



# MVVC Quarterly Newsletter

2020 3rd Quarter



## Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

### Greeting to all MVVC Members

I hope you are all well and making the most of 2020 under all the challenges that face us and our hobby. I can truly say that I cannot remember a more dour auto hobbyist year ever (and I am not young). Due to health risks from the Corona Virus we originally moved our May 16th - 17th show (festival) to July 11th - 12th. The thinking was that by then this whole virus situation would be long gone having burned itself out, or herd immunity would take hold. Well as the date came closer we were still having record amounts of people coming down with the virus and deaths were also seeming to be going up by the day. As we were getting closer to the date a decision had to be made. So I was saddened but resolve that we as a club did not want to put any of our members in danger, as well as possibly being fined. Also the event could be cancelled at the last minute which would have cost the club resources that at the present time we did not have. So the club board made the decision to cancel this years festival.

Luckily for those who still wanted to go to a VW show that weekend, the US131 Summer Bug run show still went on as planned. I did attend that show and it was a very good time despite the social distancing and the masks and such. There was a good turn out and of course in the back of my mind I wondered if we made the right decision to cancel our show or not. Unfortunately the Festival is not a last minute throw it together kind of show. Due to the commitment of the US131 racetrack management they decided to take the chance. I stand by the decision that we made to cancel the show. The uncertainty was too great and being that we had to change the venue and date, as well as that date effecting a fellow clubs show it was just all going in the wrong direction. So we move on.

We lost an active fellow member Tim Quick, he passed away on July 4th from heart complications. Tim was always at MVVC activities with his meticulous Bugs and helpful nature. He will be missed. I had the opportunity to go to his showing and give my condolences to his wife Terri. He was a great guy and will be missed.

I hope that everyone has had extra time to spend with their family and also with their VW's to have them ready for future activities. I was asked about the Color tour and I will say that we will most likely still have it but I am not going to confirm this till we get a little closer to fall. With the way the year has gone, Alien Invasion is not off the table!

I had come across an opportunity recently. Past club President Ed Karmann was cleaning out his garage and came across 4 very large cases of 1998 New Beetle Promo Vase's in very yellow crayon smelling packages (1st Gen New Beetles all smell like crayola crayons and I do not know why!). Ed wanted to know if I would take them off of his hands as they belonged to the club and were taking up a lot of space in his garage. Now most all of them were missing the booklet but all had the vase and the boxes were in really fine shape. I decided to take the fragrant smelling boxes and boxes and boxes for the club. Bob Ellis was kind enough to deliver them to the US131 show and I filled up my entire SUV with them. My basement now smells like crayons and I was thinking of how we could best use this new resource for the clubs benefit. I went on EBAY and determined that they have a value in the U.S. of around 35.00 each. Being that I had now become the custodian of over 100 of these things I decided to start a new promotion for the club. With every club membership sold you get a free Vase / promo kit. Now if you want the vase delivered via the mail in the US there is a 12.00 extra charge for shipping I have to box them and ship them off. For funsies I sent one to a gal in Australia (she really wanted one bad) and the shipping was over 23.00! For the meantime I intend to keep shipping primarily to the US. you will note on the main page of the MVVC site there is a paypal setup just for this promotion. I can safely say we have gained 10 new members so far from the New Beetle community (hi guys!). I hope that we can leverage this resource to gain many new members as well as promote re'ups by our current membership despite the quiet year we are experiencing.

Remember your 15.00 membership is the lifeblood of MVVC! Also your membership makes the club stronger (a club is only a club if it has members!). Most all of the money goes towards the next festival and we are needing your membership now more than ever! If you have a friend that is a water or air cooled VW owner please promote the club to them as well as let them know of the new promotion. As we get further towards the end of the year I will look to selling the remainder to overseas as there seems to be quite a hunger for them there.

As always your Board and President are working for you and for the continuing success of the club.

Thank you for your continuing support through this dry year of automotive enjoyment.

Dan Pierce President MVVC



# Events Update, Third Quarter 2020

By Merritt Scott Collins

There haven't been many events to write about this year.

Unless you've just emerged from a silent retreat in a cave, you're well-aware that since this spring, organizers have canceled events here, there, and everywhere. Sadly, these have included some of the big ones our club enjoys every year, such as Cruisin' Hines, NoWo, and our own Festival. There are still a few optimistic organizers whose late summer and early fall events are still green-lighted, but it's impossible to say with certainty whether they'll be able to go ahead.

Outdoor events, and anything away from the city seem to be less in jeopardy, but you never know. From what we've already seen happen in Michigan, gatherings can be limited or shut down, so before you finalize plans, research online whether the event is still all systems go. Check the event website itself, contact the organizer, or look in the MVVC group on Facebook. I'd like to give a shout-out of thanks to Lynn Anderson for keeping a current list all summer in the club's Facebook group.

As of this writing, here's what's still planned. Bear in mind that nothing is carved in stone.

## August

- 1-2 Peacefest at LA Café in Waterford (handmade arts, live music, good vibes)
- 1 Red Barns Lite at Gilmore Museum
- 2 Clinton Township Gratiot Cruise (Events canceled, but VW will casually meet at M-3 Surplus at 15 Mile)
- 15 Woodward Dream Cruise (Sideshows cancelled, but VW's will still be cruising Kerby's)
- 15 Back to the Bricks in Flint (Sideshows cancelled, but VW's will still be cruising Rollhaven)
- 26 Harper Cruise in St. Clair Shores (Cancelled, but VW's will still be cruising Colonial Title)

## September

- 3 St. Ignace Car Show
- 13 Barnum's Bug & Buggy Show in Millington
- 20 US-131 Fall Bug Fun
- 20 Toledo Bugfest, Perrysburg
- 26 North Gratiot Cruise in Chesterfield
- 27 Bayfield Volksfest (In Ontario; check to see if the border is open)

## October

- 2 Bus Boo Campout, Buses by the Beach

We also hope to schedule a Fall Color Tour. As far as we know, touring in your own car and picnicking outdoors are still good ways to socialize with minimal risk of contracting COVID. Stay tuned online; it's a decision we won't be able to make until September.

Be well, everyone...

## 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.



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

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/>



Chris Braden  
President and Head Chipmunk  
248.681.8081  
www.munks.com

# "Brakes" by Chris Braden

Gleaned from the annals of the Bug Shop, half a century of mystery, questions, and answers have evolved. If you have any of these questions, the inspection check list following the questions is my personal guideline to make sure everyone I work for, arrives safe and sound:

- My brake pedal is a bit low and my brake reservoir is low, particularly the rear most section. What's the deal?
- I noticed that the owners manual for my car says that I should replace my brake fluid every two years. Why is that?
- My Beetle is losing brake fluid but I can't see where it is going?
- The brake pedal on my Beetle is hard as rock but my car barely stops.
- Even with my foot off the brake, my car is hard to move. It's as if something is sticking?
- When I was driving my car, someone pulled up behind me and mentioned that my right rear wheel was smoking?
- As I am driving down the road, my Bug makes a grinding noise. When I apply the brakes, the noise changes?
- Whenever I hit the brakes, my car dives into the left lane?
- My brake fluid is low, when I looked under the car, I see liquid leaking from the brake drums!?
- My brake pedal was feeling a bit low so I decided to adjust my brakes. When I tried to turn the star wheels, they were stuck so I got a longer screwdriver and gave it the old "college try". Now, when I pried on the backing plates, the metal just peeled away and they still won't move.
- When I apply my hand brake, it won't release and the brakes seem to be dragging?
- After I push on the brakes, the car stops just fine but when I stop, it feels like the car is "sticking" and it does not roll. After a few minutes it will roll but when I hit the brakes again, same thing?
- My brake pedal was low, I filled up the brake fluid, but when I hit the pedal, I hear a "squishing" sound under the drivers side floor mat. There is brake fluid all over the inside floor of my car!?
- When I fill up my brake fluid reservoir, the fluid just runs out from under the car, even if I am not pushing down on the brake pedal.

## **INSPECT THE VW BEETLE BRAKE SYSTEM.....2.00**

- Photo document your findings for the file.
- Inspect the brake fluid reservoir, check the fluid level and test for moisture content \_\_\_\_\_% water
- If the fluid level is low, inspect for obvious leaks near the brake reservoir blue feed hoses and the reservoir itself for cracks or dampness.
- Inspect in front of the pedal push rod under the master cylinder boot. If you find anything worth noting, report to the manager.
- 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 the information to the manager.

**So there you have it. The answers to all your questions typically take about two hours with a qualified Vintage VW expert armed with proper tools and a hoist. If you have any questions about why your car acts so funny when hit the brake pedal, text me and mention that you are a "member of the club". Advice is free. Qualified advice by a certified technician, not so much.**

**Head Chipmunk**

## Adventures with Ally by Dan Pierce



So I thought I would share my Facebook Timeline which chronicles my life pretty well, especially when it concerns my pet VW Ally. It is a long list of stuff but I think entertaining. Please understand that while I do work on the car quite a bit, there are gaps due to family events and work and life and such. I did fix some grammatical errors and maybe shortened or lengthened some stuff.

**May 4th** "Why is it that EVERY time I put this motor back together it runs like garbage for a week or so till I fix something basic like a crank sensor, valve adjustment, ignition coil wire or fuel injection issue, anyways cue the music!". So the winter motor refurb was completed where I fixed a gang of stuff and modified and upgraded a few things as well. Upon reassembly it had a hard start, and ran pretty rough.

**May 4th** "Why is it that EVERY time I put this motor back together it runs like garbage for a week or so till I fix something basic like a crank sensor, valve adjustment, ignition coil wire or fuel injection issue, anyways cue the music!". So the winter motor refurb was completed where I fixed a gang of stuff and modified and upgraded a few things as well. Upon reassembly it had a hard start, and ran pretty rough.

**May 6th** "Added a Flex fuel sensor. The good is the car will now automatically tune itself to whatever type of fuel I put into it, the bad, the car is not running so hot right now but the sensor is here and ready for install so while I have my hands dirty why not?". It is NEVER a good Idea to add a new Gee Gaw to a motor that is already not running well. In this particular instance I got lucky and it did not effect the car or the repair and works slick.

**May 7th** "So I feel I made a lot of progress with Ally and went to start it and dang it if I don't feel it was just right again! But the starter would not disengage! I hit the electrical kill switch and of course the whole thing died. I found that my 13 year old high torque mini starter had fried." That was a very expensive part on Ally that I was not excited to replace for 300.00 so I tried out an inexpensive alternative ..... the 36.00 Orielys auto stick starter!

**May 9th** "New Autostick starter installed. It is a lot noisier but works so whatever. Later today when it warms up Ill get back to tuning". This economy starter turned out to be a major headache and as always saving money costs you double (or more).

**May 10th** " found that the crankshaft position sensor had been chewed up by the engine fan in back of the motor! Well that would definitely effect driveability! Easy fix!". This was a large portion of the problem with the motor driveability issues but as it would turn out was not all of it!

**May 11th** "The car was running really well yesterday so I decided to take it out for a spin and try out my new auto tune function. I was on a back road and decided to give it the guns and there was a massive backfire and then the engine died! I called my wife and towed the vehicle home with the Focus (not the first time!) and got it on the lift and noted that the vehicle was gushing out fuel! Turns out the fuel line was not fully tightened and had worked itself loose Doh!". Sometimes these things happen. Shame on Dan ... Shame

**May 13th** "Tuning went well today. So close, should have it down by this weekend". Nope.

**May 15th** "First car wash of 2020". Boy was I optimistic!

**May 17th** "Ally is running pretty darn well. I have taken it on 5 trips now. With the exception of the engine not wanting to go past 4700 rpm. The engine seems to hit some sort of a cutout". This is me diving into a 10 mile deep rabbit hole while playing with Pandora's box.

**May 23rd** "took a 120 mile round trip to Cheasening for a car cruise and other than the 4700 rpm cutout deal ran perfect.

**June 6th** "New CB parts in to replace my old crank sensor setup and switch from the MST serpentine belt system back to a V belt system. Should take care of a few annoying issues that have been bugging me". Was still having the high rpm cutout issues. Little did I know that this addition would actually make things worse! I really like the V belt system better though (The MST system is pretty but kinda a PIA, my old system is for sale or trade if you want to go there!).

**June 12th** "Running last night but with an exhaust leak as one of my header bolts went AWOL and blew out the exhaust gasket". I had test driven it later and found that the 4700 rpm cutout was still present. At this point I started tearing apart wiring harnesses and performed weird

Voodoo rituals to no avail. Was Aghast that with this cutout at 4700 rpm my 0-60 time had suffered to 7 seconds!!!

Usually Ally is more of a 5 second kinda gal!

**June 22nd** "Progress made, I found a kinked wire to the cam sensor wiring where it goes through the firewall. Repaired the wiring and now the engine will not start at all!". This was the beginning of the diagnosis process where I could really get to the bottom of things as a full engine failure is easier to diagnose than a driveability issue.

**June 29th** "replaced 2 of the Orielys starters and finally decided to replace the stock ones with the expensive starter that was designed to cope with up to 11-1 compression. the OE starters just could not hack it and kept burning up". I run 9.5-1 compression which is tough on starters. After the high torque one was installed I have not had any trouble with it since.

**July 6th** "Ally is still not running, going through all the wiring and sensors".

**July 9th** "Installed one shielded wire on the crank sensor and will have to still install one for the cam sensor, heat outside in the 90's slowing me down". Despite the heat I was actually on the right track here. I found some computer grade shielded wires to run the cam and crank sensors (the two sensors giving me grief) while it did not fix the starting issue (getting there) it actually did fix the original issue which had the engine cutting out at 4700 rpm due to excessive noise from the coil packs over riding the crank/cam sensor signal. Of course I did not know I had fixed that as the vehicle still would not start. I was at a low point at this time probably from the heat combined with the frustration. I was seriously eyeing some carburetor combinations!

**July 14th** "Got my Genuine Ford crank sensor to replace the Chinese knockoff VR sensor that came with the CB crank sensor kit". Again I was so close. It was the crank sensor but it was not the quality; but the type of sensor. The VR sensor was just not working with my setup. It originally had a Hall sensor with the old setup that ran great. To explain; a VR sensor is a 2 wire sensor that creates its own power (think dynamo) and is a more accurate sensor which is why CB was using it. The problem is that the VR sensor is very sensitive to electrical noise. On a 50 year old car with all the crazy wiring I had it had/has a LOT of electrical noise. What I needed was a Hall sensor. It is a similar sensor but has a 3rd wire to power it. The Hall sensor is much less susceptible to electrical noise. Of course I was not there yet.

**July 14th** "New OE VR sensor did not work, Resistor did not work, Next the ECU comes apart to play with the pots to try to filter out the noise". I was devastated at this point. I really did not want to dive into the ECU but it had to be done to get past this point.

**July 16th** "Ordered from Summit racing a replacement Hall crank sensor that will fit the CB performance Crank Position Sensor bracket". I was pretty confident that this was the final fix and I was right.





**July 19TH** "Success! Even revs to red-line now without breaking up". So this is how these things go sometimes. Mind you there were a lot of camping trips and side projects that slowed things down a bit. People always see Ally and just don't understand the amount of complexity and work that goes into it to have it do what it can do. The car now runs fantastic. I still have some little niggly's that need to be addressed but overall mission 2020 accomplished. I do not see any upgrades or rebuilds necessary for this winter so should be good for 2021!

I am sorry to have you have to read all through that. I don't see ever doing this again as it seems like it was more work than just writing an article! But I do believe that it accurately chronicles what it is like to diagnose an electrical issue when you have never dealt with said issue before. I believe the next time I will be far more efficient in the electrical diagnosis process.





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>
▷ Vice President — Debra Foye	<a href="mailto:debra@mvvc.net">debra@mvvc.net</a>
▷ Treasurer — Wayne Burling	<a href="mailto:wayne@mvvc.net">wayne@mvvc.net</a>
▷ Secretary — Chris Schroer	<a href="mailto:chris@mvvc.net">chris@mvvc.net</a>
▷ Club Events — Merritt Scott-Collins	<a href="mailto:events@mvvc.net">events@mvvc.net</a>
▷ Webmaster — Wayne Burling	<a href="mailto:webmaster@mvvc.net">webmaster@mvvc.net</a>
▷ Newsletter Editor — Wayne Burling	<a href="mailto:newsletter@mvvc.net">newsletter@mvvc.net</a>

## 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 25, 2020.**

Michigan Vintage Volkswagen Club  
14122 Jackson Dr.  
Plymouth, MI 48170

Printed and Mailed compliments of Munk's

