert planned last year would not be continued in 2017, primarily due to less than anticipated (paid) attendance, combined with added rental costs. In 2017, we will have the Saturday Slalom event at the Yankee Air Force Museum, followed by pizza dinner and movie at the Host Hotel. A minimal donation will cover the cost of the pizza dinner. The slalom will start later in the day, with a food vendor on site.

H. Neil Reichard

President

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[Click here to securly pay your dues online.](#)



How works a VW.

By Dan Peirce

If you read "How To Keep Your VW Alive" it goes into this in detail and it is a fun read that I recommend. Most do not take the time however and so I'd like to give a whippy skippy version

that explains what makes our cars function and what makes them possibly malfunction. This is always good information to think about when trying to diagnose an issue with your beloved car.

This article is a very basic guide to begin to trouble shoot your VW when it will not start. Take your time and be safe. If you are uncomfortable doing any of this take it to a professional and you can read this for basic knowledge.

There are three things our cars need to run and you can think of it as a 3-legged stool. The first leg of the stool is air. We need air; and so does your VW. Thankfully air is free (so far) and plentiful (same). Be mindful that a restriction of air or a miss adjustment of the ratio of air to fuel (second leg) can cause the engine to run either rich or lean (I'll explain this in the next article). The second leg of the stool is fuel, again the amount of fuel to the amount of air is important to not only the efficiency of the vehicle but to the life of the engine as the wrong ratio could cause damage over time. The last leg is spark. Unfortunately, this is the most troublesome component and is what we seem to fiddle with most.

Remember when one leg is lengthened or shortened the other two must also follow otherwise we have issues. So, you are about to fall asleep reading this by now and are wondering why does the average driver give a rip about any of this? Well the answer is unlike a modern automobile that is smart enough to keep the legs the correct height in all situations our cars are more basic and manual. The trouble comes in the fact that things change. It gets colder or hotter outside and what is an optimal setting in one setting is not optimal for another. Even how humid it is effects our performance and efficiency.

So let's say your car will turn over but not start. I first check to see that there is fuel in the tank as you would be surprised how many times that is an issue! Also how old is that fuel, if it is over 1 year old (smells more like paint remover than gas) consider a drain and refill. After that I go right to the back of the car. Are there any vacuum lines to the carb off or any missing altogether? There should not be any straws hanging off of the carb without at least a rubber cap on them to hold in the vacuum. I take off the air cleaner and take a sniff (do you smell lots of raw gas?). If I smell lots of gas I go right to the coil/distributor. If I do not smell gas I'll usually look down the throat of the carburetor with a flashlight while I give the throttle a good pull with my fingers. Is there fuel shooting in the throat from the accelerator pump? If so move on to the coil/distributor if not well now it's time to look for things that would restrict the fuel such as a clogged or crimped fuel filter (take the filter out of the loop temporarily

with a tube or longer fuel line) or a fuel pump that is failing. After that is sorted out try to restart.

After the fuel system is decidedly working. It's time to put an evil eye toward the distributor. This is in itself a very basic piece of machinery that has the function of taking a high-powered spark from the coil and "distribute" it to each cylinder at a precise time. It does this by taking the spark in from the coil to the middle of the distributor and then with a rotor (think a bridge) it takes the spark from the middle and gives it to each outer wire. It runs in a clockwise circle so that it starts with cylinder #1 and then goes to cylinder # 4, then #3, then #2 and then starts all over. This effectively fires one cylinder on each side at a time. Putt, putt, putt, putt is part of our VW's voice and is very pleasant indeed.

We are now getting our hands dirty; and this is where I would recommend you get a tech involved if you are not comfortable with this sort of thing as Boo Boos or worse can occur and I and MVVC will not be held accountable.

Ok so Let's see if your ignition is working. We will remove the distributor cap (set it aside with the ignition wires in place) and we will remove the rotor and dust shield putting them in a handy shoe box or some other holding device that will prevent small parts from walking away If any of these parts look worn or blackened it is an excellent time to replace them. Have a friend turn over the engine while you are looking into the space where the points are (if it is an electronic setup such as Petronix this is pointless! Get it? I got a million of em!). So again, if it has an electronic ignition you will skip ahead. Ok when your friend turns over the engine the points should make a nice little spark, spark, spark. It does? Good, we move on. If it does not we need to note if the point gap is correct (we should do this anyway but turn off the ignition for goodness sake or Zapp!). Also it is a good time to check the push on connectors to the coil are on tight (if it has a bad coil it is hard to test without swapping it out, thankfully they are cheap and usually a failing coil looks pretty yucky). If gapping the points did not produce spark you will need to replace the points and condenser. Ok so we now have spark and the gap is set correctly (you will have to go to a manual for this). Try to restart. Did it start? Great Miller time! Did not? Ok at this point feel your chi and let out a slow breath as it was meant to be this way and we will move on.

Put the ignition cap back on. Take one spark plug wire off of the plug, and then take out the spark plug (I recommend #2 which is on the passenger side most close to you). Is the spark plug wet? Does it smell like fuel? This means the plug is fouled and will most likely need to be replaced. If it is wet or smells lets replace all the plugs as they are cheap and why not. The average Bosch copper plug is a good soldier for 15,000 miles. After that it may go AWOL at any time. So you have now tried to start it with the new plugs and hopefully it started. If not you are going to have to get into some more heavy duty stuff and it's time to call a mechanic who is fluent in old VW.

Next time we can talk about how to optimize tuning.

Till then..... Enjoy your VW.

Please Welcome our newest Members

**Rich
Kellee
Scott
Daniel &
Constance
Michael
Kyle**

**McMahan
Stanc
Dean
Conrad
Kelien
Koch**

Check out our club store



Get your Hoodie with the club logo on the back.

They are \$30.00 each and we have sizes M - XL.

You can also purchase a club t-shirt for \$15.00.



We also have limited quantities of Official Licenced VW t-shirts for \$8.00 each.

Sizes are: **Dark:** Small - 2, Medium - 4, XL - 1



Light: Small - 3, Large - 3, XL - 2, 2X - 2



Follow this link to get to the Store.

<http://www.mvvc.net/onlinestore/catalog>

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! Email articles or photos to

newsletter@mvvc.net

Next Newsletter Deadline is May 1, 2017.



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.vvwca.com.

Contact Information for 2014 MVVC Board & Staff

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