



# MVVC Quarterly Newsletter

2019 1st Quarter



## Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

Greetings to all, as I write this I look out onto the frosty wasteland that currently is Michigan. This winter started really mild and I had been making a lot of progress with my winter tasks on my 1966 VW. With the help of Norris Racing we were able to find the cause of all my recent engine oiling failures. It turns out that the oil pickup tube was just a tad short for the extended oil sump that I have been running for a very long time. The end result was that when I was in a hard turn for an extended period of time I would starve the engine for oil which would eventually lead to me having #3 bearing failure two separate times. Another upgrade added during the rebuild was a windage tray. The windage tray will prevent the oil from splashing against and even clinging to the crankshaft which would lower horsepower as well as can lead to oil starvation as well. As always I performed lots of cleaning tasks while the engine was out and optimized some wiring routing. I am also in the process of repairing some body damage that I inflicted to the poor car a few years ago. I am replacing all four fenders with fiberglass units and already have the rear ones fitted. I still have the fronts to do but have had some physical setbacks that slowed me down. This year has been a rough cold and flu season and it sure took me down for a longer time than I care to admit. I also had a nasty fall that has further slowed me down to a crawl. Still, every day, in every way we get better and better. When you see the car it must be understood that it is an incremental build and just gets better and better with time and failures.

Work has begun on our Festival and this year looks to be a fun one. The theme this year is

**"Your Car is the Star"**. In addition to your star car there will be Emanuel Thullier's ONCE MORE car in attendance. This is the car that has been around the world 3 times as well as setting records at the Bonneville Salt Flats. The car has received a full restoration since its last visit to our show and now has a supercharged 36hp motor which is probably now closer to 100hp. Also we will have Janet Howle's "StewBall" Rally car. This VW Has taken part in many long distance rally's and has been through many countries all over the world. I am working on some other "surprises" but cannot go into further detail until I can confirm participation of the

other party as well as work out some details.



This year we will have a better parking lot for our Saturday Slow Speed Slalom. This year it will be at the club hotel at noon on May 18<sup>th</sup>. The Club hotel is **Stay Bridge Suites 3850 Research Park Drive Ann Arbor, MI 48108**. This is the same facility we used last year for the Movie/Pizza night which we will hold again right after the parking lot fun. No caravan is even needed as it is all within walking distance this year!

Sunday the 19<sup>th</sup> is the big show 9am – 3pm. All VW powered vehicles are welcome. If you are a current member of MVVC then entrance to the show is free. If you have yet to join for 2019 then there will be a 15.00 at the gate which will pay for your membership and then you can get in free. Walk ins are 5.00 at the gate.

The entrance to the Swap Meet for venders is open from 7am – 9am only. So please get there within that time. Entrance is off of Michigan Ave only as in past years. For only 15.00 (pre registered) or 20.00 the day of the event you get a 17 x 20 foot area.

As in prior years we will be utilizing the Boy Scouts to help with the gates and misc. show stuff. We only need members to work the club booth. This is to minimize work for our members so that we can enjoy the show. The more members that sign up the shorter the shifts for all. Please contact Wayne Burling at [festival@mvvc.net](mailto:festival@mvvc.net) to sign up.

I am very excited for this year's show. I look forward to meeting with every one of you. Please wear your club shirts and member badges if possible. We are not only there for fun but to introduce new members to our community.



## Events Update, First Quarter 2019 By Merritt Scott Collins

So far, there are about two dozen 2019 events listed on mvvc.net. While some of them are the same weekend as they are every year, as of this writing some that we always look forward to haven't yet finalized their 2019 dates. To avoid confusion, until I hear it from the host community or see it on official channels, you won't see it on our site. But I update regularly, so check back from time to time.

This year's MVVC events kicked off at the end of January, as it usually does, at the Dakota Inn Rathskeller. We dined on hearty German fare and sang along to "Schnitzelbank" with Rolf. It was a bit-terly cold night outside, but it was a lively good time inside. We welcomed a lot of friends from the Greater Toledo VW Club that night. I sat at one of the 'Toledo tables' and met some fun folks. I hope they come to future events; the more, the merrier; plus I'd love to see their Manx!

Here's a list of events we know about. We'll continue to add more to the list as dates and details firm up. Mark your calendars now.

Mar. 1-3: Autorama at Cobo Hall

Mar. 23: Matinee featuring "Herbie: The Love Bug" at the Gilmore Car Museum

Mar. 31: Michigan Buggy Builders 38th Annual Trade Show & Swap Meet

Apr. 14: Vintage VW Tech Session at Munk's Motors in Waterford.\*

Apr. 27: Annual MVVC membership meeting at Aubree's in Ypsilanti\*

May 18-19: Michigan Vintage Volkswagen Festival, Riverside Park, Ypsilanti.\*

May 24-27: Buses by the Beach Bus Benefit Campout. Camp Blodgett in West Olive, MI

June 8: Motorstadt Festival

June 8-9: Peacefest at LA Café in Waterford

June 22: Wayne Cruise

July 6: Deutsche Marques Car Show

June 27: Telegraph Cruise\*

Aug. 4: Clinton Township Gratiot Cruise

Aug. 17: Woodward Dream Cruise\*

Aug. 25: Cruisin' Hines\*

Sept. 7-9: Frankenmuth Auto Festival

Sept. 14: NoWo\*

Sept. 15: Orphan Car Show

Sept. 29: North Gratiot Cruise

Sept. 29: Bayfield Volksfest 5

Official MVVC events are in green.

Also in the pipeline...we plan to host another "MVVC on the Hill" at Waterford Hills this summer. Was that fun, or what?! Watch a day of racing and then join a line of vintage Beetles and Buses, parading around the racetrack at low speed behind the pace car. We'll make the same arrangements as last time, so all the VWs can be together at the head of the line again. (I know the right people; wink, wink, nudge nudge!) The Color Tour hasn't yet been scheduled, but it's not too early to cross our fingers for better weather this year. We practically needed oars last October.

And as always, please 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.

Until next quarter...

# VW Repairs

by Dan Pierce

Many of us love to work on our VW's and then there are some who do not, or cannot, and send the car off to the doctor for the work to be professionally done. There is no good or bad in this situation except that your safety relies on the quality of work done.

Now just because it is done by a shop; that does not by any means guarantee that the work will be done correctly by someone who is as meticulous and knowledgeable as you assume. So if you are having the work done by a shop that is not a specialist in VW's or is performing the work with untrained or worse yet uncertified people bad things can happen. You need to do your due diligence in finding the correct shop for your baby. Much as you would not pick a doctor willy nilly you should not pick just any shop.

Luckily in our day and age there are countless ways online to find others happiness with the shops work. Feel free to ask the shop their history with working on these vehicles as they are not like your average car. Most younger technicians are sadly lacking in knowledge and experience with points/distributors and old tech.

You could find a "Hobbyist" to work on your car. But remember that this person generally does not have the correct tools or training and usually learns by doing (and at times failing). This person is generally not state certified and so technically they are working on cars not for profit or illegally for profit. There is no recourse other than taking them to court and proving they damaged or destroyed your car. Also that hobbyist who is probably not doing this for a business but is just "helping out a friend" could repair the car in a less than safe way. I myself sometimes help friends with a task on their car and I usually start the conversation with "I am not a technician. I am not doing this for profit or as a business. If the car breaks in two you own both pieces". It sounds harsh but just because we are friends does not change the fact that if there are mistakes made all must be understanding of what the realistic expectations are of what is happening. This is the same as working on your car yourself other than you may only be helping or supervising the work. Now some Hobbyists are quite excellent mechanics with years of experience working on their own vehicles. Just understand what is really going on here.

Then there are shops who are so excellent that the word gets out and the shop is crawling with work. This is good. It means they do good work and usually at reasonable prices. It also means 10 hours worth of work may take a month to complete. And in that span of time bad things can happen to a car sitting on a lot. Make sure everyone is understanding of the time frame of the repair and cost.

Sounds like fun huh? Well while working on your own car is fun, you can get over your head very quickly and need to call in the professionals. Remember it is a business, you broke the car, and you own the car. The shop is being called in to help repair YOUR car. It is not their car. You can only expect so much from certain individuals. It takes a certain kind of person to have the tools, certifications, training, experience and shop to work on the car. It takes a very special person to care on top of all that. That person's time is very valuable and we must respect that.



# What is in a name?

By Debra Foye

When I pull into a gas station with my Bug, there are usually two questions that I am asked almost every time: What year is it? And What is it named?

I'm sure a famous Beetle named Herbie has something to do with it, but it is not uncommon for people to give their cars names. We often chose to give things that mean something to us, a name. A name gives significance and closeness. There is even a National Name Your Car Day (October 2nd). Nationwide Insurance created the holiday back in 2013 and used the excuse to poll more than 1,000 U.S. Car owners for their "Meet My Baby" contest. About 25% responded that they had a name for their car. (I suspect this number would be higher among members of the club.)

Some interesting highlights from the Nationwide Insurance 2013 survey:

- More than 31% were inspired by the vehicle's color and appearance.
- 36% of car owners between the ages of 18 and 34 are more likely to nickname their cars.
- Women are more likely to have a nickname for their cars than men – 27% vs. 17%
- 25% surveyed think of their car as a girl
- Men are more likely than women to name their car after a famous or historical person or a character in a movie.

AutoNation commissioned a study in 2015 that claims the more cars you own in your life, the more likely you are to name them. Personally, I named my first car, my bug, but didn't name another car until I started getting a Subaru as a daily driver. I don't know why I didn't name those intervening cars, other than a name just never came to me.

The top name for cars, whether the owner was male or female, was Betsy. Names starting with "B" were found to be quite popular, the survey found, as 8 out of the top 12 most common names began with "B" including Betsy, Betty, Bertha, Bessie, and Baby. Interestingly, Herbie tied for number five top car names by women. Herbie tied with Precious and Sally. If the poll was taken again today, the ranks might be different, but at least in 2015, Volkswagens did not make the top five most named car makes. Ford came in first, with the Ford Mustang as the top named model. Funnily, the Honda Civic was the second most popular (Honda was third overall in makes of cars).

There are a number of ways the names are picked. In a survey conducted by Cars.com just before Name Your Car Day 2018, 79% of the respondents came up with the nickname themselves. The remaining 21% of the names came from family, friends, and significant others. Some picked the name as a joke, and some out of sentimental reasons, but more than a third indicated that they didn't have any reason for the names they picked at all.

Have you named any of your cars? Do you recall why you named it that?

The name of mine? George. I can't really remember why I named it that, but it stuck!



## 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



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>

## OFFICIAL CONVERSION CHART

### HOW TO INTERPRET

\*

\*

### ANTIQUUE CAR ADS

#### IF IT SAYS:

#### IT REALLY MEANS:

Rare model.....	Nobody liked them when new either
Older restoration.....	Can't tell it's been restored
Needs engine work.....	It's been frozen for 30 years
Uses no oil.....	Just throws it out
No rust.....	Body and fenders missing
Rough.....	It's too bad to lie about
One owner.....	Never been able to sell
No time to complete.....	Can't find parts anywhere
Needs interior.....	Seats are gone
Rebuilt engine.....	Has new spark plugs
May run.....	But it never has
Low mileage.....	Third time around
Many new parts.....	Keeps breaking down
29 coats hand-rubbed paint....	Needed that much to cover rust
Clean.....	It sat out in the rain yesterday
Best offer.....	About what I expect to get
Always driven slowly.....	Won't go any faster
Prize winner.....	Hard luck trophy 3 times in a row
Stored 25 years.....	Under a tree
Real show stopper.....	Orange with purple fenders
Easy restoration.....	Parts will come off in your hand
Ready to show.....	Just washed it
Top good.....	Only leaks when it rains
Good investment.....	Can't depreciate any more

Shared on Facebook by Rolf Schroter

## **Thinking Small**

**By: Andrea Hiott**

Do you know the history of the VW Beetle? Are you clear on the relationship between Ferdinand Porsche, Adolph Hitler, and the Strength through Joy Car?

I am about halfway through reading this very interesting book by Andrea Hiott, which retraces the long and winding journey of our favorite little car. The word Volkswagen translates to “People’s Car”, and not only did the Beetle concept come together as a solution for the everyday German man (or woman) to get out and see other parts of Germany, this book describes in great detail, the different people that brought this idea to fruition.

What is really incredible to me is that this Volkswagen project started long before WWII, continued throughout the war, and was picked up out of the rubble of vanquished Germany and continued on to the tremendous success most of us are familiar with.

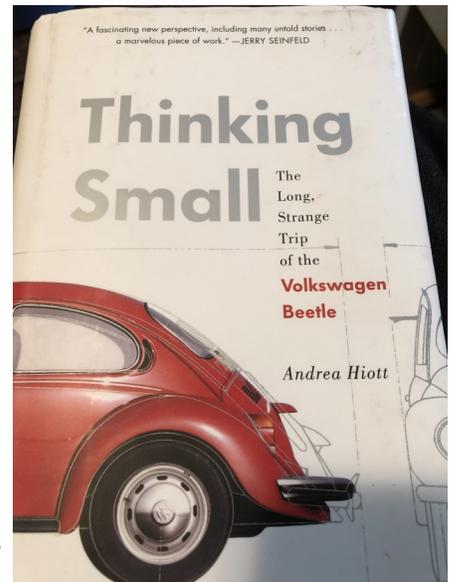
In my humble opinion, it is the British we have to thank for the very survival of the Strength through Joy Car and the rebuilding of the plant in the Town of the Strength through Joy Car (Wolfsburg). After the war was over and the Allies divided up and occupied Germany, it was a good thing that Wolfsburg was not in the U.S. controlled section. The Americans felt that it would be a continued threat to allow German Industry to resume producing anything. The U.S. dismantled many factories that were in their controlled section. The British had more of a long term view of things and realized that a revitalized Germany was good for the rest of Europe as well.

The former Opel executive Heinrich Nordhoff was hired to take over the plant and turn it into a Beetle making, money making operation. Even before the war, Nordhoff was not a big fan of the “People’s car”. However, as he immersed himself into the job of building this car in large numbers, even he succumbed to the charm and simplicity of this great little car. He called it, “an amazing automobile with a special personality.”

I look forward to reading the rest of this book to see how it made its way to our shores and was adopted by a NY Advertising agency and eventually embraced by a counter culture in the 1960’s.

I get no commission here, but I would encourage anyone that wants to know the real story of the VW Beetle to check out this book.

**Submitted by Chris Schroer**



# Cold Start



Service Desk  
Munk's Motors  
248.681.8081  
[www.munks.com](http://www.munks.com)

This is one of the most common complaints we hear, and cold mornings only worsen this type of trouble. We have found that in many instances the only problem is with the procedure being used to start the vehicle. Newer fuel-injected cars require a totally different method to start than do vehicles with carburetors. Adding to the confusion is the fact that many families own both fuel-injected and carbureted cars, and switching back and forth calls for attention to which procedure to use in which car.

If you own a carbureted car, follow this procedure whenever starting it:

Press down completely on the accelerator pedal ONCE and then release the pedal. Now turn the key, and the vehicle should "fire" and stay running. NEVER NEVER pump the accelerator pedal multiple times. This does nothing but "flood" the vehicle, and leads to frustrating no-start problems. Most of us were taught to start a car by pressing on the accelerator before turning the key, and this method should work without fail, assuming you have no serious problems that need to be serviced.

However; if you own a fuel-injected vehicle, you must follow a different procedure when starting the car. Most new fuel-injected vehicles come with these instructions attached to the driver's sun visor, and they're so important that they bear periodic review: In a fuel-injected vehicle DO NOT step on the gas pedal AT ALL before turning the key. In carbureted cars, pressing on the gas pedal sets mechanical linkages which allow for a higher idle speed, and closure of the choke plate, which causes the carburetor to create a richer fuel mixture in the engine, allowing the spark plugs to fire the fuel. However, fuel-injected engines with computer control have an electric motor (known as an I.A.C. Motor) which automatically sets a higher idle speed. The computer affects fuel injectors which enrich fuel mixtures to allow the vehicle to start promptly WITHOUT THE DRIVER PRESSING THE GAS PEDAL. Should the driver touch the accelerator pedal, the internal computer will actually be confused and may create a condition where the engine will probably not start or run properly.

Should you still encounter starting problems with your vehicle even after following one of the proper methods outlined above, then service is definitely called for. A skilled technician can diagnose and correct starting problems. It is imperative, though, that you allow the technician to examine and work on the vehicle under the same conditions in which you experience the problems -- when it's cold, before its first attempt at starting in the morning. Even 60 seconds of driving will cause choke or computer settings to "warm up" to a point which will mask the problem they are trying to correct, so your technician may need to keep the car overnight to duplicate the conditions.



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 2014 MVVC Board & Staff

▷ President — Dan Pierce	<a href="mailto:dan@mvvc.net">dan@mvvc.net</a>
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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 30, 2019.**

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