



# MVVC Quarterly Newsletter

2018 1st Quarter



## Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

Ah the first Presidential article..... To get into the correct mood I removed my 8 radio/track player from my bug for its 40 year 8 track belt replacement. I now have it out so I decided to take a break and write the 1st newsletter article (I'll install the belt later today).

So I guess I should start with who I am. My Name is Dan Pierce and I've been with the club since 2009 and have been the Vice President of the club since 2014 as well. I got my first VW in 1982 at the age of 13 (57 oval). I have had many VW's in my life (air and water cooled). I guess I have a reputation for modifying and racing VW's like my current VW Ally Mcbeetle (66 sunroof bug). But this was not always the case. I once owned a 1964 sunroof bug that was totally stock and I kept it that way for 8 years without making any modifications to it! I have also owned a Manx style buggy as well as many Superbeetles and even a squareback and a 71 bus. I have always enjoyed the VW community that seems to come with VW ownership. I always have enjoyed being part of an active VW club and value what it brings to the VW ownership experience.

Neil Reichard has decided to step down after a very productive stint as the MVVC President. Neil and I both joined the board at the same time in 2014 and for the same reasons. To save the club from disbanding. I feel that as Neil steps down he can be proud as to the job we all did and he leaves the Board in a much healthier state than he came into. Wayne Burling will still be on the board as the chief financial officer, Chris Schroer is our secretary and Debra Foye is back on the board to fill in my old position of Vice President. Merrit Scott Collins is our new events coordinator. Neil and the board have worked hard to bring the club back to a healthy financial position over the past few years and we now find ourselves in a pretty good spot. I do not want anyone to forget that without board members and people to help run the board; the club would have to disband. This was the position we found ourselves when Neil, myself and Debra joined a very leaky ship of a club. With lots of work and dedication, and a yeoman's job done by Wayne trying to keep it all together we were able to turn it all around.

Our vision for the club was a much more fun based model than was used in the past. I and others feel that if for a reasonable cost we can delegate an unpopular responsibility then that is the way to do it. We started to utilize the Boy Scouts to run the gates at our shows for a very small fee. We also tried to cut down on year specific shirts which were both a drain on the club financially as well as a lot of work to design and make every year. We went to our classic blue shirts that are reasonably priced and can be worn to any event. They are almost as much a club uniform as they are timeless. Plus they do not show oil stains all that well as I can personally attest to. For this year we are to further that theme by getting rid of the show plaques. Now hear me out. The plaques need to be designed and made every year and then whatever are left over (usually over 100), need to be sold off or given away. We as a board decided to replace the plaques with MVVC round magnets. Now these will be given out at the show as the plaques used to be.

But now we can have the same ones for every show. Also they are more useful for the membership and can be used on metal dashboards as well as on the refrigerator. It has our logo on it with the website. It will be one less responsibility to design every year and will also be less of a waste of resources as it seems there are too many left over with the minimums that we are required to make every year.

We have a great show on the way for this May. It will be a Beach Buggy based theme this year (**LIFE'S A BEACH, JUST BUG OUT**). If you know of anyone with a VW powered buggy let them know of the event. As always all VW powered vehicles of any type are welcome. We intend to have a beach Volleyball court and a Beach themed photo op that I am working on. There will be a cruise through town at 11am, and I am working on a dance troupe that will perform a hula dance for us as well as some classic German polka type dancing. As was planned for the last show, If you have some VW themed art you wish to display we will have room under the tents but you will need to have some way of displaying it (easel or stand). Due to the weather the art display really never happened but hopefully we will have pleasant weather this May.

We will have our Cone race on Saturday at noon at a soon to be determined location as the school we used last year is not available. We will then have a Pizza party with Movies at an also to be determined new hotel location. As always there will be lots of new this year. The only thing we can count on is change. We as a group need to not only accept change but embrace it if we are to prosper as a car club. I feel confident we have the means and the resources to have a fabulous future.

I look forward to serving the club as the President of the club. With your help our club will grow and thrive and be more fun than ever before. Remember that if you wish to become more active in the club or wish to have more input on the decisions that effect your club the Board is the place to be. We always have open spots on the

## **ADVENTURES OF MODIFICATION**

by Dan Pierce

As many may know I like to modify my Volkswagen for more power, better handling, and more usability. I would like to share with you my adventures of modification and what I found worked well and some modifications that did not work out so well. One thing I will get out of the way at the beginning is that no one builds a better more quality part for your VW than VW. Also when you have all stock parts on the car and replace a part with another factory quality part you can be assured that it will work in harmony with all the parts around it. So there is something to be said for a totally stock vehicle in that it works as it was designed, and can be a smoother operating unit compared to a modified vehicle that is not necessarily in harmony.

So what are these modifications and why would anyone want to upset their perfectly German designed nature? My answer to that is our cars were designed for a much different world than what we now live in. Our expectations for performance and safety are far advanced from when our cars were designed as basic transportation for your average 1930's German family. I personally want more of everything, power, brakes, steering, suspension, comfort from my car. Yet I still want that certain something that you can only get from an air cooled VW. I often say that with my car I wanted more of a 1970's Porsche 912 experience with the aesthetics of a Beetle. In a nutshell I wanted a real life Herbie.

These are all do it yourself "capable" mods but keep in mind you can cause a lot of damage if it is not done correctly. Always seek help with the install if you are uncomfortable with making the modification.

I have seen many people ruin a perfectly good VW by changing only one aspect of the car. When it comes to the driveline it must be understood that changing one thing makes a need for other changes or at least different tuning. As an example replacement of the carburetor to a non stock unit without replacement of the exhaust to a higher performance unit will probably not get you much gains. Replacement of the carbs and exhaust will get you a noticeable bump in power but now you should really consider upgrading the brakes. Sometimes switching to a .009 (dizzy) distributor will work well with the carbs and the exhaust but only if it has the advancement springs internally set correctly. If a harmony of parts is not kept then the tune of the song is lost and you have a more herky jerkie outcome, think punk rock.

So lets follow a young Dan down the modifications rabbit hole.

So lets say you are pretty happy with the performance of your car but you want to add to the safety as well as reduce the amount of tuning you have to do to the vehicle. I would very happily suggest you install a front disc brake setup that can be had for around 300.00 in parts and a petronix electronic ignition which is around 100.00 or less. As with all things there are good brands and there are cheapo stuff out there that will cause more hassle that the savings is worth. The disc brakes will add a much better pedal feel and will work better in the rain. Also no more brake adjustment!! I replaced the rear as well and can safely say that the disc brake conversion is the single best modification I have ever made to my vehicle. The Petronix Electronic ign gets rid of those pesky points and lets face it quality points are getting harder to come by. This will give you better starts in wet or cold weather. Your Dwell will always be spot on and if installed correctly are much more reliable.

Lets say you have done the above and like the taste of the good life and decided you want a little more power out of your engine. Your not looking to make a fire breather but maybe hit 70mph a bit faster and have a gas pedal that is less an on off switch. Lets also say your carburetor has seen better days and your exhaust is leaky and rusty. Well I would suggest a duel ICT carburetor kit (under 400 in parts) and a header exhaust with a single quiet muffler (under 150.00 in parts). This will add around 15 to 20 hp and will work well with a stock 1600 to a 1641 set up. With the shorter intakes and fresh new carbs you will find a much crisper power delivery and maybe even better gas mileage. The exhaust will have a nice growl without being obnoxious.

So now you have a little more power but feel that the handling is not what it should be and you notice that at 60mph and above the old steel wheels are not cutting it. Well how about some new gas shocks and a new wheel and tire combo? Ok a word about the gas shocks. I hate them. I eventually went to a very expensive KONI adjustable unit (which I set at the soggiest rate available). KYB gas shocks really ride too hard. I do recommend an old style (but new) oil shock. These ride fine and your suspension has so little weight on them that the gas shocks almost act like a block of wood. Make sure to consider replacement of any worn ball joints or tie rod ends and never forget to replace the steering stabilizer shock as those fail and it is a noticeable type of failure (death wobble). As for wheels there are some real deals out there for some really wonderful aluminum wheels for under 110.00 per wheel. Tires can be up sized and I settled on the perfection of 215/7015 rears and 185/65r15 fronts. I've been running this combo for many many years. There are many different combo's available and you must decide what look and performance you are going for. Sway bars front and rear work well on VW's. I installed both and have not been at all unhappy with them. Did you know that your VW has a 4 wheel alienable suspension? Not many people know how to do it properly but when a suspension professional does it right it makes a whale of a difference. Note that a change in tire diameter to the front will change your speedometer reading. I changed to a GPS speedometer so it was not a worry for me but it might bother you so go online and compare sizes on a tire calculator that will show the speedo reading difference. The rear tires have no bearing on the speedo but do change your overall gearing, so taller equals lower rpm.

Lowering of the suspension is a big thing. I'll admit it is aesthetically pleasing and I even tried it on my car. I do not advise it. It makes the car less usable and every pothole now becomes a shark in the road to look out for and avoid. The handling benefits exist but let it go. It is a recipe for misery unless you have a 5000.00 system installed by suspension pros. I removed my lowering setup and went back to stock height and am very happy with it.

If you have an older bug like mine then the transmission is set up for a 1300 or smaller motor and I found that at 70mph I was turning around 5000 rpm which was a tad buzzy for me. I had a nice freeway flyer transmission set up specifically for the size tire and rpm # I wanted to see at speed. Expect to spend between 600 - 1000 for a Freeway flyer depending on other mods made. I made mine with lots of internal modifications to handle the monster motor I was planning on making. I now turn 3000 at 70mph

The Big motor. Its is kind of a big deal. I say if your going to go big.... go as big as you can as the price is usually very similar. Now understand with big power comes big challenges. You need better crankcase breathing and a better internal oiling system (bigger ports) better heads that are machined for the new cylinders and a host of other needs. I recommend you have a performance engine specialist handle most of this stuff. Or you can do it like me and go through 3 separate engines and get help from the engine specialists after you admit defeat. Note to the wise, not all engine builders are equal but if they have been around a while they probably have a reputation you can check on. Also it is very important to explain exactly what your expectations for your motor will be. The engine builder can tell you how possible it is to meet your expectations and how much it will cost. I went very out there on my motor as my wishes were very unrealistic without some heavy tech involved. It has a happy ending but just remember that in the engine bay is where the Law of diminishing returns is the strongest on your car.

Ok so now your car is cute, handles well, stops well, and can outrun your average Honda punk. Now what about some tunes and an interior upgrade.....

And it goes on and on and on....

## **Events Update, First Quarter 2018**

By Merritt Scott Collins

Greetings. If you haven't met me yet, I'm the club's new events coordinator.

I'm proof that the MVVC welcomes everyone. I have a vintage Volkswagen Group product, if not an actual vintage VW: I road-race a fully-prepped 39-year-old Porsche 924. It's a fine example of German engineering that's seen more than its fair share of action over the years and is still a lot of fun to drive. (I wish I could tell you to look for it at events, but the car isn't street legal.)

Speaking of events, there are already more than two dozen 2018 events listed on mvvc.net, We'll continue to add more to the list as dates and details firm up.

This year's events kicked off in January, as we ate hearty German fare and sang along – raucously! – to “Schnitzelbank” with Rolf at the Dakota Inn Rathskeller. It was a bitterly cold night outside, but it was a lively good time inside.

What's on the horizon?

- ◆ Buggy Builders in Lansing is coming up March 11.
- ◆ The next official club-sanctioned event is a vintage tech session at Munk's Motors in Waterford on Sunday, April 8. Come and learn about things you should do when waking up your car after winter hibernation and other spring projects. We know the weather in early April can be hit or miss, so come even if you have to leave your VW at home.
- ◆ The annual MVVC Membership meeting at Aubree's Pizza in Ypsilanti April 22 at 2 pm. We'll meet upstairs to discuss Sponsorship updates, Volunteer updates, and we'll also seek your comments and suggestions to make this the best Festival to date. We will also be update everyone on other upcoming events. Looking forward to seeing everyone there.



Mark your calendars now: Events in **Green** are MVVC Sanctioned

- May 5, Blessing of the Buses, Grand Blanc
- **May 19, Slow-Speed Slalom, Ypsilanti**
- **May 20, MVVC Festival, Ypsilanti**
- June 9, Motorstadt Festival, Macomb, MI
- June 23-24, Euro Hangar, Holland MI
- July 7, Deutsche Marques, Gilmore Museum
- **August 18, Woodward Dream Cruise**
- ♦ **September 15, The MVVC at the Northern Wothersee Festival, Frankenmuth**

Please introduce yourself at the next event. I'd love to hear about your vehicle! And don't hesitate to contact me if you hear of an event that might be a good time, so I can add it to the club's calendar.

## Festival Information

May 19-20, 2018

Slalom Course, Saturday, May 19, at a place yet TBD.

Festival Sunday May 20, Riverside Park, Ypsilanti, MI

Check out our Festival page for ore information at:

<https://www.mvvc.net/festival/>

**Swap Pre-Registration is available on the website.**

When you Pre-Register, you will receive a packet which will include one club magnet and a Vendor Card.

[Download printable Swap Pre-Registration Form Here!](#)

\$15.00 per space or \$20.00 per space day of show.

You can pay using PayPal by Credit Card.

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**We have a new host hotel this year.**



We have 20 Queen rooms reserved at the Staybridge Suites Ann

Arbor

[3850 Research Park Drive Ann Arbor, MI 48108](#)

Our rate is \$89.00 a night plus tax

In order to receive the discount, you can call 734-213-1400

You will need to identify that you are with the Michigan Vintage Volkswagen Festival.

or [use this link to reserve online.](#)

When registering online please fill in the date(s) you will be staying, then Check Availability, that will take you to another screen with the correct prices.

On that screen click on the right arrow to go to the next page then click the right arrow again to reserve.

Check Availability | Manage A Reservation | Nearby Hotels

Staybridge Suites Ann Arbor - Univ of Michigan

Check In\*

Adults  Children  Rooms  Rate Preference

Corporate ID  IATA #  Group Code

\* Required Field  
\*\* Best Available Rate Search does not include affiliation rates.

All reservations must be guaranteed by a major credit card  
The hotel will not hold any reservations without a guarantee  
Hotel room rates are subject to applicable state and local taxes.

## Welcome to our newest members:

Michael Stemmler  
Jim & Julia Underwood

Tony Ellul  
Dan Garza

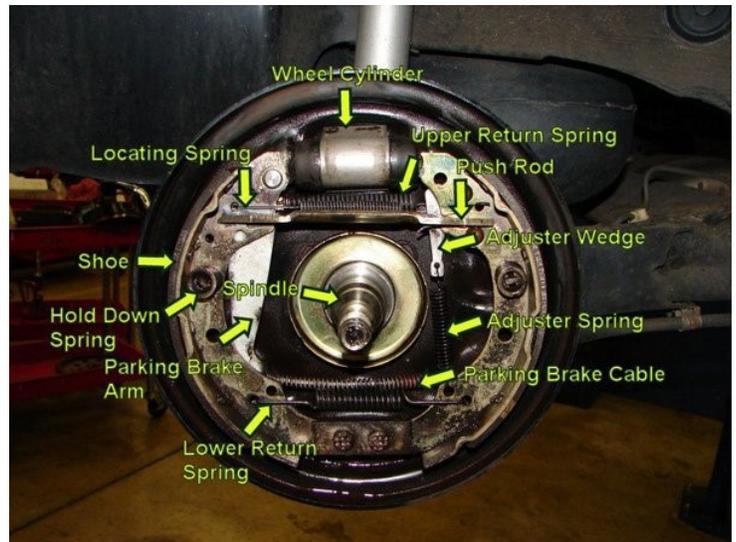
## Tech Corner

By Chris Braden

Every spring, when you get ready to drive your beetle, temper your enthusiasm and as you dust it off, and fire it up, remember to push down hard on the brake pedal. This simple reminder is one of the most important tests before you try to drive the car. Naturally there are a few other steps that you need to take, such as air in the tires, oil in the engine, etc but this tech article is about your brakes. Of all the systems on your car, this one can save your life. Some common questions that are posed to be, as a vintage VW tech that are brake related are:

“When I push the brake pedal down, it goes a lot further down than I remember.” “I checked my brake fluid and the reservoir is only half full, and only the front half has any fluid in it.” “When I tried to drive my car, it seems like the brakes are dragging and when I stop on a hill, when I release the brake pedal, the car does not roll.” Trust your intuition. If something does not seem right, the odds are pretty good that they AREN'T right.

So, let's say you want to stop but your Beetle won't cooperate? Here are some of the “punch list” items that are part of a brake evaluation. Some of these you can check even as a novice, some will be more advanced but from a technical standpoint, with a strong flashlight, you can perform some basic brake inspections and again, trust your intuition and when in doubt, photo document your findings. In this era of smart camera phones, texting a picture to your favorite VW advisor can be invaluable.



Start your spring "pre-flight checklist at the brake fluid reservoir. Check the fluid level and if the fluid level is low, inspect for obvious leaks and puddles under the car. First look near the brake reservoir and under it for signs of seepage or corrosion. On most Beetles, there are a couple blue feed hoses that attach the reservoir to the master cylinder in the trunk and a couple more down at the master cylinder itself. By now, if they are not cracked or damp, they may have already been replaced. If they are in poor condition, the hose is special for brake fluid and fuel hose may be a temporary measure but you need the real thing. Any shop that services imported cars should carry that special hose in stock.

If your initial inspection at those hoses does not tell you anything, you need to next inspect inside the car in front of the pedals at the master cylinder boot. A leaking master cylinder boot can hold a lot of fluid before you see it so you may need to insert a small pick tool and pull the boot away from the pushrod and peer in there with your strong flashlight. If you find anything wet or see a lot of crusty rust, take note and again, take some pix of what you observed to text them to your mechanic.

If the master looks dry, the hoses look good, and you did not find a puddle under the car

\_\_\_ Rack up the car and rotate the wheels to inspect for tightness, tire or wheel runout and condition of the tires and wheels.

\_\_\_ Make a note of any tight, loose or rough wheel bearings as you rotate the wheels.

\_\_\_ Remove the hubcaps with the special hubcap tool. Bag them individually and place them safely in a box

\_\_\_ Remove the cotter pins and rear axle nuts. Remove the front spindle caps and spindle nuts. Find a small container to keep them safe

\_\_\_ Remove the wheels and the brake drums or the drum and wheel assemblies.

\_\_\_ Inspect and measure the drums then record the sizes and compare to the wear limit. VW standard rear and non-Super front spec is 23.00mm. Front Super spec is ??

\_\_\_ Inspect the front wheel bearings and spindles. While pressing the bearing firmly into the race, feel for roughness or smoothness and make a note of your findings.

\_\_\_ Inspect the wheel cylinders. Peel the boots back to look for leaks, seepage, or rust. With pliers, try rotating the pistons to check for tightness or seizure. Inspect bleeder valves and caps.

\_\_\_ Inspect and attempt to rotate the brake adjuster star wheels and adjuster screws. Take care not to damage the retaining clips if they are still there.

\_\_\_ Inspect the hand brake cable return springs and casings.

\_\_\_ Have an assistant operate the hand brake while observing the cables and spring function for proper return and freedom of movement.

\_\_\_ Inspect the flexible hydraulic hoses for cracks or external deterioration.

\_\_\_ Inspect the hard lines and retaining clips for rust or damage.

\_\_\_ Inspect the blue feed hoses and rubber grommets at the master cylinder for rot or deterioration. Note: If you move them around a tiny bit, nothing should leak if the rubber is still pliable.

\_\_\_ Prepare a written report and bring the camera and info to the manager.

\_\_\_ If services are declined or un-necessary, at the manager direction, reinstall the drum/wheel assemblies, adjust the bearings, lock the spindle nuts and torque the rear axle nuts. Install new cotter pins.

## 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 \$35.00 for 2XL or 3XL.



You can also purchase a club t-shirt for \$12.00 sizes S - XL \$15.00 for 2XL or 3XL

Club carry - all bag with full color club logo. \$5.00

Follow this link to get to the Store.

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



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](http://www.vwca.com).

#### Contact Information for 2018 MVVC Board & Staff

President — Dan Pierce [danpierce@mvvc.net](mailto:danpierce@mvvc.net)  
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Treasurer — Wayne Burling [wayne@mvvc.net](mailto:wayne@mvvc.net)  
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## 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 April 28, 2018 submit to [newsletter@mvvc.net](mailto:newsletter@mvvc.net)**

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