



# MVVC Quarterly Newsletter

2018 3rd Quarter



## Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

Hello to all, I hope you were able to attend the MVVC festival this year as it was a great time. We had a cool beach type theme complete with hula dancers! We also had a good showing despite some Questionable weather. The racing on Saturday was at a new venue in Depot town. Despite the smaller size of the course it was fun and challenging for all who attended. We got over 40 new members that weekend (thank you and welcome to the club!). We actually did pretty ok for money and are on track for the year with expenses. We still have lots of events this year and we recommend you keep an eye on MVVC.net under the events for what is coming up. We hope to see you at the new Waterford raceway event set up for August 12th. Woodward cruise will be happening soon August 18th, be sure to enjoy it in comfort at Kirby's Coney Island! Hines Cruise is coming up on August 26th as well and is always a good time. The Barnums Buggy show is on September 9th (remember he is not only a member but a sponsor!). The Northern Wortherssee show is on September 15th and is a great event. And of course we have the Fall cruise being put on by Steves European this year (I am very excited by this!) and remember he is also a member and valued sponsor! With all this cool stuff going on, be sure to get involved and make some new friends and catch up with old ones as winter is not as far away as you might think!!!

# Events Update, Third Quarter 2018

By Merritt Scott Collins



Greetings, all.

So far, this summer has been a car show lover – and cruiser’s – dream. Or nightmare, depending on your tolerance of the heat...or your car’s tendency to be quirky. My own summer so far? Let’s just say we came, we saw, we blew a head gasket. I’m down to my daily driver in the meantime.

There have been some event developments worth noting since last quarter:

- **August 3, Automotive Concept Art Show & Car Show 7-9 pm.** There’ll be several-week display of automotive art at the Royal Oak Historical Museum, but the opening reception 8/3 will include a show of rear-engined cars in the parking lot. See details on [mvvc.net](http://mvvc.net) or Facebook.
- **August 12: Vintage VWs on the Hill at Waterford Hills.** Watch an exciting day of racing, then drive parade laps on the track in your own car at breaks and at lunchtime. I expect to lead the VW parade personally in the pace car that day, and any car can join in the fun: parade laps only go about 30 m.p.h. Unfortunately, recent visitors to The Hill caused a ruckus, resulting in the track’s parent club clamping down on longtime Hill traditions. So in an effort for the MVVC to be better neighbors than some of the other car clubs:
  - Do not bring in beer or alcohol. (Chris Braden of Munk’s Motors will buy your first beer or soft drink there.)
  - Do not bring glass.
  - If you bring a cooler for water and food, please be discreet.
  - If you bring a small pop-up tent for shade, please raise it out of the line of anyone else’s view – including that of the workers in the concession stand.
  - Refer to the flyer online for more details.

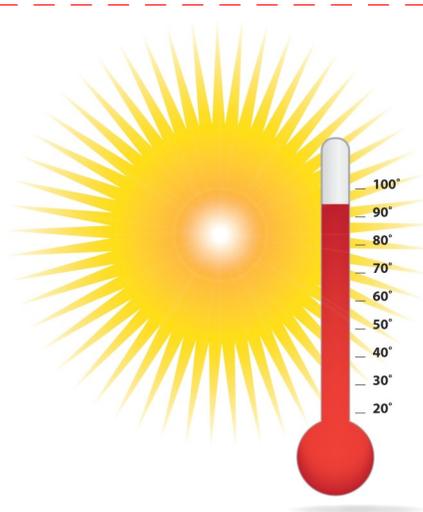
If you haven’t already, mark your calendars now for these VW-friendly events:

- July 14, All-American Wayne Road Cruise
- **July 28, Telegraph Cruise**
- July 29, US-131 Bug Run
- August 4, Red Barns Spectacular Car Show & Swap Meet
- August 4, Waterford Classic Car Show
- August 5, Clinton Twp. Gratiot Cruise
- August 5, Troy Traffic Jam Car Show
- August 12, Willow Run Victory Car Show
- **August 16, Back to the Bricks**
- **August 18, Woodward Dream Cruise (see us in Kerby’s lot, Woodward & Sq. Lake Rd.)**
- **August 26, Cruisin’ Hines**
- August 29, Harper Cruise
- Sept. 7-9, Frankenmuth Auto Festival
- Sept. 15, NoWo Show, Frankenmuth
- Sept. 16, Orphan Car Show, Ypsi.
- Sept. 21 Kokomo Oktoberfest VW Cruise-In

See [mvvc.net/events](http://mvvc.net/events) for details on these; the big annual car shows; and other upcoming cruises, Thank you to everyone who’s contacted me at [merritt@mvvc.net](mailto:merritt@mvvc.net) about events that might be of interest to club members.

Hello to all Members! It is getting awfully hot outside and I hope that everyone has taken precautions to protect your VW's from the heat. If you have an air cooled vehicle I hope that all your tins are in place and that you are using a nice thick oil with ZDDP additive for a happy engine. Those that run Vasser VW's I hope that you all have had your coolant serviced and made sure your Thermostats are functioning. Also being that it is show season I hope all of you guys and gals take advantage of sunscreen and a nice big Australian type of hat! The sun is no joke and I have lately taken it a lot more seriously than in the past. Lots of water and shade are the smart calls of the day. Nobody likes to get burnt or worse even get heat exhaustion. I have learned the hard way it can ruin an otherwise fun time. As for our cars I often remind myself that our vehicles were designed for the desert heat of Africa and the cold of the Arctic. I also remind myself that dirt washes off and to try to enjoy the car as much as I can during the summer. However a lack of AC in the car can be a factor when the temps go over say 87'ish and humid. I guess what I am saying is use and enjoy the car as much as you can long as it is still comfortable and safe to do so. See you at the events, and be cool!

By Dan Pierce, Club President



## Welcome to our newest members:

Dianne & Dave	Adank	Justin	Magri
Dan	Bennett	Louis	Mandelka
Maria	Booth	Ryan	Miller
Randy	Brown	Paul	Monson
Bill	Buown	Steve	Nickell
Michael	Carey	Dan	Petrie
Robert	Elwell	Geoffrey	Petz
Jack	Faett	Ben	Phillips
John	Filcher	Chris	Pineau
Dennis & Lynne	Fox	Frank	Pochiu
Kyle	Geijer	Anthony	Price
Nate	Gerding	George	Prokos
Eric	Grant	Jim & Sherri	Reddy
Theodore	Hawke	Mike	Scott
Jeff	Hosking	Neil	Shaddox
Ronald	Howell	Jim	Spurgat
James	Kenniburg	Mickey	Stamper
Tyler	Kinley	Eric	VanWormer
Mike	Kleitch	Rafael	Xavier
Greg	Konopka	Jarek	Zagar
Carol MacDonald			

# Tech Corner



Chris Braden  
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By Chris Braden

To readers of my previous columns, thank you for your suggestions. Your feedback has been inspirational. To new readers, I hope you find the information helpful. This quarter, here is a potpourri of tips for Beetle-owners. If you haven't had these problems with your car yet, someone else has, and you may in the future! Forewarned is forearmed.

**Problem:** Your fuel-injected Super Beetle won't start after being stored.

**Background:** When you stored your care, it ran fine; now, even after charging or jumping the battery, it cranks but will not stay running.

**Symptom:** The engine won't start. You checked for a spark, it seems strong and you have fuel in the tank.

**Tip:** This is probably the most common wiring fault found in fuel injected Beetles. There is a separate wiring harness for the fuel injection system under the back seat that runs from the battery to the fuel system relay located just under the rear window. Where the harness connects to the battery, the heavy red wire is connected with a ring terminal. The ground wire for the system is a push-on type. Over time, the push-on connector fits loosely onto the negative battery cable. When you put the battery charger on the dead battery, you most likely knocked the terminal off. You will probably find it laying in front of the battery between the battery and the trim panel where you can't see it. For a temporary repair, squeeze the connector down a little to make better contact on the battery terminal. A permanent repair involves replacing the push-on terminal with a ring terminal. I try to do this every time I find one with the original terminal.

**Problem:** The odometer is inoperative. The speedometer itself works well and the cable is also okay, but no miles register. (Super Beetle, Rabbit, Golf, Scirocco, and Jetta)

**Tip:** Your bug desires eternal youth and believes if it lies about its mileage, it won't age. Well, probably not. In reality, the odometer gear inside the speedometer has cracked and it's no longer driving the shaft. These gears are made of plastic and eventually, they all break. The replacement gear (which is brass) can only be installed by removing the bezel and the lens from the speedometer and taking it all apart. If you need yours repaired, let me know. Parts required are the gear, the bezel and if your lens is scratched, a new lens. If your take the speedo out of the car, it's not too expensive.

**Problem:** Vacuum leaks (Super Beetles)

**Background:** Previously, the car was running a little sluggish and when it was cold it tended to sputter and pop a little.

**Symptom:** Today, when you started your car, it popped, started and stalled. Now it starts but stalls immediately and will not stay running. It has good spark and fuel.

**Tip:** The main air boot has a number of hoses attached to metal and plastic nipples. Some of these hoses are not clamped down. Over time the rubber gets brittle allowing them to become slightly loose. If the engine should backfire on startup, it can blow one or more of the hoses right off the main air boot. In a way, this is a good thing. If the main air boot and all the hoses were clamped tight, your air flow meter might become damaged by a backfire.

While you are checking for loose hoses on the air boot, check the boot itself. The boots eventually tear due to the rocking motion of the engine. Naturally, they usually tear on the front side where you can't see the tear. Go figure! Massage the boot to feel how much flexibility remains. If it is very stiff, replace it. New boots are relatively soft and flexible.

**Symptom:** Steering wheel shake (all Beetles)

**Problem:** The car has always seemed a little shaky and you have had EVERYTHING replaced but now,

even with new tires, it STILL shakes at about 45 mph and faster.

**Tip:** Have the tires balanced "on the car" to eliminate out of balance conditions. On many cars, the brake drums are out of balance and if only the tires are balanced, the car may still shake. On the car balancing is something of a "lost art." You may have to search to find a shop that has the equipment and experience to do it. After the balancing, don't forget to mark the position of the wheel on the brake drum so you don't upset the balance if you take the wheel off the car.

**Problem:** Your side view mirror goes out of adjustment on its own, giving you an excellent view of the curb. How do you keep the doggone thing tight? None of your wrenches fit on the flats of the mirror bracket that screws into the window frame and on a convertible, you can't get ANY wrench on the nut without first removing the mirror from the bracket. If you use a standard wrench it will bugger up the trim under the vent window. (All '68 or new VW Beetles and Buses)

**Tip:** First of all, it takes a specially bent and especially thin 19mm wrench to remove or tighten the mirror bracket to the door. After modifying a wrench to fit (It's not too hard to do, email your request to [in-fo@mvc.net](mailto:info@mvc.net) and we'll send you a picture of the modified wrench), remove the mirror from the bracket by first removing the 12mm chrome cap nut. Then remove the mirror bracket from the car with the special wrench. Take the bracket assembly apart and clean corrosion from all the parts. When you reassemble the bracket and mirror, lube the bracket, the shafts, collars, and springs with anti-seize lube. Don't get any anti-seize compound on the tensioning nuts because you'll need to use Loctite on them. Tighten the tensioning nuts until the mechanisms are appropriately stiff and not loose. Reinstall the bracket on the car with just a bit of anti-seize compound. It needs to be torqued pretty tight so here is where having the right tool pays off. After you have the bracket on, install the mirror and the tensioning parts with a small amount of anti-seize lube and use Loctite on the cap nut. Tighten it just enough to move with a fair amount of effort. Until the Loctite hardens, rotate the mirror only clockwise to avoid backing the tension nut off. If done properly, your mirror will work just the way it was designed to work and stay that way!

**Problem:** Fuel gauge inaccuracy. When you get down to  $\frac{1}{4}$  on the fuel gauge, your car runs out of gas. (All Super Beetles, '71 to '79)

**Tip:** The fuel level is converted to an electrical signal by the fuel tank sending unit which works like a light dimmer. The more fuel in the tank, the more electricity that passes through the sending unit. Over time, fuel causes the resistor bar (which has a strand of wire wrapped around it) to warp. The "wiper contact" then fails to indicate the fuel level in the upper and lower ranges. Even if you replace the sender, the problem comes back in a few months further frustrating you. To cure it, the wiper contact must be modified and the bracket creatively bent to increase spring tension on the wiper arm. This is not a do-it-yourself project. I recommend contacting a vintage VW specialist for help.

**Problem:** Your seat rocks from side to side and makes a scraping noise when you try to slide it fore and aft. (All later VW's)

**Tip:** The seat legs have plastic clips that the seat slides on in the tracks. These often get broken during the process of removing or reinstalling the seat. The front of the seat is also supported by a plastic clip. The plastic clips for the legs are part # 111 881 213 909 (2 required per seat) and the pedestal clip is # 371 881 203 (1 per seat). These are cheap so you might as well order all of them. (It's a common part and most qualified vintage VW shops stock them.)

After you have the clips, you need to slide the seat rearward to remove it. There is a metal leaf spring clip cleverly hidden at the top of the seat pedestal. To remove the clip, slide the seat all the way back to expose the retaining screw and remove the screw. (You can remove the seat by depressing the clip but I've pinched my fingers doing it.) Slide the seat forward enough to reach under the seat and slide the clip forward slightly to release it from the pedestal, then you can pull the clip out. Now slide the seat back and remove it. Once it is out, you can clean the seat tracks and the seat legs where the clips fit on. I have seen the seat legs actually worn out where the clips fit on. If yours are OK, install the new clips, apply a thin film of lithium grease to the tracks and slide the seat back on. Unless something is bent or you have had a sleazy restoration, your seat will slide like new.

**Problem:** Your visor is very stiff to move up and down or it simply falls down on its own. (All later VW's)  
**Tip:** There is a tensioning screw that allows an adjustment with a Phillips screw driver. This visor can also be removed to take the pivot pin out of the visor to clean and lubricate the tension clip. This is especially useful if the visor makes a "craunching" sound when you try to move it. It's a fairly easy fix. If the tension screw does nothing when you tighten or loosen it, too late. You need a new visor.

I hope you enjoyed these tips. If you have any of these problems with your vintage VW and don't want to tackle them yourself, call a qualified vintage VW repair shop. Their technicians are sure to have a wealth of experience and will gladly help you.

## 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



New this year Club hats.  
These are embroidered with a version of the club logo. \$25.00

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)

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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 October 31, 2018 submit to [newsletter@mvvc.net](mailto:newsletter@mvvc.net)



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