



MVVC Quarterly Newsletter

2019 3rd Quarter



Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

Greeting to all MVVC members! The summer is underway and I hope you are enjoying your cars despite some of the hot weather we have been fighting through. Make sure your fan belt is tight and be sure to run some appropriate oil such as 15w40 or even 20w50 made for flat tappet engines.

Work is of course underway for the next MVVC festival which we determined will have a Bus theme this time around.

My VW Ally has been on its best behavior this season and I have been packing on the miles. I have already taken many trips to Detroit and back and it is not even leaking oil yet!! Yes I checked the level many times. The new HID headlamps work great. Overall a much more pleasant season than last year.

There are many events coming up so be sure to keep an eye on the events page at <https://www.mvvc.net/events/> we look forward to seeing you there!

Remember if you want to host a event be sure to get in touch with our events coordinator Merritt at events@mvvc.net

Be sure to take advantage of the clubs page on Facebook and keep in mind you are welcome to post VW stuff for sale.

Take advantage of all the benefits that our club provides. Remember the MVVC experience is what you make of it. You will find the more you put into it the more you will get out of it.

I hope everyone has a wonderful safe summer. And I hope to see you all at some of our cool events.





Events Update, Third Quarter 2019

By Merritt Scott Collins

I competed at a regional race weekend at Mid-Ohio in July. To make a long story short, we came, we saw, we blew a head gasket.

Again.

What does this illustrate? We're all in this together: I may not own a classic VW, but I fully understand the love for a temperamental, elderly car that more than once has left me stranded. And I still look forward to every outing...(regardless of how the last one ended). Anyway, the motor's out, new pistons have been ordered, and the motor on my beloved #77 is going to get an overhaul. We'll see how long that takes. I hope to make it out again before the end of race season. Unfortunately, it won't be in time for the next race weekend at Waterford Hills, which is Aug. 31-Sept. 1. That's "Vintage VWs on the Hill". As with last year, I'll be sharing pace car duties that day, and will ask the VW racers to visit their fans on the Hill. Don't forget, you can do low-speed parade laps in your own car on track at lunch and at the break. (Parade laps go about 30 m.p.h.) Hope to see you there!

So now, it's the third quarter. Already? Well, summer's not over yet. There are a lot of cruises this month. The one that seems to get the most press far and wide is the Woodward Dream Cruise. As a result, our club has received a couple of inquiries from VW owners in other states wondering if they can join us that day, so you might see some out-of-town faces. I told them if they pull up in a classic VW, they're welcomed to park with us, but if they aren't able to bring their VW, they can park nearby, walk over our way with a folding chair, and expect to be among friends. So, please, if you see strangers in the MVVC area, say hi!

Cruisin' Hines is Aug. 25, and that's always a good time. Nothing but the classics! Look for us in the same place we usually are.

Here's a list of what's upcoming in the next few months; see mvvc.net for further details:

- Aug. 10: Woodstock in the D
- Aug. 15: Back to the Bricks
- Aug. 17: Woodward Dream Cruise
- Aug. 25: Cruisin' Hines
- Aug. 28: Harper Cruise
- Sept. 1: VVWs on the Hill at Waterford Hills
- Sept. 6-8: Frankenmuth Auto Festival
- Sept. 8: Barnum's VW and Buggy Show
- Sept. 14: Northern Wothersee
- Sept. 15: Toledo VW Club BugFest
- Sept. 15: Orphan Car Show
- Sept. 15: Milford Car Show
- Sept. 28: North Gratiot Cruise
- Sept. 29: Bayfield Volksfest 5
- Oct. 5: US-131 Fall Bug Run
- Oct. 19: Fall Color Tour (route TBD)

In closing, the club needs your help: we're looking for a location for this year's holiday party. In the past we've had it at public car museums and private collections, some of which aren't generally open to the public. Do you know of – or have a connection at – a place we haven't been to? Drop me a line.

Be safe out there!

What do you take with you?

by Dan Pierce



Being that many of us will be going to many shows near and far to our house I am asked about what to take with you to a show both for the car and for the driver!

For the car I recommend a good Mobile tool kit. Maybe a small air compressor and a small jump pack. One Gallon of Extra oil. For sure a fire extinguisher. AND of course all the regular maintenance that should be carried out regularly.

For the driver I recommend 6 full water bottles. Maybe some chips or a snack. Take a little cash for just in case or for that VW part or toy that you bump into. Sun screen and bug spray can make the day more pleasant. Cell phone with charger of course.

Bring a good attitude. No one likes a grumpy or unpleasant person. If you don't like the drivers car, just smile and keep it to yourself. Be helpful if asked. If not asked offer. Remember you represent not just yourself but the club. And on that note I would like to touch on our behavior online. Be nice. Be helpful. Or be silent. Again you don't just represent yourself but you represent the club. I know drama is all the thing, its just not our thing. VW owners should be the most mellow, helpful, pleasant to be around people. MVVC'ers doubly so.

Q & A Time with Chris Braden

Q - My Vanagon is not running well and I think it is time for a valve adjustment.

I already replaced the spark plugs, fuel injectors, fuel pump, filter, etc. so I assume that making sure the valves were in good standing wouldn't hurt, along with the check for exhaust leaks.

A - Typically Vanagons do not require routine valve adjustments since they have hydraulic lifters. If the valves get tight, it is often because the engine has overheated. If the valves become loose, it is sometimes due to loose cylinder heads. That is why I recommend checking the lower cylinder head nuts and inspection of the valve stems and adjustment screws for abnormalities. I think that about every 50,000 miles is about right.

About the performance of the Bus, there are many factors that can affect this. Although checking the valves is an excellent idea, I would begin with an under-hood inspection, compression test, intake system leak test, verification of the ignition distributor advance mechanism, ignition timing measurement, and then finally a dynamic fuel mixture test.

Over time, the intake system will develop vacuum leaks, causing a lean (not enough fuel) condition. This can lead to overheating and burned valves. If driven long enough with a lean fuel mixture, the engine will melt the pistons as well. This is where a "smoke test" comes in. Pressurized smoke is forced into the intake system and then the leaks can be viewed and then corrected.

Another factor can be the Air Flow Meter which may need to be calibrated. These can get out of adjustment due to age, fatigue or backfiring. I use an electronic gas analyzer to monitor fuel mixture on the test drive. That is the only way to be certain that the mixture is appropriate while you are driving. Any other method including the base fuel mix adjustment at idle, is inadequate.

Air-cooled Vanagons are now nearly 40 years old, and if you want one that runs well and lasts, you should take a methodical and scientific approach. When it comes to a cool Vanagon with a bad running engine, guesswork and "firing the parts cannon" at it is frequently frustrating and expensive.

Q - Occasionally my Beetle won't crank, but sometimes it will. The problem is intermittent and does not happen all the time.

A - I have learned that the best approach is to begin at the battery. To perform valid testing you must start with a fully-charged and tested battery. Anything less, and you may needlessly replace parts. Remember, safety first: Wear safety goggles when working around batteries; they contain acid!

There are three voltage readings that I take:

- 1) Static voltage is what the voltmeter displays with nothing turned on. On a 12 volt car, 12.6 is the minimum, on a 6 volt, it is 6.3.
- 2) Then I load the battery using a load-testing device and test voltage during load, with about a 160 amp load (12 volt) you should be seeing a "loaded voltage" of about 10 volts.
- 3) Bounce back voltage: With a healthy battery, it should jump right back to 12.4 to 12.6. You want to win a bar bet? Ask the guy next to you what the static voltage of a fully charged 12 volt battery should be at 72 degrees Fahrenheit. Few people know that a 12 volt battery with only 12.0 volts is considered "dead", and now you know the correct answer.

As I begin testing the battery, I visually inspect the cable connections to note corrosion or looseness. If you tug on the cables or try to rotate them, they should not move. If they have crusty white / green growths, they are corroded. You can clean corrosion and acid off the top of the battery with baking soda followed by water, which can work wonders. We have it in a baby powder container to sprinkle on batteries that look suspicious. After you clean up the corrosion, you can vacuum the baking soda from the area. And if you are working under the back seat of a Beetle, you can also clean up some of that seat stuffing, too.

Next, I test and record available STATIC voltage at the positive battery post and compare that to voltage at the starter positive stud. If I have power that is reaching the starter, then I can begin voltage drop testing. The goal is to analyze the entire circuit to identify the source of excessive voltage loss occurs. Here is how it works:

Set your multimeter to the 2 volt scale. Connect the positive lead of the meter to the battery positive post (or the cable if cable integrity is assured). This is the point of highest voltage potential. Then connect the negative lead of tester to the loaded circuit (lower voltage potential). As you are cranking the car, your meter will display the voltage drop. Some loss of voltage between those two points is normal but a total voltage drop of more than .50 volts between the battery post and the consumer is excessive whether it is a starter, headlight, horn, or wiper motor.

The next test measures the voltage drop between the positive battery post and the starter solenoid lead. Again, starting at the battery positive post and connecting the negative test lead to the solenoid terminal during cranking. This tells you if the power is being well transmitted from the battery, to the front of the car, through the fuse box, through the ignition switch, and back to the rear of the car. There are many points in this circuit where voltage drops can occur. If you measure more than .50 volts you have found a problem.

Testing the ground side of the electrical system is just as important as the positive side but I have heard it many times: "The ground cable looked good and it was tight." Anyone who thinks you can diagnose an electrical system visually is due for a rude awakening. So now I test between the negative battery post and the starter case during cranking. You will find voltage loss there as well. How much, is the question.

Next test voltage drop between the negative battery post to the ground bolt for the negative cable during cranking. This tests the cable itself and yes, even if it looks fine, you may find voltage loss in the cable or terminals themselves. And you can also test for voltage drop between the ground bolt and the starter case. And while you are under the car, how does that ground strap, and the nuts and washers look? I bet they are rusty and crusty. These parts are inexpensive and prone to failure.

If the sum total of all these wiring tests are within the tolerance of .5 volt drop during loaded testing, then you need to power up the starter with an external battery, independent of the vehicle wiring, and see how it cranks and sounds.

If the starter functions, a starter amp draw test is needed. F.Y.I. During cranking, a 12volt starter normally draws about 80 amps. If the starter draw exceeds 80 amps, the engine may be tight, the starter may have an internal problem, or the starter bushing in the transmission bell housing may be worn out. If the starter does not function, even with direct power, you have a bad starter. If the problem is in the wiring, and it usually is, you will know what to tackle first instead of just throwing parts at the problem.

Tech help is only phone call away



Last Volkswagen Beetle drives into the sunset

Vintage Volkswagen Beetle cars MANJUNATH KIRAN / AFP) (Photo credit should read MANJUNATH KIRAN/AFP/Getty Images) Manjunath Kiran | AFP | Getty Images

KEY POINTS

- Volkswagen rolled the last Beetle off the assembly line on Wednesday, July 10, 2019.
- It was the end of the road for a car that ran from Nazi Germany through hippie counterculture but failed to navigate a swerve in consumer tastes toward SUVs.
- The last Beetles will be sold on Amazon.com in a move symbolizing the company's embrace of the future.

Volkswagen rolled the last Beetle off the assembly line on Wednesday, the end of the road for a car that ran from Nazi Germany through hippie counterculture but failed to navigate a swerve in consumer tastes toward SUVs.

Serenaded by a mariachi band and surrounded by proud factory workers, the final units of the retro, rounded compact were celebrated at a VW plant in Mexico's central Puebla state more than 80 years after the model was introduced in Germany. The Puebla factory, which already produces VW's Tiguan SUV, will make the Tarek SUV in place of the Beetle starting in late 2020, Volkswagen de Mexico Chief Executive Steffen Reiche said. The bigger vehicles are more popular in the United States, the main export market for the Mexico factory.

The last Beetles will be sold on Amazon.com in a move symbolizing the company's embrace of the future, Reiche said. "Today is the last day. It has been very emotional," he said. The current design was the third version of the Beetle after two earlier cancellations and revivals of the marque.

The "bug," as the Beetle was nicknamed, debuted in 1938 as an affordable vehicle commissioned by Adolf Hitler to promote car ownership among Germans. With its funky design and inexpensive price, the car became a success story over subsequent decades and was one of the top-selling models of all time as well as the best-selling import in the United States in the 1960s, according to auto publications.

In the 1960s, the Beetle was a small-is-beautiful icon of the postwar Baby Boom generation. The 1968 movie "The Love Bug," which featured a zany anthropomorphic vehicle, stoked Beetle fever.

Despite its place in popular culture, sales of the Beetle have been lackluster in recent years. The German automaker announced in September that the Beetle would go extinct.

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Woman reunited with 1975 Volkswagen she drove in high school



MAPLEWOOD, N.J. (WPIX/CNN) - A New Jersey woman has been reunited with her very first car. It's a vintage Volkswagen she bought when she was a teen.

She hadn't seen the car since, until one day it popped up on Facebook.

"It was my first car and I loved it," said Amanda Dorset. "Love, love, loved it."

Dorset grew up in Virginia, and drove the 1975 purple Volkswagen Beetle in high school in the 90's.

"I've always really thought about the Volkswagen always because, I mean, I was 16," she said.

"Remember when you were 16? You know you have memories and those were fun memories."

She's owned 11 Volkswagens since. Dorset also owns a matching bag or two, shoes, decor and even her dog is named for a vintage Jetta known as the Bora.

Her first love even led her to her true love. Her wedding cake was a purple Volkswagen Beetle.

"That's it," Dorset said. "That's our common denominator."

Then she went home for the holidays when she heard from an old friend.

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>



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.

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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, 2019.

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