



# MVVC NEWS

## A WORD FROM PRESIDENT DAN PIERCE



Greetings to all MVVC members.

Lots of things are afoot in the MVVC world.

We have secured our board for 2023.

They are: Dan Pierce (President), Lynn Renaud (Vice President), Wayne Burling (Treasurer), Gary Mondshine (Editor), Martin George (Secretary) and Merritt Scott Collins (Events Coordinator).

I would like to welcome back our older board members and welcome our new ones to what is going to be a really great year!

Work for the 2023 VW Festival is well underway.

We already have 2 sponsors paid up; Munks Motors, as always, was very generous.

We have a new sponsor this year; Cryo Clean,



which is a service that performs a new type of surface blasting using dry ice instead of sand/walnut shells. It is not supposed to harm the metal in any way and is a very cool technology (pun intended).

Volkswagen AG is also a sponsor this year; when we made the contract with them, it was for two years. This is a huge win for us. Next year, we will renegotiate a contract and will see where it all leads. They seemed to be very happy with last year, and I have been in talks with them already this year. They are very excited about this year's show.

As always, support those who support us

This is what pays for the lions share of the clubs expenses.



I have already spoken with Al Zehnder, owner of Zehnder's restaurant. We are definitely going to be on the road again on Friday, June 9th, with a few little changes. Participants will have to be ready to go by 2 PM, and we will probably be on the road by 3 PM. All cars that go on the road are stuck there till 10 PM. We had much more interest in the Friday night event last year than expected. We have been approved again this year for 30 spots.

Last year, they filled up quickly, so arrive early be among the first 30 cars, if you want to participate.

I have already locked in the River Place as the show location for June 10th, which is Saturday. Some of the nice things about this location would be that it is free of charge and comes with bathrooms and food vendors built in. Again, all cost cutters.

For Sunday, June 11th, we will have 3 cars from VWOA in the parade and at least one of our cars. This is one of those events I need to wait until we get closer to the date to lock in.

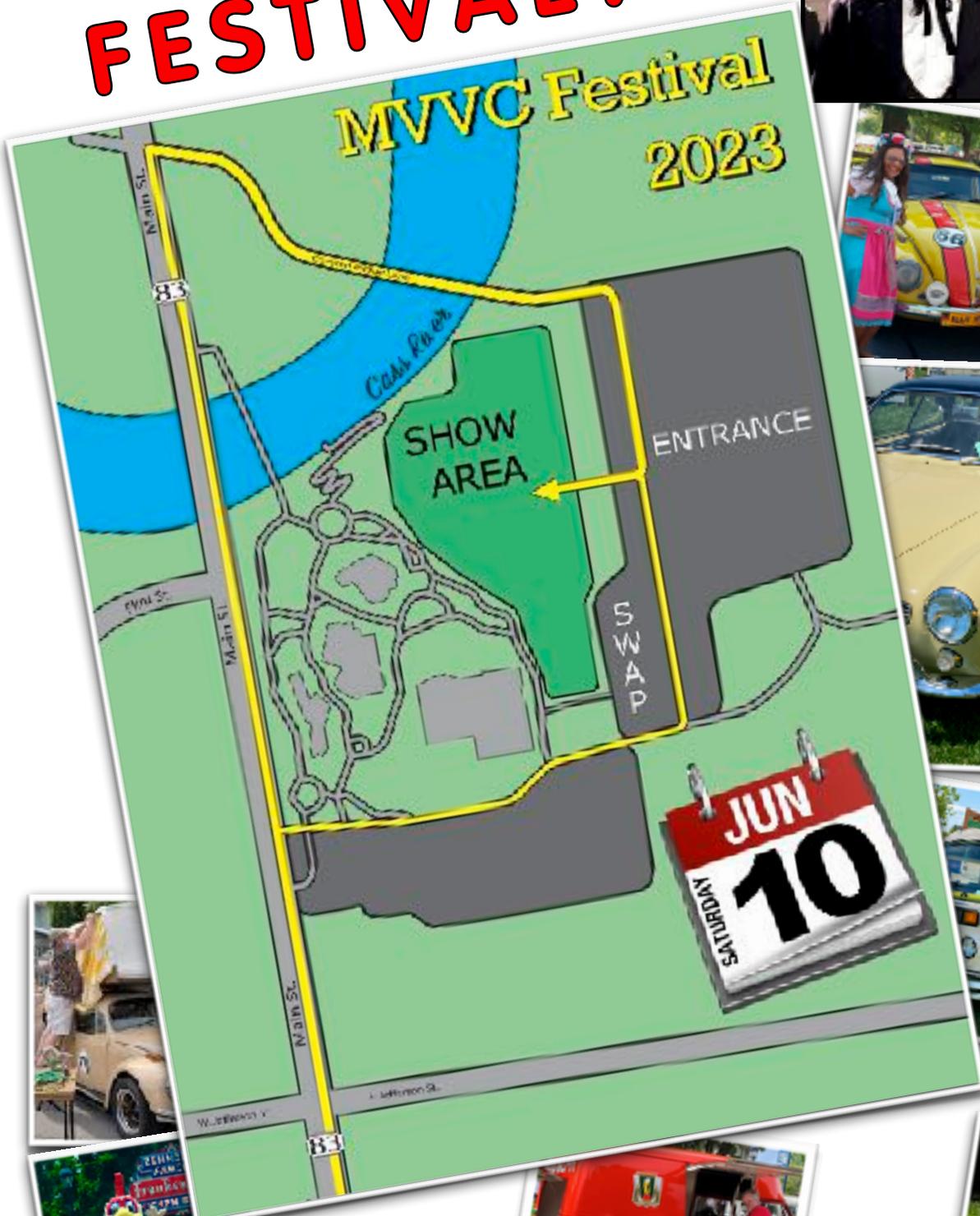


If you know of anyone wanting to become a show sponsor, which will get them a booth at the show as well as 1 year advertising in our quarterly newsletter, please contact me at [dan.pierce@mail.com](mailto:dan.pierce@mail.com)

Now everyone get going on your winter repairs, so you are ready for the show!

And here is to a great 2023 show season!

# FESTIVAL! FESTIVAL!



# LYNN RENAUD MVVC VICE PRESIDENT



Everyone that I've talked with in my Ghia travels has a VW story to tell; this is mine. Many years ago, in 1975, I had a 1971 Super Beetle. It was orange and it had a sunroof. It was a fun car to drive and I had a lot of fun with it. I kept seeing Karmann Ghias tooling around town and often thought to myself that I would like to have one. Unfortunately, at the time it wasn't meant to be. Many years later I started thinking of getting another VW, this time looking for a Karmann Ghia. I started looking around at what was available. After a number of false starts, I finally saw a car that looked good and fit my budget.

I contacted the seller and went to see it. I took it for a test drive and loved it. I gave the guy a deposit and told him I would buy it. I rented a full car trailer from U-Haul and went to complete the purchase the following weekend. It only took me thirty-four years to



Homecoming picture of her when I first brought her home.



My Ghia at Munk's getting some special tender loving care.

finally have the car that I dreamed of. It has been a learning experience in trying to keep a car that's almost fifty years old on the road and in good driving condition. I have been working with Munk's Motors on a rebuild of a spare engine that I had bought. The hope is to continue to make the car more reliable to drive on longer trips. It has been a work in progress as well as a labor of love having owned the car thirteen years this past September.

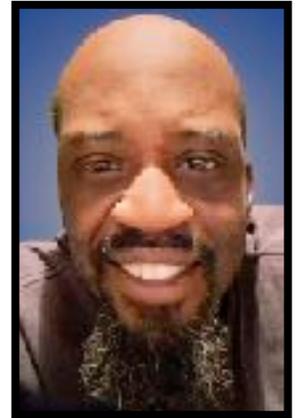
I love driving it in various cruises and showing it off at shows. I affectionately named her Lorraine.



TheDetroit Free Press caught me driving the car at the Woodward Dream Cruise in 2022.

# MARTIN GEORGE

## MVVC SECRETARY



### Feeling overwhelmed...but there is light!

Hello to ALL my fellow enthusiasts! It is the beginning of a new year and we have so many goals to accomplish. Let me reintroduce myself, I am Martin George and I hold the position of MVVC secretary. My wife is Tracy and she will occasionally make appearances MVVC events. If you do not know me by name that is okay, but you may know me from countless swap meets selling VW stuff new and old. I am fortunate enough to have attended VW car shows in Canada, Illinois, Ohio, Tennessee, and Indiana. Those opportunities have fostered new friendships and contacts all over the United States. I have not attended one show where I encountered people who were not friendly to all attendees. Once again, I hope to bring positive change to the club.

Personally, I have not stopped working on VWs and other automotive projects here on the home front. The desire to have every flavor of VW is real and it's a true addiction! This addiction has led me down another corridor. I am here to say I am unsure how many of you feel this way, but I wrote down all my goals for this year; and sad to say I think I bit off more than I can chew. Those of you that know me are aware of the orange 1974 Standard Baja I brought from the brink. It was an absolute basket case at the outset and its close to the finish line or as with anything is it ever finished? I am bogged down in some wiring concerns; may I say I do not exactly care for wiring? Having said that, I do have other VWs that want similar amounts of attention. I am well capable of performing a lot of specialized tasks, but available time is the fundamental factor. Just as many of you done I have organized and prioritized tasks in hopes to stabilize and speed up processes. It is with a bowed head in defeat I realize that the goals are attainable, but at a cost. So here is the crossroad... Do I press forward and throw finances to the wind, or do I think fiscally and shore up finances by selling off some of the other cars and reprioritize projects? Well, let us just say I am going to do the latter and set an iron clad schedule. I am hoping for one to make a go to the show in Frankenmuth this June. My other hopes that we as club meet and greet in places organized and not so organized. It would be really nice to just sit and eat an ice cream cone and talk VW while looking at VWs. Yes, there is a language that comes through uttering every time you drop that bolt into another galaxy or that tool moved itself out of reach. Yes! You speak it well if you understand of what I speak.



For those of you who have yet to speak it you are developing an ear for it each time you shift a gear and hear something unfamiliar sounding. Your senses go on alert and you canter your head as if you a funneling the sound to that distant place in your brain. I challenge each and every one of us to venture out when things seem to be to much and just... Be.

So, I can say my plate is full this year, but there is light every time I meet with you folks and see smiling faces and vehicles which brings us together. I will be around at shows and if I am lucky Tracy will be there too so stop by and say HI!

# MERRITT SCOTT COLLINS MVVC EVENTS COORDINATOR



I scoured the usual sites to populate our club calendar, and it seems that a lot of the usual groups we work with are slow to update their websites.

Which follows, then, that we're slow to update ours. "Typically the first Saturday in August" isn't good enough.

I want to see that the event is in the works before I add it to our own calendar.

MVVC 2023 events typically kick off at Michigan Buggy Builders in March. If you can't wait that long, and you're equipped for the great outdoors, feel free to join the Bus BRRR, or hold off, and see the crazy vehicles at Autorama.

Here are some of the dates we know for certain.

As always, we'll continue to add more to the list as more details become available.

- Feb. 18-19: Bus BRRR, Buses by the Beach
- Feb. 24-25: Autorama at Huntington Place (you know it as Cobo Hall)
- Mar. 26: Michigan Buggy Builders Annual Trade Show & Swap Meet
- **Apr. 16: Vintage VW Tech Session at Munk's Motors in Waterford.**
- May 26-29: Buses by the Beach Bus Benefit Campout.
- June 3: Peacefest at LA Café in Waterford
- **June 9-11: Michigan Vintage Volkswagen Festival, Frankenmuth.**
- July 8: Deutsche Marques Car Show; invites all German classics; this year celebrating the VW Bus
- **Aug. 19: Woodward Dream Cruise**
- Aug. 27: Cruisin' Hines

The events shown in **RED** are official MVVC events.

Also on the horizon...all the usual cruises. NoWo in the fall. Plus after the success we had last year, we'll plan another "MVVC on the Hill" at Waterford Hills this summer.

As always, please don't hesitate to contact me if you hear of an event that might be a good time, so I can add it to the club's calendar. Send me photos, too, if you attend a good event.

Until next quarter...

# FROM THE EDITOR



As a VW Thing driver for over 40 years, I am happy to welcome President Dan Pierce to the Thingdom.

Whether it's cruising for an ice cream, to a drive-in movie, or especially on a road trip, nothing beats top-down motoring in a Volkswagen Thing!

Because Dan does not want to leave his important life decisions up to a total stranger, he has given his Thing a name... **Elmer!**

## Dan writes:

"As I write this, it is actually the second week of January 2023. I have gotten a lot done on Elmer this winter so far, to get it ready for the upcoming car season. Truth be told, the car is in such good shape now that there is not a heck of a lot to do!

Just in case I didn't mention it in the last article as the season was wrapping up I had painted the car, redid the front seats, installed a scat drag shifter, replaced the lowered front beam back to a stock Thing unit and installed all Terrain tires. I installed an 8 track/Am/Fm/Cb unit. Then I installed a new top and front windows. I installed a late model golf steering wheel and went through the motor a bit (mostly painting tin and maintenance and such). I then drove the wee out of it, racking up an impressive amount of miles. This led to a list of honey do's for the winter.

Once winter hit, I had more time to take care of some small annoyances. I adjusted the brakes (still drum all the way around), undercoated the bottom of the car, removed the fuel tank which I cleaned out and replaced all rubber hoses to get rid of the fuel smell (gone). I replaced the shifter bushing to get rid of the shifter slop. Installed an Optima red top battery for more oomph, and then installed a high-performance starter that is rated up to 2276 (this is a stock OG 1500), so it whips the engine around pretty easily. I also installed LED headlamp bulbs for safety.

I am not a huge fan of the dual vacuum distributor, and I had an OE Bosch 009 unit sitting on a shelf, so I cleaned and lubed it and installed a pertronix electronic ignition. Starts way faster now. I had already tried two rebuilds on the carb, and it was just kinda worn out and leaking in air. So, I also replaced the carburetor with an OE "style" unit. It seems to work very well. The old muffler I had replaced with an Empi unit. This new muffler sounded like a tractor and shot out flames, which, while cool, did not speak well as to the back pressure and could affect the life of the exhaust valves, which was unacceptable. So, I bought an OG muffler and pipes that fixed many flame and drivability issues. Also, it now has a much nicer exhaust tone.

After the mechanical fixes were done, I decided I wanted to install a hitch. I found a really nice unit that performs many tasks, including protecting the bottom of the engine and the muffler.

I will have a boat prop hitch insert for shows as well as a very heavy duty clevis. Mind you, the main use for the hitch will be for a nice bike rack I have."

Although I don't know whether Dan has yet busted his knuckles while working on his Thing "Elmer", it is a good bet that Things are in his blood (at least for now).

The Volkswagen Model 181(Thing) was manufactured in Wolfsburg, Germany (1968–1974), Hannover, Germany (1974–1983), Puebla, Mexico (1970–1980), and Jakarta, Indonesia (1973–1980). The Type 181 shared some of its mechanicals with the 1966-1977 Standard Beetle and utilizes a reinforced Karmann-Ghia chassis. Military 181s used the reduction gearbox rear axles as seen in early Type 2s, and kingpin front axles similar to those in early Beetles.

The Type 181 Thing's resemblance to the Type 82 Kubelwagen, used by the German military during the Second World War, is clear to anyone who looks at them side by side.



However the Type 82 (Kubelwagen) and the Type 181 (Thing) have zero significant parts in common (except for maybe a few screws, nuts and bolts).

Only Mexican manufactured 181s were officially available for purchase from VW dealerships in the United States, and only in the 1973 and 1974 model years.

The 1973 models were equipped an Eberspacher BN4 gasoline burning heater located in the trunk. 1974 models utilized Beetle style heat exchangers, revised engine compartment air intakes to accommodate them, and a handful of other minor modifications aimed at lowering production costs. 1973 Things sold for \$3,100; later the price was lowered to \$2,900 for the 1974 model year.

This was very close to the price of a more modern water-cooled vehicle, making for slow and poor Thing sales. In total, 28,930 Type 181 Things were sold new by VW dealerships in the USA.

The Type 181 Thing Registry estimates that there are just over 5,000 Things in the USA still on the road today.

In 1974 Ralph Nader, with the help of Lee Iacocca (and his political clout) promoted a bill to Congress which established vehicle safety requirements that the Thing could never meet, as the Thing was re-classified from a multi purpose vehicle to a passenger vehicle.

The result was the withdrawal of the Thing from the US market.

And time marches on.



# MEMBERSHIP HAS ITS REWARDS

## MEMBERSHIPS; NEW OR RENEWAL

We are a Vintage Volkswagen club, however owning a Vintage Volkswagen is not a requirement to join.

Membership is open to owners and lovers of all Volkswagens, both old and new!.

The MVVC currently maintains a membership of approximately 200 people.

Our club is primarily social in nature, sponsoring many social and driving events each year. The MVVC Newsletter is published quarterly.

Dues are per household, everyone in the household will become a member.

MVVC Club dues are \$15.00 per year. Sign up or renew today!

**Mail your check to:**

**Wayne Burling**

**14122 Jackson Dr.**

**Plymouth MI 48170**

**Contact Wayne Burling to**

**pay on-line.**

**[wayne@mvvc.net](mailto:wayne@mvvc.net)**

Name
Mailing Address
City / State / Zip
Telephone
email
VW (s) Owned

# MVVC MERCHANDISE



Zipper front hoodie with the MVVC color logo on the back.  
\$40.00 for M, L, XL  
\$45.00 for 2XL, 3XL



Pull over hoodie with the MVVC logo on the back.  
\$30.00 for sizes M, L, XL  
\$35.00 for 2XL, 3XL



Ball cap with embroidered MVVC logo  
\$25.00



Club T-shirt  
\$12.00 sizes S - XL \$15.00 for 2XL or 3XL



Tote bag with MVVC color logo.  
\$5.00

**Contact Wayne Burling for purchases  
[wayne@mvvc.net](mailto:wayne@mvvc.net)**

# HOUSEKEEPING



The MVVC is a Chapter of the Vintage Volkswagen Club of America. MVVC Members are encouraged to join and support the VVWCA. MVVC Membership is separate from that of the national club. Applications for the national club membership are at [www.vvwca.com](http://www.vvwca.com).



## MVVC BOARD OF DIRECTORS

President	Dan Pierce	<a href="mailto:dan@mvvc.net">dan@mvvc.net</a>
Vice President	Lynn Renaud	<a href="mailto:lynn@mvvc.net">lynn@mvvc.net</a>
Treasurer	Wayne Burling	<a href="mailto:wayne@mvvc.net">wayne@mvvc.net</a>
Secretary	Martin George	<a href="mailto:martin@mvvc.net">martin@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>
Editor	Gary Mondshine	<a href="mailto:mvvc.news@icloud.com">mvvc.news@icloud.com</a>

## The MVVC Newsletter Needs YOUR STORIES!

If you have an interesting, technical or entertaining story about your VW...

**PLEASE** submit your article to the newsletter!

If you have photos of any recent MVVC events, members, or other VW shows, those are welcome as well!

Send your comments to [mvvc.news@icloud.com](mailto:mvvc.news@icloud.com)

# TECHNICAL

## What's So Funny 'Bout Peace, Love and Understanding *Voltage Drop*?

It seems that everybody hates working on their VW's electrical system.

But taken one circuit at a time, the electrical systems of our old cars are very simple, especially when compared with those on modern cars. So you can leave your VCDS cable and laptop pc in the house.

**Age is a big factor**, because a 50 year old wiring harness can be plagued by corrosion, frayed wires, and jackknife-barber repairs done by one or more previous owners.

So a very useful tool in diagnosing electrical problems in old cars is a voltage drop test.

There are only two concepts needed for a basic understanding of electricity. The first is that electricity always travels in a closed loop. Without the loop, no current flow occurs.

The second concept is that any circuit is already full of electrons, whether flowing or not. Even a scrap piece of wire laying on your garage floor is full of electrons.

If you could push on an electron, a chain reaction would take place. Imagine a tube packed tightly with marbles. Pushing on a marble at one end displaces another at the far end.

If your tube of marbles was formed into a loop, it would represent a basic circuit. Imagine a Hula Hoop full of marbles, with no gaps between them. If you could somehow propel one marble, all of the other marbles would be pushed along in a chain reaction. In an electrical circuit, the pressure to move the electrons comes from the generator, battery, or both. These moving electrons can be harnessed to perform useful work such as running a motor, powering a light, charging your phone, etc.

This is an oversimplified understanding of electricity. Of course there is much more, but this is enough for now.

Imagine a problem with a dim headlight or a slowly turning starter motor.

First, we will test for adequate pressure behind the electrons. This is the *system voltage*.

Next, we will test the rest of the circuit for any unwanted restrictions that can cause poor performance.

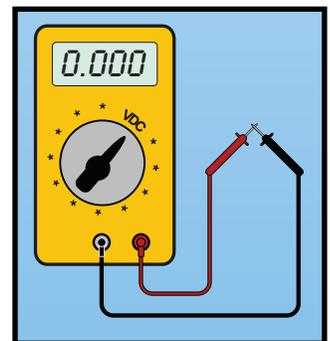
This is the *voltage drop test*.

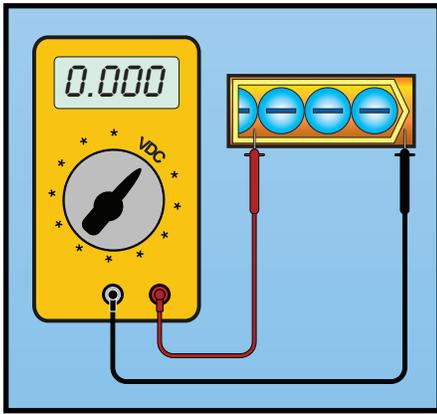
No math is needed nor will any component or wiring need to be disconnected.. You only need an active circuit, and a voltmeter. This is important: The circuit being tested must be *active* (live, turned on, etc.).

Before proceeding, it is important to understand that there is no pressure (voltage) differential between the two meter leads when they are connected to one another, and so 0.000 volts are displayed.

Instead of the meter leads connected directly to each other, what would happen if they were joined by a "perfect" conductor? (There is no such thing as a "perfect" conductor, but we can pretend that there is for a minute).

With the meter leads joined by our "perfect" conductor, the meter reading is the same as if the leads were directly connected; 0.000 volts.





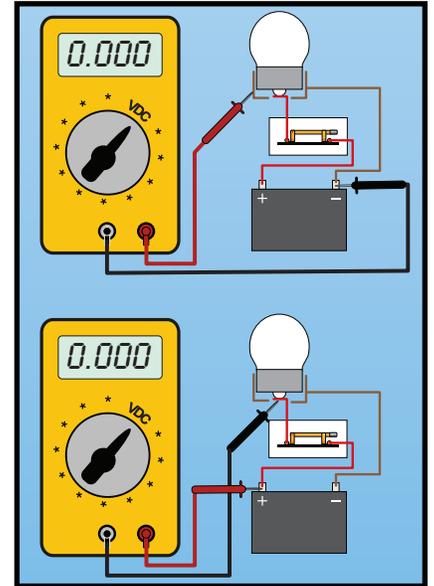
Now consider that our “perfect” conductor was part of an active circuit. Even if zillions of those little blue electrons were zipping past (very high pressure or voltage) there would be no pressure differential between the meter leads.

***This is the key to this simple troubleshooting technique.***

The voltage drop test allows us to verify that any circuit element is allowing electrons through without any unwanted resistance, ***when the circuit is active.***

In the illustration on the right, electrons are in motion as part of a completed, active circuit. As with the piece of wire shown on the left, the meter is indicating 0.000 volts.

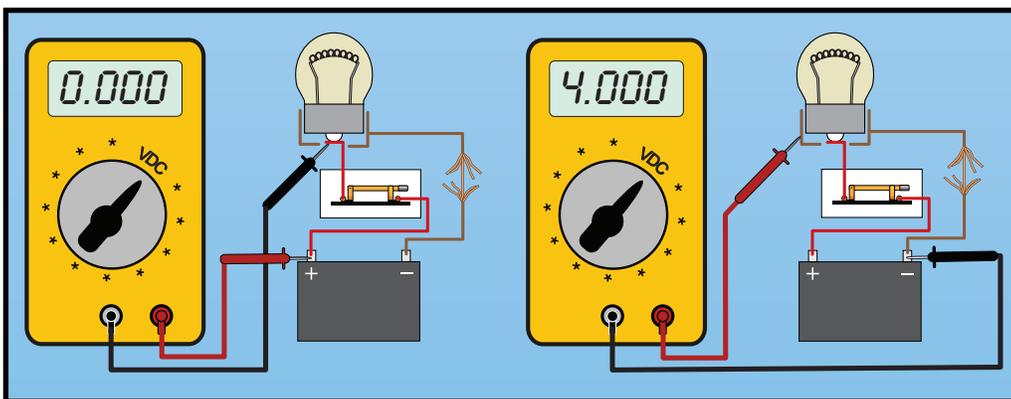
This is an example of a light bulb with a power source and switch, utilizing "perfect" conductors. As long as the power source is supplying the proper voltage, the bulb shines at the specified brightness. The meter on the top is checking the entire negative leg of the circuit. The meter on the bottom is checking the entire positive leg of the circuit, including the switch. Note that the meter leads are directly on the battery posts when checking each leg, so that any faults between the battery posts and the battery cable terminals will be detected in this test. (Although two meters are shown for illustration purposes, only one meter is needed.)



Now let's place a restriction in the previously “perfect” conductor.

Imagine an unwanted restriction, like a loose crimp, a corroded connector or a wire with multiple broken strands. The restriction may not be as severe as illustrated below, but it is enough to cause a difference in pressure along the conductor. If too many electrons try to pass through, they will bunch up on the upstream side of the restriction, converting their energy into heat.

Remember this conductor is part of a circuit in motion, with the electrons traveling in a loop.



Notice how the meter on the right is not reading zero any more.

This is because our simple circuit has a fault causing the bulb to shine, but dimly.

With this voltage drop test, under load we see a pressure (voltage) differential between the negative battery post and the negative terminal on the light bulb socket.

The fault is quickly isolated, as a frayed ground wire.

Another example:

The exact same voltage drop test can be used to troubleshoot a slow-turning starter motor.

The first step (as always) is to verify adequate battery voltage, in this case, under the load of the starter.

The battery must be fully charged. (12.6 V with the engine not running for a battery in good condition.)

Crank the engine for ~15 seconds (with the coil + wire disconnected, so that the engine won't start).

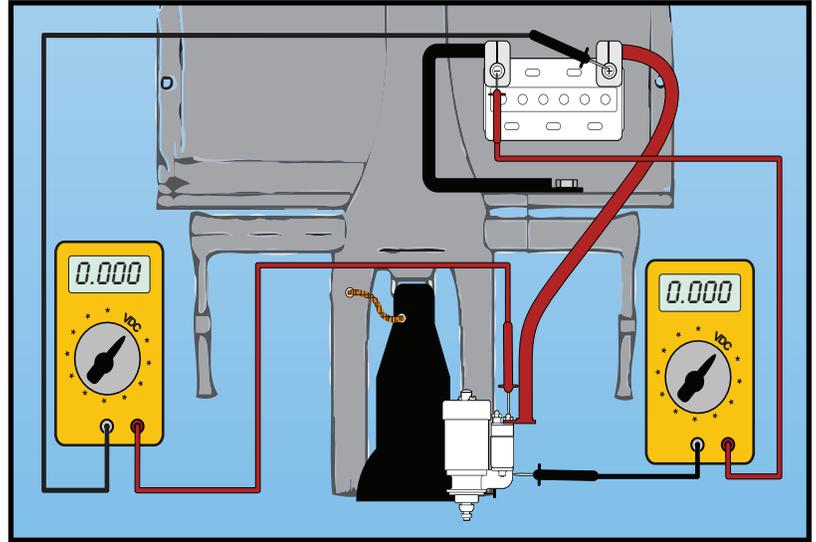
For a 12 volt system, the battery voltage should not drop below 10 volts while cranking.

Remember to take the readings directly from the battery posts to eliminate any faults in the battery cable connections.

If the battery voltage is adequate under load, proceed with the voltage drop test on the positive and negative legs of the starter circuit; similar to the light bulb circuit shown previously.

Here is a diagram of a typical starter circuit.

This image shows a system in good order, with zero voltage drop on both the positive and negative legs of the circuit. Notice the tricky ground path for the starter. Current must flow through the starter mounting bolts on the transaxle, then through the transaxle case, then via a jumper to the chassis, and then via a second jumper from the chassis to the battery.



A fault at or between any of these components (dirt, corrosion, loose terminals or fasteners) can cause a voltage drop, and therefore cause slow cranking.

By performing a voltage drop test between negative battery post and the starter case (*and subsequently all of the other potential failure points*), any fault in the ground circuit can be quickly isolated.

On the positive leg, the meter is connected between the battery positive post and the terminal post on the starter. Make the initial probe connection directly on the threaded starter terminal, not the nut or cable end. Otherwise, a fault between the cable end and the starter terminal would not be apparent.

This same voltage drop test can be used to troubleshoot any automotive electrical circuit, not just a bulb or a starter motor, as in these two examples. Remember; this test must be done on an active circuit.

**And that's all there is to it.**

One final suggestion on voltage drop testing. Use a digital voltmeter. Leave your vintage Simpson 260 on the fireplace mantle. A digital meter won't be damaged by reverse polarity, or if a value exceeds the range of the meter scale. An auto-ranging digital meter is even better, and an auto-record (Min/Max function) is better yet, as you can then do all of this testing without a helper.

I love my trusty Fluke 87 meter, but even a \$10 cheapie digital meter would perform satisfactorily.

That's one more very useful tool for keeping your vintage VW tip-top.

Now tell me that wasn't fun!



# MEMBERS' COMMENTS

The page is blank for this edition, but we want to hear from you!

And please remember...

If you have an interesting, technical or entertaining story about your VW...  
PLEASE submit your article to the newsletter!

If you have photos of any recent MVVC events, members, or other VW  
shows, those are welcome as well!

**Send your comments to [mvvc.news@icloud.com](mailto:mvvc.news@icloud.com)**

# To our Sponsors, Thank You!



**Munk's Motors**  
**3080 West Huron (M59)**  
**Waterford, Michigan 48328**  
**248.681.8081**

The advertisement for Cryo Clean Automotive is set against a light blue background with a snowflake icon. At the top left is the logo, which consists of a blue circle containing a white snowflake, followed by the text "CRYO CLEAN" in large blue letters and "AUTOMOTIVE" in smaller grey letters below it. To the right of the logo, the text "Call, Text or Email:" is followed by "313.644.CRYO [2796]" and "CCAecryocleanauto.com". Below the logo, there are several images of car parts: an engine bay, suspension, undercarriage, wheels, and wheel wells. Each image has a small blue label with white text: "Engine Bay", "Suspension", "Undercarriage", "Wheels", and "Wheel Wells". In the center, the text "Dry Ice Detailing in Shelby Township" and "SPRING 2023" is displayed. At the bottom right, it says "The official and exclusive provider for dry ice detailing to the" followed by the "M1 CONCOURSE" logo. At the bottom left, there is an Instagram icon and the handle "@cryocleanauto". At the bottom right, it says "Michigan's Premier Dry Ice Detailer".

## TO OUR MEMBERS, PLEASE SUPPORT OUR SPONSORS!