



# MVVC Quarterly Newsletter

2021 1st Quarter



## Prez Sez!

The ramblings of Your MVVC President - Dan Pierce

Greeting to the Michigan Vintage VW Gang! 2020 was a test for us all and hopefully you and your family have made it through unscathed. Last year we made the very hard decision to cancel the May Festival. We knew this would come at a cost, and it has indeed. Usually we start the year with around 3,000 to use towards the current years beginning show expenses. Remember that the May show pays for all the club expenses for the rest of the year. This has in the past worked very well. Unfortunately we find ourselves with 400.00 in the account to start off the year. So if I may ask the membership to pay your 15.00 dues as soon as you can (which gets you into the show for free) this would be very much appreciated to help us put on the show without worry of debt.

Also we needed to ask for some new board membership. So as of today we have Dan Pierce - President, Debra Foye - Vice President, Wayne Burling - Treasurer, Merritt Collins - Events Coordinator, and I would like to welcome Martin George - Secretary, and Maryann and Ken Bueche - Trustee's to the board. Remember without a board we have no club. And with a Strong, Active, Vibrant board you get a Strong, Active, and Vibrant club! I appreciate all that have come forward (past, present, future). When I was asked to go onto the board we were in similar shape to what we find ourselves currently. We rose to the challenge, worked hard and made the club more solid than it had been before. We will again take on the challenge of coming back from basically a year that never happened; and we will once again be strong and active.

There will be some new Events this year. As a board we are working on the details. On May 15th and 16th we will have our VW Festival. The Theme this year is WHO LET THE BUGS OUT! in reference to our poor cars being kept in Covid Captivity for too long and they will now be busting out! As per usual the 15th we will have a cone race (slow speed slalom) at the hotel with a pizza party / movie and parking lot car show to happen at the club Hotel Staybridge Suites Ann Arbor- Research Pkwy [3850 Research Park Dr, Ann Arbor, MI 48108](https://www.staybridge.com/ann-arbor-research-pkwy). In August on the 7th, we are adding another Cone race, but this time at Arbor Motion's shop parking lot. It should be a lot of fun and will be open to all German cars. There are some other events we are working on as well and we will share them as we finalize them.

So, start to finish your winter projects and don't forget to inspect all your fuel lines and such so that you can truly enjoy what I think will be a very busy and very Fun 21!

Please be safe. Please help support the club, we need you!

Dan Pierce President MVVC

## 2021 Michigan Vintage Volkswagen Festival

# WHO LET THE BUGS OUT?



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**Saturday, June 12, 2021**

### Slow Speed Driving Course Challenge

At 12:00 noon we will meet at the Staybridge Suites (same as past years) for a Slow Speed Slalom timed course, that will average around 30 mph.

We are planning to have a food vendor there to provide a source for lunch. To conclude with a Party, Car show, and VW themed movie night at the Staybridge Suites.

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**Sunday, June 13, 2021**

### Michigan Vintage Volkswagen Festival

**At Riverside Park in Ypsilanti**

**Gates Open 9:00 am to 3:00 pm (rain or shine)**

**Non-Judged Car Show Celebrating ALL VOLKSWAGEN powered Vehicles – Originals, restorations, customs, race cars, drag cars, kit cars, dune buggies, trikes, ratrods, daily beaters...**

**Vehicle Registration of \$15.00 at the gate will automatically pay dues for one year, either renewal or New Membership. Active paid member's vehicle(s) will be admitted to the show for free. Walk-ins \$5.00 at gate.**

**Swap Spaces \$20.00 the day of the show! Swap Entrance will only be open 7:00 - 9:00 am. Each Swap Space Size is 17 ft by 20 ft.**

**More information at [www.mvvc.net/festival](http://www.mvvc.net/festival)**

MVVC Welcome to 2021!



I wanted to take the time to introduce my wife, Tracy and I, Martin George. I am happy to say that I accepted the role as MVVC Secretary, and my wife is equally supportive. To those who do not know us by name, you certainly may know us by face .

First and foremost, do not be fooled by my wife's beauty. She is a diehard gear-head too. Her Dad built race engines for drag cars and street cars, so she has an ear and a foot as proof. You are likely to see her nails painted, make-up in place, and hands dirty from grease and grime. She has a definite passion for "old iron" and lesser seen cars and trucks. When you see her ask her about her projects! My wife is newer to the VW scene, but she is a fast learner. She caught the bug about 6-7 years ago after we first met. I, on the other hand was raised early in a household with a VW. When I was around four years of age my Dad's daily driver was a 1972 dark blue Beetle. As the family grew so did the VW switching to a couple of Square back VWs. In the early 80's the VWs all become distant memories although the bug was just under the skin. The itch did not surface again until I attended Ferris State University for Autobody. Pat, one of my fellow students was painting a 1971 Standard Beetle yellow. The passion grew again and after I graduated and moved to Sterling Heights it came to life more than ever before. For those of you who are older you may remember the Autohaus on Chicago Rd in Warren. Richard, the owner had a tired faded teal 1966 Beetle with a metal sunroof out front. He emphasized that it was **not** for sale. Needless to say as you all may know you have to keep trying.

.About forty visits and a year later I towed the car north along Gratiot Ave. It was a great tow until just south of Richmond, Michigan. That's when the sunroof unlatched and became a tire flap for a passing semi. Well several more VW purchases that year and family growth put projects on the backburner. Only one survived the turmoils of life and that's my 1969 Ghia Coupe aka "Orange Peel." Yes, we name our cars too! It got its name when my oldest son and I stripped car with aircraft stripper. About two layers of orange and five more different colors beneath the surface. Note to self that stuff burns on bare skin like a dark leather seat on a hot day! The car currently rests in my Mother's garage with many totes of new and super clean used parts on a pallet next to it. Oh, and the factory AC unit...dang that's another story. shows in many other states even as far as Tennessee so far. Have we shown a car...the answer is no. My wife often asks, when will we finish one for us. "Surely, this will be the year" I say, every year so far

Well my wife and I, and sometimes one or two of the kids pile parts in one of our vehicles and make the trek to whatever VW show we can find time in our schedule and finances for. We have been fortunate to attend I asked her to marry me at a June Jitterbug VW show in 2017 and were married the following November. We are currently working feverishly, weather permitting on a 1974 Standard Beetle which is a metamorphosis into a Baja. The car was an upside down with trees growing from the shell. Push-up, named for its orange color and inverted position became the base for a project that we are trying to pull off under 1k. So far so good! We hope to have it ready for the Gambler 500 in April of this year.

Anyway, that's just a very brief synopsis of who we are. If you want to more know more just come over and talk to us or call us over. We look forward to meeting all of you! By the way we live just



Hello, We are Maryann and Ken. I am president/owner of Mayn St. Flowers & Gifts in Montrose Mi. Ken is employed with Creative Foam corp. in Flint, Mi and We reside in Chesaning.

I, Maryann, have been an VW enthusiast since childhood. My first VW was a 1970s Dune Buggy I purchased back in the 90s. My next Volkswagen was a 2002 Beetle. Then, in 2011, I met Ken and he "caught the bug" as we call it. The only known cure is

Owning More VW's, which led us to our 1963 Tub Buggy. Then, last summer our most recent purchase, our 1975 Beetle. We are looking forward to many more years of Volkswagen fun together. Our next goal/project/dream is to find the perfect VW bus for our flower shop deliveries. We enjoy attending car shows and going off roading the first sign of a trail.

Looking forward to things opening up in 2021 and getting together with all of you.



## Events Update, First Quarter 2021 By Merritt Scott Collins

Here we are, with 2020 safely in the rearview mirror. And may I add, good riddance. This time last year, who would've dreamed we'd all be where we are today? Ordinary activities, routine happenings, annual events... everything got shaken up. The rest of us owe a debt of gratitude to everyone who kept communities going – medical staff, first responders of all kinds, grocery store employees, delivery drivers, and the list goes on. You know who you are, and if you're among them, my sincere thanks to you.

We'd like to think the worst is behind us, and yet there's so much still up in the air: to have events, or not to have events, that is the question. And every car club, community, or business that hosts or sponsors events is asking it.

- Is it safe?
- If we host it, will people come?
- What will the state of things even be in Michigan come springtime?

As last year eventually unfolded, we saw that outdoor car shows and other car gatherings were surprisingly well attended. People had few options all year, so when a good opportunity finally presented itself, people showed up.

With that in mind, the MVVC will proceed with our annual Festival. (As of this writing, at any rate.) Our expectation is that by April, most of Michigan will be in better shape to gather. Refer to the festival ad for details, and stay up to date with any changes by checking in on the Festival page at mvvc.net. If we have to alter any activities to comply with local or state edicts, we'll announce it as soon as possible.

What about other events? This early in the year, there are still plenty of unknowns.

- Buggy Builders has canceled for March.
- Autorama is planned for April 30-May 2, unless they have to reschedule. (Again.)
- Buses by the Beach plans an event for Memorial Day weekend, but hasn't released many details quite yet.
- Dream Cruises will no doubt happen all around time, whether local cities get behind them in an official capacity or not.
- ArborMotion in Ann Arbor has invited the MVVC for a cone race in August.
- And you can count on a fall color tour.

When details, dates, and time are confirmed, I'll publish what I know.

In the meantime, if you want to know more in between newsletter publications, please check the MVVC Facebook group – there are several of us who keep that current; thank you, Lynn Anderson for your help! -- and also the events page on the club's website, mvvc.net. The club is rolling with the punches as best we can. Let's hope the need for that is drawing to a close. I'm eager to get on with it. How about you?



# When Hobbies Align

By Debra Foye



My car is one of my oldest hobbies, as far as length of time I have been doing it, but it isn't my only hobby. And it can be fun when you can overlap your hobbies a little bit.

I finally got the hang of knitting 10+ years ago at this point. I still use my first project, a lap blanket to this day. At some point though, I came across this adorable pillow that used a kitchen chair seat cover as the



pillow stuffing, which made the overall pillow shape look like a beetle. So of course, this got put into the queue. The front of the pillow was the priority to finish and for many years it became a staple of my car show supplies and sat in one of my front seats at each of the shows. (As long as I remembered to pack it!) It wasn't until Covid-19, that I finally finished the remaining accents on the back (the taillights and license plate.) But I got there! (A long-term work in progress, just like a real beetle!)

Fast forward several years, and I kind of know some crochet (ok, only a very easy potholder). I spent a summer in Seattle as part of a quest to change career paths. One weekend, I slipped away from my studies to attend a VW car show. Other than the VW tattoo contest (it is Seattle after all), the most memorable thing I came away with from that show, was the next yarn project I HAD to make for my car. A crocheted rainbow-colored tire cover. I was inspired by a bus that had a front mounted tire with one, and while my tire isn't always visible, it would be at car shows! (Less bugs that way anyway.) So, some rainbow yarn went on my shopping list. I used a yarn that changed colors for me, to make things a little easier, so the color transitions are perhaps not as clean as they could be, but I think it worked out pretty well!



And most recently, thanks to having more time at home than I normally would have, I picked crochet back up and learned how to make amigurumi. Amigurumi is the Japanese art of knitting or crocheting small, stuffed yarn creatures or objects. While it wasn't the first thing I did (if anyone follows me on Instagram or Facebook you have seen my collection) it was definitely something that I was going to make at some point. Like a real bug, this little project took probably three times longer than I had imagined it would and had a LOT of pieces. It took me a couple tries to get the tires sized properly. It turns out yarn thickness can really make a big difference – even if it SAYS it is the same weight of yarn. But I eventually got a size that did not turn my stuffed model into a dune buggy version. I'm not entirely sure what my next yarn-based VW project might be. I don't think I am quite ready to yarn bomb my entire car – though I have had that thought. I have also thought about making another tire cover, but one that looks like a pumpkin for trunk or treat events. I have also thought about making a 70's vest to wear at shows. Seems appropriate right?



We shall see!

# Adventures with Ally by Dan Pierce

So the winter build season is coming to a close. Much work has been done to my car mostly centering around safety and body work. Since my car has had such an interesting past it is probably not shocking to hear that Ally was once in a rollover (thankfully a previous owner). This damaged much of the right front of the car and so in their wisdom they decided to cut off the whole right front of the vehicle all the way up to the A Pillar. From what I can tell they replaced the front beam and the car tracks strait way past 100 mph ..... on the track of course. The front body panels don't fit very well and it has been mentioned that one headlamp is higher than the other by a half inch or so but I choose to ignore such things. I would not want to modify a really perfect specimen anyways. One little niggel in the back of my mind is that with the roof basically being welded at the A pillar does not bode well if the car was ever to roll over again. Now I have owned the car around 13 or so years and I know it has been on two wheels before during some cone racing per the track workers that tell me with big eyes how they thought I was going to roll it over (I personally never felt that close to a roll over but hey it could happen). So I devised a plan. A 8 point roll cage (a real one) and 4 point belts and new seats to accomodate the belts.

Next on my agenda was the hood and the fenders. The hood has been repaired multipl times and was in need of yet another repair and repaint due to a shorted starter switch that ended in a Ally size dent in my rear garage door. I digress, but the hood needed some repair and I was thinking at this point it would be a great time to add some lightness with a fiberglass hood. I found a nice vintage Empi unit that needed some repair and in my opinion some visual changes to bring it up to date. After much labor and money spent I was not happy with the fitment so I decided to go new and purchased a really nice fiberglass hood from Creative Car Craft who I have done business with before and was always happy with the work. The fenders were some cool retro 70's flared units (barn find style) that I bought off of a friend. After some fiberglass repair I had them vynal wrapped to match the body three years ago. I did the wrap as I did not know if the fiberglass retro fenders was going to be a long term or short term solution and they are some flexy thin units that I felt would crack easily. Well the fenders have held up actually pretty well. The wrap ... not so much. They were fading and showing much rock damage and such. I decided it was time to paint them along with the hood. My work has a great body shop and they will shoot them in a flexible Corvette type paint. I assume this will be done by the end of March. The fenders are allready prepped and the hood should be ready for paint as well.

My fuel injection system is a mish mash of CB performance fuel injection from the late 80's and some new Megasquirt technology. Last year I toiled with the Megasquirt side, finally beating it into submission. The CB performance parts are probably 20 years old or older and were in need of a rebuild. It is a similar process to rebuilding Weber IDA's but even simpler as there are no jets or float bowls to mess with. I replaced the throttle shafts and bearings as well as the throttle blades. I also replaced both fuel rails as the threads that hold them to the bracket were all stripped out and it was literally being held together with zip ties (really, really, good quality ones now! dont judge!). They are now all back together and ready for reinstallation on the car.

So with around 2 months left I have to reinstall the seats, install the painted fenders and hood, have the hood stripe and number re applied, and button up some wiring and I should be ready for fun in 21!

I hope everyone has made the most of the winter in your garage!! See you at the shows and races!!!

# Engine Replacement for a Bus or Vanagon

As brought to you by Chris "Munk" Braden, a.k.a. "The Master Cylinder"

Q – I am thinking about replacing then engine on my Vanagon and I have gotten price estimates that are all over the map. My engine leaks oil, there is bad compression on one cylinder and I can't drive it out on the freeway anymore. I want to get the best job and naturally, at the lowest price possible. So, I am looking for some advice. Tony O.

A - Your 82 Vanagon is almost 40 years old and if you are on a budget, you will have to make some tough choices. A simple engine swap is anything but simple when you take age, abuse and normal wear and tear into account. If you need an engine, you will probably need more than that. The condition of related parts from your existing power train should be evaluated, repaired, refurbished, or replaced to accomplish a first-class installation. These factors can dramatically drive the cost. This is a partial list of systems that are related and also need to be considered:

- Ignition system components including spark plugs, spark plug wires, ignition coil, distributor, distributor cap and rotor.
- Charging system including the alternator, voltage regulator, wire harness, and V belt.
- Fuel injectors, fuel injection wire harness, fuel hoses, sensors, and the air flow meter.
- Breather and vacuum system. Often overlooked,100% sealing is essential to prevent lean fuel mixture conditions which can lead to overheating and poor drivability.
- Cooling system fan, ductwork, thermostat, engine shrouds, and engine compartment air seal. All important to keep cool air flowing over the cooling fins on the cylinders and cylinder heads.
- For a Vanagon or Bus, cooling system upgrades are always recommended to increase the oil quantity and improve oil cooling to keep oil temperature within an acceptable range. This might involve a deep oil sump, an additional oil cooler and a remote mounted oil filter. Finally, to keep the driver aware, I suggest a "Save My Bus" oil temp warning dipstick which will alert you to a potential overheating condition. I am not sure if they offer these for Vanagons but definitely for Bug and Bus.
- Clutch pressure plate, clutch disc, release bearing, clutch slave cylinder, clutch master cylinder, and transaxle main oil seal.
- Transaxle shift mechanism, final drive seals, axle boots and axle joints.
- Exhaust and heating system components such as the manifold pipes, crossover pipes, heater boxes, heater connecting pipes, tubes, controls, heater cables, muffler, tail pipe etc.

Areas I consider "common sense" are things that can only be done with the engine out of the car. These include the clutch, some transmission seals and other things that are otherwise hard to reach. If your budget allows, you can tackle some of those other areas but then it gets seriously expensive. It is not uncommon to spend the same amount on an entire power train overhaul that you did to buy the Vanagon in the first place.

MC

Q - With all these factors, how can I anticipate what it will cost to go from the basics to the best quality?

A - Have the Vanagon inspected by an expert in Vintage VW's and Vanagons. The inspection should be both visual and technical such as oil pressure, compression, cylinder leakage, and oil leak locations. It is possible that your Vanagon needs a major tune-up including a valve adjustment (not normally needed for Vanagons with hydraulic lifters). I have seen it before where a tight valve causes a loss of compression since it has gotten out of adjustment. Yes, hydraulic lifters ARE self-adjusting but within a range and over time, as things settle and age you occasionally have to recheck them. A broken valve spring can also cause low compression. I have seen that first hand and you can bet the owner was thrilled that he did not need a new engine.

The inspection will be expensive but you need to base your decision and your plans on fact, not conjecture. If the oil pressure test reveals good engine bearing and oil pump integrity, perhaps freshening up the "upper end" of the engine is your best option. If that's the case, you will save thousands compared to a complete engine replacement. Of course, the rest of the vehicle should be inspected as well since taking your Vanagon out on the highway safely involves steering and stopping as well as going.

People often ask me for recommendations about where to buy an engine. I have my opinions and each source has its pros and cons. But for that advice, call me. In a tech article, I am reluctant reveal my biases or name any particular source. I don't want to offend anyone in print!

MC

## 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/>



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 2021 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 May 15, 2020.**

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Newsletter copied and mailed compliments of Munk's Motors

