



MVVC Quarterly Newsletter

2019 4th Quarter



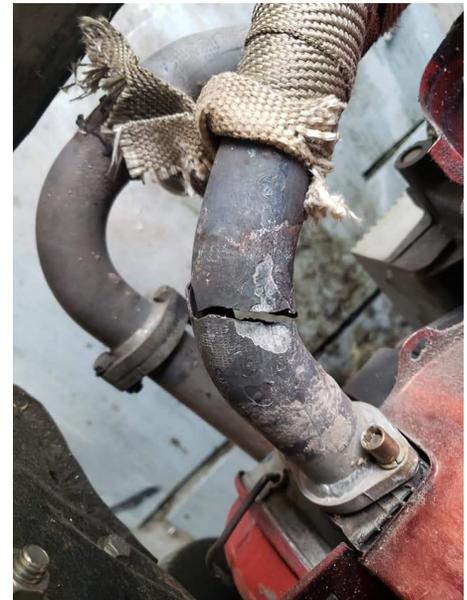
Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

Greetings to all MVVC members. Lots of goings on and good car shows that have come and gone so far.

Woodward Dream Cruise was well attended and saw some cool cars, some of which I had never seen before. Then there was the Hines Cruise was a success with probably more turn out than normal. Ally decided that the Hines cruise was far enough away from Frankenmuth to blow a nice piece of exhaust off of #2 cylinder. I was able to do some rather impressive road fixing if I do say so myself. And with some help from some friends (thanks Bob Ellis) was able to get a replacement exhaust and get Ally back together for the Frankenmuth Car show as well as the Nowo Show both of which were well attended and lots of fun!

A new issue was brought to my attention. Its actually an old concern but with a new twist. As we are a family oriented club we have always had the club rule of no drinking at a show or gathering. Now this has been a longstanding rule that I have actually not had to yet enforce. Recently it was brought to my attention that we have some members that were smoking legal marijuana at some of our recent shows. As a board we discussed this and while legal for use, it is not yet legal to smoke in public just as it is not legal to drink in public. so as a reminder to the club from now on marijuana will not be allowed to be used at club meets and really should not be smoked in public anyways. This is not meant in any way to vilify the usage of the product, just as alcohol is not looked down upon. But as a club we need to represent ourselves to being children and family friendly.



We still have some events we are working on. We have the color tour coming up in October on the 19th, which starts at Steve's European Automotive at 12 noon. A Christmas party that we are working on and will get info to you shortly. As well as the Famous Schnitzlebunk! at the Dakota Inn in January.

Everyone have a great last couple of months with our cars before it is time to put them away or start to tear them apart!

Dan Pierce

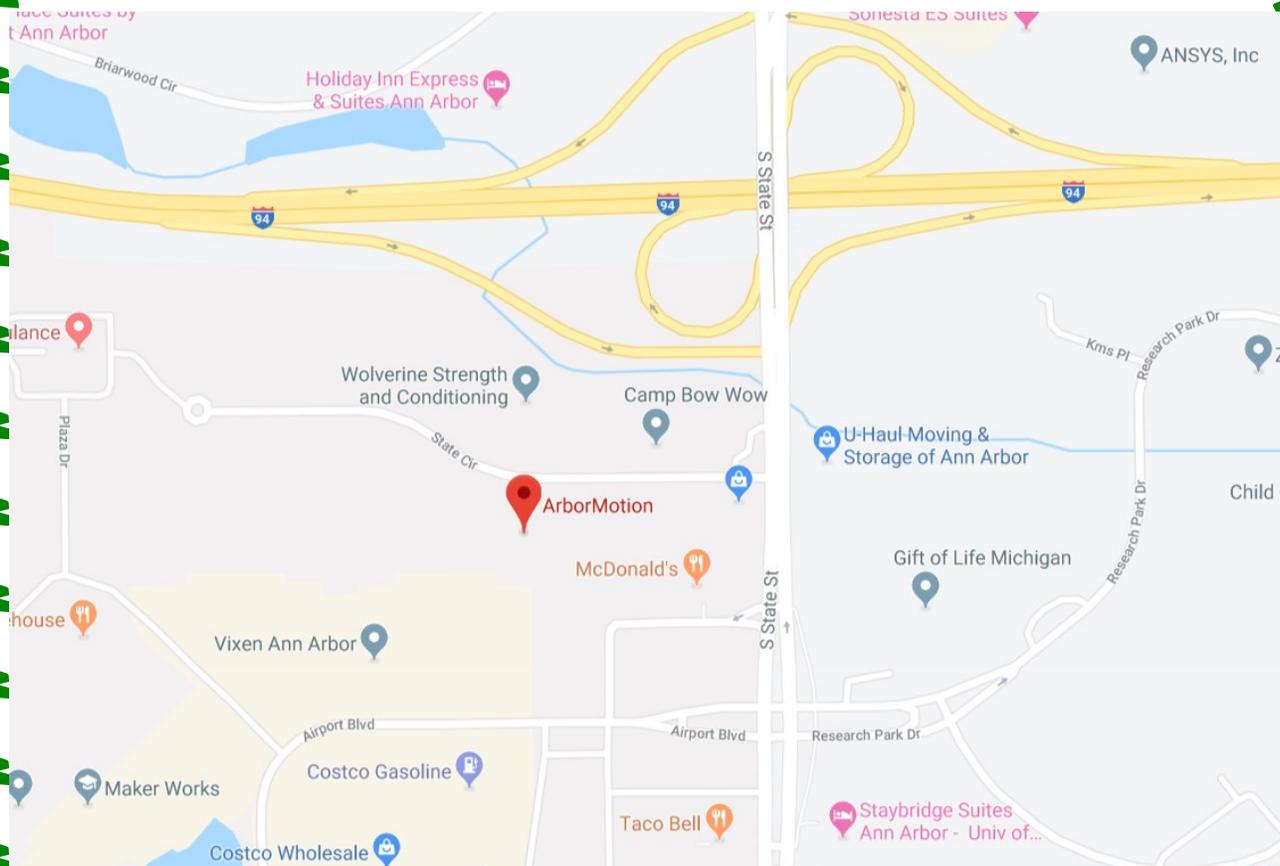


Christmas will soon be here.

Our annual Christmas Party and Membership Meeting this year will be held at Arbor Motion (669 State Cir, Ann Arbor, MI 48108) in Ann Arbor on December 21, 2019 at 2:00 pm.

It will again be a bring a dish to pass, the club will supply the ham and drinks.

We will have an Auction for star fish foundation and the Slot car track will be set up for entertainment.





Events Update, Third Quarter 2019

By Merritt Scott Collins

My car is put away for the season... in usable condition, for a change! The motor got a massive facelift late this summer including new pistons. I tested it in September. We turned 34 hot laps at Waterford Hills, and it didn't overheat, blow, drip, or find any tire walls. As sorry as I am to see the season come to an end, I'm grateful that next spring the car will need only minimal wake-up. Or so we anticipate – you know

how old cars like to surprise us when we least expect it.

Speaking of gratitude, this time of year, our club is grateful that generous, local VW-related sponsors continue to open their doors and host our events. There are three that come to mind:

The most recent event was the annual color tour. About two dozen cars met at Steve's European Automotive on **October 19th**. Drivers got a tour of his shop, a brief safety check if needed, then headed to Kensington Metropark. Fall colors were at their peak for this part of the state and – unlike last year! – the weather was sunny, dry, and ideal for a drive. The tour then headed to Steve Fowler's farm, with a stop along the way for cider, donuts and pumpkins at a cider mill. I had a wedding to attend that day, but according to MVVC member Lynn Anderson, who went on the color tour, "Steve and his family were awesome hosts, showing us around his shop and then later around his pole barns. He even helped Vince and I when our car had problems, putting it on his hoist and helping Vince resolve the problem so we could get home safely."

On **Sunday, Dec. 8**, there'll be a tech session at Munk's Motors. Watch up close as Chris "Munk" Braden and other techs demonstrate project prep for a '66 Beetle and run diagnostic procedures; everything from routine maintenance to restoration work. Feel free to ask questions. As of this article's deadline, the exact projects for this session haven't been determined, but these sessions always feature something worth learning, in addition to the camaraderie of vintage-VW friends. If your car is in need of service, and you have a way to get it to Waterford, consider having the work done at one of these tech sessions as a demonstration, when Munk's charges half of the usual labor rate. Contact their shop at events@munks.com to determine if yours is a project well-suited for demonstration.

On **Saturday, Dec. 21, at 2:00 pm**. The MVVC's annual holiday party and membership meeting will be at ArborMotion in Ann Arbor. Sebastian Gaeta, the owner, is looking forward to hosting our club. As usual, the MVVC will provide a ham, and we ask everyone else to bring a dish to pass. We'll have our annual club meeting, toy drive for the Starfish Family Services, an auction benefitting Starfish, and slot car races. Are you better than Dan at slot car racing? I'm definitely not! If you've ever wondered about the organization that the MVVC supports every year. According to the Starfish Family Services website: "Founded in 1963, Starfish Family Services is recognized as a champion for families who lack access to essential resources in metropolitan Detroit. Known as regional innovators, we provide high-quality programs and support services that focus on early childhood education, behavioral health wellness, and empowered parents." They serve over 4,000 children per year. And rest assured, your donation benefits children and families directly. Last year, Crain's Detroit's named Starfish Family Services the co-winner of its "2018 Best-Managed Nonprofit" award.

Looking ahead to January, we can expect the annual Dakota Inn dinner and – if all goes according to plan – the traditional singing of "Schnitzelbank." Look for the date of that dinner to be announced online, both at MVVC.net and in our club's Facebook group.

Meanwhile, have a safe winter!

"Adventures with Ally Mcbeetle"

By Dan Peirce



Hello all, thought I would go over some fun road repairs and general goings on in regards to Ally Mcbeetle. I have put quite a few miles on Ally this season (3000 or so) and for the most part they were problem free. I have been to many cars and coffee events as well as my share of car shows and cruise ins. I did get to do a little bit of racing as well.

The season started rather sour as my plugs were fouled out and the crank trigger was not adjusted properly so that the car ran, but not very well (May Festival show). The next week I had all that sorted out and was starting to drive the thing to work and generally just kicking it

around to see if anything else would fail.

After no real failures I drove it to the Woodward dream cruise with no issues at all. I was very happy with the fact that the new motor seems to run much cooler and the oil pressure seems strong. About the time I started to feel much more comfortable with the car and I drove it to the Hines cruise. I made it there trouble free but when I restarted the car after it cooled down there was a very loud exhaust leak from the number 2 cylinder. Upon closer inspection I found that the header had cracked in half at the #2 cylinder. This was a very high end header but admittedly had some age to it and the metal had fatigued so much I could not even have it repaired (welded). I would advise against header wrap in the future as it really did kill the header though it took a few years to fail.

I had the Frankenmuth car show as well as the Barnums Buggy Barn show in Millington coming up in only a few days! So I let out the word that I needed a 1 3/4 exhaust tube quality high performance header/exh system STAT! Bill Ellis returned my plea for help and had an very nice system that he had recently removed with a phat boy muffler. I thought I was easily in the clear at this point as an exhaust install is a piece of cake! Or is it??? Ally makes simple jobs difficult due to all the performance mods I have made in the past. There is a Kafer bar on Ally (also known as a truss bar) that with the old exhaust was not an issue but this new system was much more of an engine hugger than the old one. It was much narrower and closer to the frame horns. Now this is not all bad as I was not a fan of the old exhaust being right under the valve covers which meant a mess on the exhaust any time I adjusted valves. So the new system was pretty cool in that way but was not able to be installed because the ears that the truss bar system used were in the way of the exhaust. Well after around 4 hours of re engineering I got it all to fit!! Success!

Anyways it was time for a test drive. About one street away from the house there was a bunch of foul smelling smoke coming from the window defogger vent (not good), I pulled over and hit the main electrical cutoff on the back seat which is the very reason that the kill switch unit was installed by State of Mind Customs. I then opened the hood to inspect the damage. There was a wire coming off of the headlamp switch that somehow touched ground and fried some wiring. I was able to road repair most of the damage, and I figured I'd rewire the whole unit later that night anyways. I had just lost the dash lights so I decided to move on. The Phat boy muffler is something I have had on Ally in the past and it is a love hate kind of thing. It actually is much louder for around town usage but is actually quieter at hi way speeds. I also noticed that the torque curve was moved way up which is not a bad thing either. It seems to be a much more linear torque curve. I will have to re engineer the old cut out muffler to make it hot again as the clocking is now wrong.

At about this time, late at night, on a dark country road as I was thinking all of these muffler thoughts the accelerator cable broke. Now I do carry a spare. It was just that it was late, dark, wet grass and I had spent the whole day wrenching on Ally and was frankly tired. I decided to walk in the general direction of home and would tow it home later for repair, all possibilities of being on main street for the big show dashed. At that time my friend and owner of the 1959 barn bus find Chris Zehnder was passing by and stopped to give me a ride home (small world!). I towed Ally home and decided to ignore the naughty car till the next day.

Next day arrived and I rewired the headlamp switch and removed and repaired/replaced a lot of wiring. I intend to make re wiring Ally's winter project so I felt good about getting a jump on it. I then replaced the throttle cable and was done just in time to run to main street for the show! I mean within minutes!!

I was ready to go to the Barnum's show the next day when I noticed my PLX fuel ratio meter had died (probably related to the electrical fire). Normally this would not be a big deal except that this is what tells the computer how rich or lean the engine is running and the system then adjusts the ratio through the megasquirt fuel injection system. Luckily the car was still running and only seemed to run pig rich when cold (smoking). When the engine warmed up it seemed to actually run pretty well off of the base fuel map. I ordered the new PLX system and went to the show.

The new PLX system came in the mail right before NOWO and I knew better than to attempt the repair the day before the show. After the show(which was fun) I tore into Ally to replace the failed O2 sensor/module and wiring as well as a new pretty gage. This system actually runs the length of the car and I found much wiring that was unused or damaged and took this opportunity to get even closer to my sanyo wiring goal which will not realistically be reached until the car is actually down for the season. Still it is that much closer!

My next adventure is the color tour and I cannot wait to see how Ally works as it has missed the last color tour due to an engine oiling failure and the year before that it made it 75% of the way through when it burned out a fuel pump! I have a 250 mile towing plan with AAA so I feel invincible!!!

Till the Next adventure, happy wrenching!!

Q & A Time with Chris Braden



Q – My 73 Bus just developed a fuel leak under the gas tank. It looks as if the hose is all wet but fuel is not pouring out, just dripping. The hose was replaced only four years ago. Aren't they supposed to last longer than that? I used a quality German hose.

A – The braided 7mm fuel hose, part number “N 020 357 1” is apparently not ethanol safe. I have seen a dozen or more failures in the last year! Now the new hose part number is “N 020 281 1” and this new hose has a higher pressure rating as well as the proper formulation to resist alcohol in the fuel.

Q – I was backing my 79 Beetle out of the garage and I saw a huge puddle of gas under the car. I am lucky it did not catch fire. When my car guy looked at it, he informed me that the fuel hoses were incorrect for the car. They have the phrase “not for fuel injection” printed right on the hose. I have had the car for about six years and the previous owner had the fuel lines replaced at “Joe's Garage”.

A – It is amazing that the hoses lasted six years and no surprise that it burst. Carbureted cars of the seventies used low pressure fuel hoses but fuel injected cars can produce 10 times as much fuel pressure, about 40 pounds of pressure. The rated pressure of the correct hose is between 150 to 225 psi. Taking a Vintage VW to a general repair shop is like expecting a gourmet meal at a fast food restaurant. One can only assume that 1) They did not know the car was fuel injected, 2) they cannot read, or 3) they were in a hurry and figured it would last for a while. And in that regard they were correct. But as they say on Suzy's farm, “The chickens have come home to roost”. Even if it had the correct fuel hoses, it is time to consider replacing the fuel hoses before they fail.

Q – On my 1971 Beetle, I installed ¼” inch fuel hose with hose clamps and now I have been told that it is not safe. Bear in mind, I have no leaks and I think I did a pretty tidy job but why do I have to use German hose anyway. Isn't fuel hose just fuel hose?

A – When your car was new, VW used 5mm fuel hose with a braid on the outside of the hose. They made millions of cars with that hose with no clamps at all. There is no U.S. sourced fuel hose that I have found that is the proper size. And the sizes that are close cannot be used without a clamp.

Now you might ask, “why don’t they use clamps?” I know I did. With the braid on the outside of the hose, as pressure increases, the hose gets tighter compared to an American hose that gets looser. When you try to remove those hoses, assuming that they are in good shape, as you pull on them they get tighter. They are easier to remove by pushing the hose off the nipple. To your point about ¼” hose with clamps, eventually the ¼” hose will stress fracture due to an improper fit and you will have a fuel leak.

For the sake of liability, I recommend Oetiker “one use” crimp style clamps for hoses that will not need to be removed. These can only be removed by cutting them. For clamps that you may need to remove I recommend ABA Swedish clamps that have a smooth clamping surface compared to the U.S. style clamps that have punched holes. The smooth clamps exert even pressure on the hose while the U.S. style clamps tend to extrude rubber when used on smooth rubber hoses.

Q – I have heard a lot on the internet about putting the fuel filter in the engine compartment versus elsewhere. What is your opinion?

A – The advantage of having the fuel filter where you can see it is being able to see the fuel in the filter, view contamination, and know when it is time to change it. When properly installed with the right size hose there is no issue with putting the fuel filter in the engine compartment. I place the filter out of harm’s way between the coil and the carb with a short piece of hose bent 90 degrees with the inlet hose tucked down and below the carb linkage and coil terminals. The most important aspect of this is to make sure that the hoses are cut to the proper length and routed so they do not foul the carburetor linkage. If you do clamp the hoses, and I do not discourage this, you do not want the clamps touching the coil terminals.

In the mid seventies, VW began putting a fuel filter in the front of the car under the gas tank. When you are in the mood to change filters, don’t forget that one. My point of being out of sight and out of mind applies to that one since I have seen cars with the original filter in the front, never changed, and another one in back.

Q – My 1962 VW Bus had a non- functioning fuel gauge and my mechanic diagnosed it as a failed fuel sending unit. He replaced it and now 9 months later, it has failed again. Now I am told that it has another failed fuel sending unit. What the heck?

Q – My Beetle smells like fuel after I fill it up but I can't see any leaks. It gives me a headache. What's the problem?

A – Commonly, the fuel vent system has old, brittle rubber hoses or mis-routed hoses. If you have a pre-67 Bug, I have seen the vent hose routed from the filler neck straight down the front apron without the requisite loop of hose that normally snakes up the left inner fender and then back down through the exit hole.

On 1968 and newer cars, the vent system is far more complex and may include a charcoal canister along with breather hoses from the engine to allow fuel vapors to be burned by the engine. In this application, the air filter actually becomes part of the vent system and there is lots plumbing between the tank and the engine. Few of the cars I have seen still have the system intact but at a minimum, the components inside the trunk are critical to prevent fuel odor. My typical routine is to replace the vent hoses first, then smoke test the system to see what I missed. You can't see hose leaks without a smoke tester. We will demonstrate this at the next Munk's tech session in December.



Service Desk
Munk's Motors
248.681.8081
www.munks.com



This 1965 Volkswagen Bus/Vanagon Is The Grooviest Family Hauler

Rahul Raman

March 26, 2019

This creamsicle colored orange on white 1965 Volkswagen Bus/Vanagon is the extremely desirable 23-window variant and is guaranteed to turn heads of any VW enthusiast.

The first generation of the Volkswagen Bus/Vanagon arrived in the United States in 1950 and was sold here until 1967. During its almost two-decade sales run in the U.S., the VW Type 1 (T1) was sold as a four and five-door panel van, four and five-door microbus, a two-door regular cab pickup, and a three-door crew cab pickup truck. The U.S. bound T1s were either manufactured in Hanover or Wolfsburg, Germany and were powered by air-cooled flat-four-cylinder boxer engines with displacements ranging from 1.1 to 1.5-liters.



This particular [1965 Volkswagen Bus/Vanagon](#) painted in this cool color combination of orange on white is currently for sale at [Vintage Car Collector](#) in Glendale, California. The listing mentions that this VW microbus is powered by a 1.6-liter B4 air-cooled flat-four-cylinder boxer engine and is mated to a four-speed manual transmission.

Since the 1.6-liter engine was only available after 1967 for the Brazilian market bound T1s, we believe that the owner of this 1965 microbus has replaced one of the less powerful engines it originally came with this more powerful variant. Even in its highest displacement, the flat-four still made less than 70-horsepower.

The dealership hasn't provided much information about this 1965 VW Samba 23-window but based on the images of the exterior, interior, under the engine cover, and the undercarriage, this microbus looks more like a time capsule and a survivor rather than a fully restored automobile. If the exterior and interior color combination is all original and has not been repainted, then the desirability of this 23-window will be even higher in the vintage VW community.

Inside, the orange paint from the exterior is applied to the dashboard, side pillars, and the roof while the bottom of the cabin is painted in white. The three rows of bench seats are all covered in a two-tone white and brown leather. The seatbacks of the second-row seats fold 40:60 in order to allow access to the third-row. Behind the front passenger is the spare tire and the first and second row of seats are divided by a metal partition.

Overall, the cabin of this microbus is very basic and does not feature many luxury amenities. The steering wheel is covered in white leather and the gear lever for the manual transmission sticks out of the floor between the driver and the front passenger.

If you are interested in taking your family on a cool but slow road trip this summer, then this 1965 Volkswagen Bus/Vanagon might be the vehicle for you. The dealer has not listed the for sale price, but Vintage Car Collector does encourage that you give them a call and get the process of owning this microbus started.

Source: [Vintage Car Collector](#)

Vw Diagnosys explained

By Dan Peirce

It always fascinates me how people will bring their vehicle into a repair facility and expect someone to just plug something into the vehicle and it tell them exactly what's wrong with the vehicle. That is really not how it works for modern cars and it certainly is not how it works for an older vehicle that has no Electronic's.

Both with a modern vehicle as well as a vintage ones the engine is basically an air pump that uses intake compression power exhaust to make power and move the vehicle. An engine needs fuel, air and spark to perform. If the engine is not running one of these 3 things as missing. On a modern vehicle the computer actually looks at it's many sensors for information to see if there's anything amiss. Such as a sensor that's failed or a particular function of the vehicle that is not currently working as designed within specification. With this information a technician can then inspect that part of the vehicle. They can then diagnose the vehicle properly using the same functions that they use for an older vehicle.

On a vintage vehicle a technician will look at the way the engine is running or not running and determine what is Messing. Whether it is a fuel situation or a spark situation or an air situation and then perform diagnostic tasks much like a computer would. They perform these tests to figure out what part of the vehicle has failed.



An example of this is a recent situation where a friend came up to me and told me that his 1967 Volkswagen beetle (totally stock) would start and run great. Then all of a sudden it would stop running and would not restart for a bit of time. Then it would start again and run fine. Usually only having about a 1 to 2 minute run time before this problem took hold again and again.

My friend brought the vehicle to me and sure enough I was able to duplicate the concern. I noticed that the vehicle seemed to lose power pretty quickly even though it was running and then I was able to make it stall by

trying to give it more fuel. From my past experience I could tell this was a fuel starvation issue and not a spark or air issue.

At this point I started to think of what would cause a fuel starvation issue taking into consideration what I know that I've done in the past to the vehicle. The vehicle had recently had a new fuel tank installed and

all the fuel lines were replaced and the carburetor had been recently gone through (rebuilt by me).

My first thought was that possibly the fuel pump had failed. I have noticed that vintage fuel pumps do not last very long with our new ethanol gasoline. I tested the fuel pump and found that it was working fine and there were no issues with the fuel pump. I then popped the top off of the carburetor and confirm my suspicions that the fuel bowl was empty. There is a fuel inlet valve that is regulated by the fuel float and so at that point I figured it either has to be the fuel float itself or the valve. After some testing I found that there was some sort of a restriction when blowing into the copper fuel inlet into the carb. I was not able to blow much pressure past the valve even though it was open. At this point I remove the valve and blew through the copper fuel inlet and found a piece of gasket that came shooting out of the opening. I diagnosed that this fuel gasket or whatever gasket it was had been restricting the flow of gas to the fuel valve and was making the fuel valve only able to open a very small amount.

I cleaned out the debris put everything back together started the vehicle and it ran just like new.

These are the steps that a technician uses to diagnose a vehicle that is not running properly. While I am not a technician, I have learned these tricks over the years by working with many very skilled technicians. Also having very cranky Volkswagen's in my garage, give me constant practice to hone my diagnostic skills.

I am often asked why I put up with my cranky VW's and I reply that not only do they give me much pleasure to drive but they serve as an excellent teacher in automotive repair. I am also asked why I have modified my vehicle to the point of unreliability?

It is hard to explain to them that I look at my VW hobby as one would a video game. If it is too easy I quickly get bored. Also I see different cars as different levels in the game where things get harder but more rewarding. While I would not consider my current VW (Ally) as the top level of difficulty, I would consider it pretty high up there! I love my hobby and my considerably overcomplicated (and fast) VW beetle. I love diagnosing and fixing cars for fun as well.

You asked we listened

We have had many requests for hoodies with the full color logo on the back, so the board agreed to order these. They are now available on the website store, and will be at the Christmas party. These are the same hoodies we currently have with zipper front but with the color logo on the back.

The cost will be \$40.00 for M, L, XL and \$45.00 for 2XL, 3XL



Check out our club store

- Get your Hoodie with the club logo on the back. They are \$30.00
- for sizes M, L, XL and \$35.00 for 2XL, 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.

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



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.

Contact Information for 2014 MVVC Board & Staff

| | |
|---------------------------------------|--|
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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 February 15, 2020.

Michigan Vintage Volkswagen Club
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Plymouth, MI 48170

Newsletter copied and mailed compliments of Munk's Motors

