



MVVC NEWS

A WORD FROM PRESIDENT DAN PIERCE



Happy car season to all! It is very much my favorite time of year. I believe that the 2023 season will be the year of the Cars and Coffee event.

There are scads of them this year, and I love them all! First of all, you don't need to be fast or loud to enjoy a C&C event. As a matter of fact, it is frowned upon to perform burnouts or to rev your engine or other fun hooligan style acts. This is a more chill event.

I also like it is usually an 8 AM to 11AM type of thing. So you can buzz to the event, enjoy some C&C's, and then get home before the honey do's don't get done.

Also, you can bring a dog with you or a spouse if you must, but be mindful that neither jumps up on another show goers car as paw and nose prints are frowned upon. And of course, belt buckles.

Now, before you pull off the cover and go blazing down the road in your German wonder, there is some business to take care of. Put on the nitrile gloves (I like the 9 mil ones from Harbor Freight), and it's time to check over a few things.

Check all your fuel lines. ALL of them, even under the fuel tank. And not just visual, poke, prod, and pull. They should all be supple and move freely and be crack free. Also they should not show any wear marks on them from rubbing. Replace accordingly with E85 happy lines

The editor likes "M5X10 Braided - Flennor Multifuel Hose"; DIN 73379, or SAE J30 R6/R7. Get it at Munks, or: <https://belmetric.com/m5x10-braided-flennor-multifuel-hose-rhm5braid/>.

Then, in this order, you would want to... Adjust the valves [with the engine dead cold], Adjust the breaker points, Adjust the timing, Check and adjust the choke on the carburetor, then, with the engine fully warmed up to operating temperature, adjust the idle.

When all of that is done, and the engine is still warm, change the engine oil and clean the oil screen. Inspect and possibly replace the fuel filter, (if it's a plastic one, put some side pressure on the barbs and make sure they are not brittle). Do a general engine inspection for anything that looks put of place or wet or worn.

Jack the little beauty up first front then back. If you have drum brakes, do the wheels spin way too freely? Adjust the brakes. Push and pull on the 12 o'clock and 6 o'clock, then again, 3 and 9 o'clock. Is there any weird movement?? Ball joints and tie rod ends may need attention. Do the same for the back wheels, if there is movement, the axle nut may need to be tightened.

IF YOU ARE NOT CAPABLE OR COMPETENT TO PERFORM THESE REGULAR MAINTENANCE PROCEDURES YOURSELF, SEEK PROFESSIONAL HELP. SAFETY FIRST!

Then it's time to clean yourself and the car up and hit the road for some fun! Buy a new fire extinguisher if yours is over 5 years old.

Let's have a good time out there and be safe as well.

Dan Pierce President MVVC



**FESTIVAL!
FESTIVAL!**



**It's time to prepare your Volkswagen
and yourself for the
2023
Michigan Vintage Volkswagen Club Festival!**

**Held within the Frankenmuth Bavarian Festival;
activities begin Friday afternoon on June 9
and conclude Sunday, June 11.**

**Along with the MVVC car show on Saturday,
there are many other family oriented
activities at the venue
throughout the entire weekend.**

**For more information, check the show
flyers and the links below:**

<https://www.bavarianfestival.org/>

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

MVVC FESTIVAL

2023



Among the Activities at the
**Frankenmuth
Bavarian
Festival**
Downtown
Frankenmuth, MI



Street parking for the first 30 VW's, which will be on Main St. in front of Zehnders Restaurant. Street parking participants must be present before 2 PM. Cars will be required to stay on display until 10 PM for safety reasons. There is no charge to be in this event other than you must be a paid member of MVVC; join at mvvc.net and get a yearly membership for only \$15.

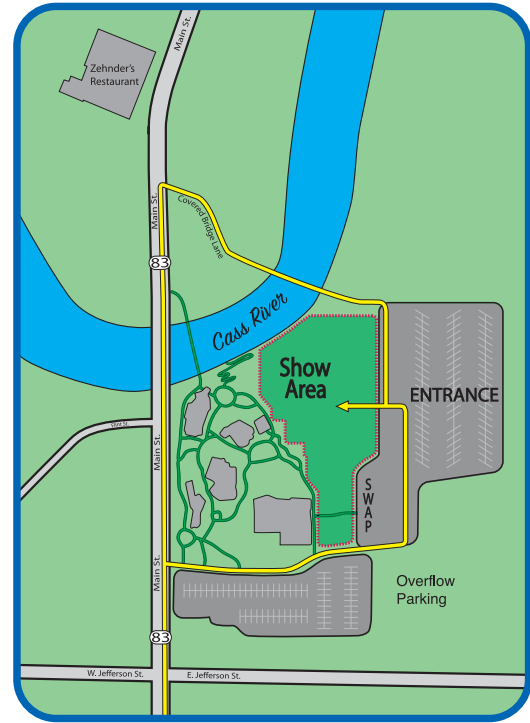


The MVVC Festival will be held at Riverplace, 925 South Main St., Frankenmuth MI, 48734. Hours: 9AM to 3PM or later. There is no charge to be in the show other than you must be a paid member of MVVC; join at mvvc.net. or at the festival. We can fit up to 500 cars at this location if necessary.




1PM to 3PM
Large parade with over 100 floats going through town. The parade includes 1 car from MVVC and 3 cars from VGOA.




Additional Information at
www.mvvc.net
www.bavarianfestival.org



VOLKSWAGEN
GROUP OF AMERICA

Barnum's Bug Barn 

MANY THANKS TO OUR SPONSORS

LYNN RENAUD MVVC VICE PRESIDENT

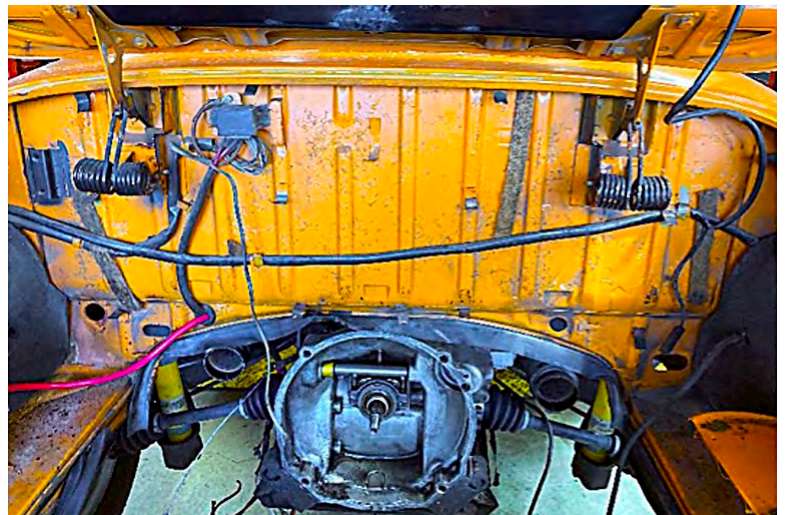


SWEAT EQUITY

Looking for ways to improve reliability and value to your classic car or bus? I'm sure that many of you, including myself, don't have an unlimited supply of disposable income to work with. Rather than paying someone to work on your classic all the time, consider the possibility of doing some or most of your own work yourself, such as mechanical or fabrication/body work.



WHAT A MESS!



PROGRESS!

I was recently afforded the opportunity to participate and learn a little about restoration while having my spare engine rebuilt. With the engine rebuild came the suggestion of cleaning up the engine compartment. I began the process by taking out the old engine compartment liner, all of the brackets that were no longer needed, drilling out the spot welds and in some cases cutting the brackets near flush.

Finishing up with body glazing compound helped the spots blend in. I finished the process with priming and top coat painting.



Keep in mind when top coating you will need to put three or four light coats of paint to get the color to look as it should. I saved a lot of money doing this work myself, and added value to my Ghia. It should be noted that the new engine compartment liner was installed by Dan at Munk's Motors, the old liner looked pretty shabby.

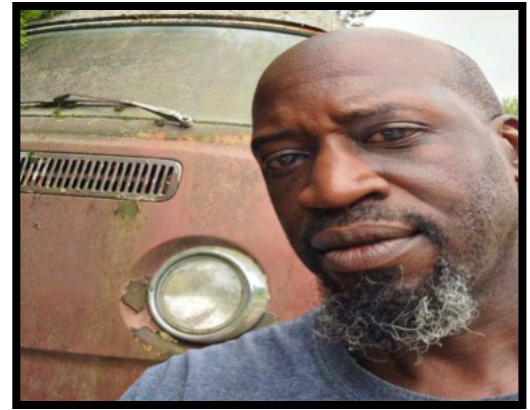
So consider the possibilities, with all of the videos and articles on-line, you could learn a lot. When you open my Ghia's engine compartment now, all you see is the engine. I want to thank the helpful and knowledgeable staff at Munk's Motors for their mentoring and input.

Lynn Renaud



FINISHED!

MARTIN GEORGE MVVC SECRETARY



Hello all!

Well it is that time again, we are now advancing into spring and some of our best-known VW shows are starting just around the corner.

Normally, I am running around tying up details as I pack for Circle Yer Wagens in Sevierville, Tennessee this weekend. I would typically leave on a Thursday and return back to Michigan on Sunday. I will not be attending this spring since I am still finishing some details on my enclosed trailer to make it show cool. I have shaken off the restful slumber of winter by sitting in one of my VWs. I just sat with the door closed while peering through the windshield. I started looking around the car assessing what needs to be done...ohhh the glovebox door will not remain closed so I have to fix that. I looked down on the passenger seat and noticed the chrome window visors that I need to put on. There is a box on the floor and I recall it's the rocker switch setup to run fog and off-road lighting. It just needs a place on the dash that is neat and clean. Thus, like many of you I am realizing that there are a myriad of details remaining to tidy up. These are just a few of the items on the list that seems endless. We will not talk about the mirror glass that fell out of the housing over the winter. Did it crack? Of course it did so chalk up another seven years of bad luck.

On the flip side I have been seeing fellow MVVC club members and other VW enthusiasts start to tackle their own projects. Some of those folks are far ahead and some are still behind in their journey. I will be the first to say that **all of you** inspire me to continue. I especially love those who possess the knack to tame the most tangled bird nest we call wiring and produce beauty the likes of the ceiling in the Sistine Chapel. I really love the blogs, Facebook posts, and face to face conversations which are all welcome. There are special awards for each and everyone of us and it is the smiles we see on the faces of people we come in contact with. With that being said keep the projects pushing forward.

My personal goal is to attend an off-road event at the end of May with my Baja. Yes, "Push-up" needs to start earning some playtime.

For those of you that know me or know of me I usually bring parts, but I am really pressing to be more of a spectator a lot this coming summer. I have helped a number of folks attain their dreams a few parts at a time and now it is my turn. I do want to thank a handful of people who helped as of recent. The list of folks in our Michigan VW community are as follows:

Herman Barnum	Barnum's Bug Barn
Mark Sheffield	St. Helen Buggy & Offroad
Peter Novak	Detroit, MI
Michael Carey Mears,	MI
Robert Somma	Somma's Auto & Salvage



The above are just a few folks amongst many that were able to provide some needed parts both new and used in the process. I hope that some of you know these folks and support their efforts by patronizing them. We all have someone behind us supporting us in some capacity. Do not discount the sacrifices of your family and friends as well. We do tend to disappear into the abyss reappearing only to grab food and beverage at times. Anyway, I **REALLY** look forward to seeing them and you at a bunch of upcoming events. Perhaps we can take time to talk VW at Cars n Coffee at Munks Motors!

What have I been doing over winter? I do have multiple VW projects and I took a lot of time prioritizing their builds. With each build I created a vision for what direction they need to go and I put it down on paper (I am trying to lock it in). Going forward each build will stand on its own. I have to say in advance sorry to the purist among us because they will be leaning more outside the box. For example, I have already started squirreling away parts for my bay window bus build. It will be a longer build and I have it slated for the summer of 2026 for its completion.

In the meantime, I need to repair and paint some body damage on my '65 Beetle from Wyoming. I will also change out the interior since the Wyoming sun was not forgiving. It is likely that Casper will move on to greener pastures this year so I can concentrate on other projects. I have a 1969 Ghia that is just begging to be finished and honestly, it only needs to be painted then put back together so I need to get off my backside and just get it done. Yes, they are like potato chips and you cannot just have one. For those of that can resist the temptation please pray for me. The addiction runs very deep. If you have more than four VW engines hanging around does that make you a hoarder?

As it relates to the club, I hope we ALL bond together more tightly and see each other at all kinds of events all across Michigan. I have dates blocked out all over the calendar this summer. I know that I will be at the Frankenmuth Bavarian Fest, Bug Run at US 131, Barnum's car show, and the St. Helen Poker Run just to name a few. I will attend some other sanctioned events as well so just look for the patina laden orange Baja and me.

'Til then stay safe with a fire extinguisher and bag oil dry close by!

MERRITT SCOTT COLLINS MVVC EVENTS COORDINATOR



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.

- 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



The club's newest sponsor is Cryo Care Automotive.

Check out his company information at the end of this story.

The owner, Matt Nahass, contacted me; writing:

DRY ICE DETAILING - UNDERCARRIAGE CARE FOR YOUR CLASSIC!!

With any luck, Michigan spring is making way for another world-class Michigan summer. Hopefully the exit of our punitive winter has allowed you to get back in the seat of your favorite VW – and that you've been able to enjoy 2023 with a few winding drives, a Cars & Coffee or two or checking off a few more items on the 'to do' list. Maybe this year's stewardship has already included a few hand washes as well? Perhaps a detail in preparation for upcoming shows or gatherings?

When most think about detailing a vehicle, the typical focus is on interior, body, wheels and tires. Owners everywhere open their cabinets and reach for the Griot's, Meguiar's, Adam's or whatever the preferred supplies are - and devote a weekend to blinding onlookers with a benchmark shine. Maybe there's a peek under the hood to spruce up bits to impress at an upcoming show. For some hard-core enthusiasts, the detailing process may also involve a few cases of Brake-Kleen, a power washer, an abundant supply of water, an endless supply of shop rags – not to mention a healthy chunk of time out of life and a few visits to the chiropractor. Why? Because they're tackling the undercarriage, brake corners, wheel wells, and inner wheels/barrels - areas most of the world's motoring public routinely ignores. But hey, we're just built differently, right?

Well, what once was considered near-insanity by the masses has steadily found a welcome embrace in the broader world of enthusiasts, spurred on by the meteoric rise in popularity of *Bring a Trailer*, the online motoring enthusiast auction site that finished 2022 with over \$1.35B* in sales. If you've ever browsed a BaT auction, you've undoubtedly come across hundreds of hi-res pictures that most always include a handful depicting immaculate undercarriages, wheel wells and engine bays – images that belie the true age of many higher mileage offerings. These photos have provided a welcomed additional level of transparency to perspective world-wide buyers by corroborating respectful stewardships historically documented with ample proof of uninterrupted service history. Buyer reception to these transparent efforts by sellers helped propel BaT to a 63% year-over-year sales increase from 2021, dwarfing traditional players like RM Sotheby's and Gooding & Co.

Of course you don't have to be selling a car to justify devoting time and energy to cleaning these historically hidden areas. It really doesn't matter what you're cleaning - car, lawn mower, hand tools, barbecue grill – most would agree that regular cleaning of complex equipment ensures efficient operation and extends any product's life. Since a sizable number of enthusiasts play the long game with their beloved VWs, a thorough cleaning and preservation regimen simply makes good sense.

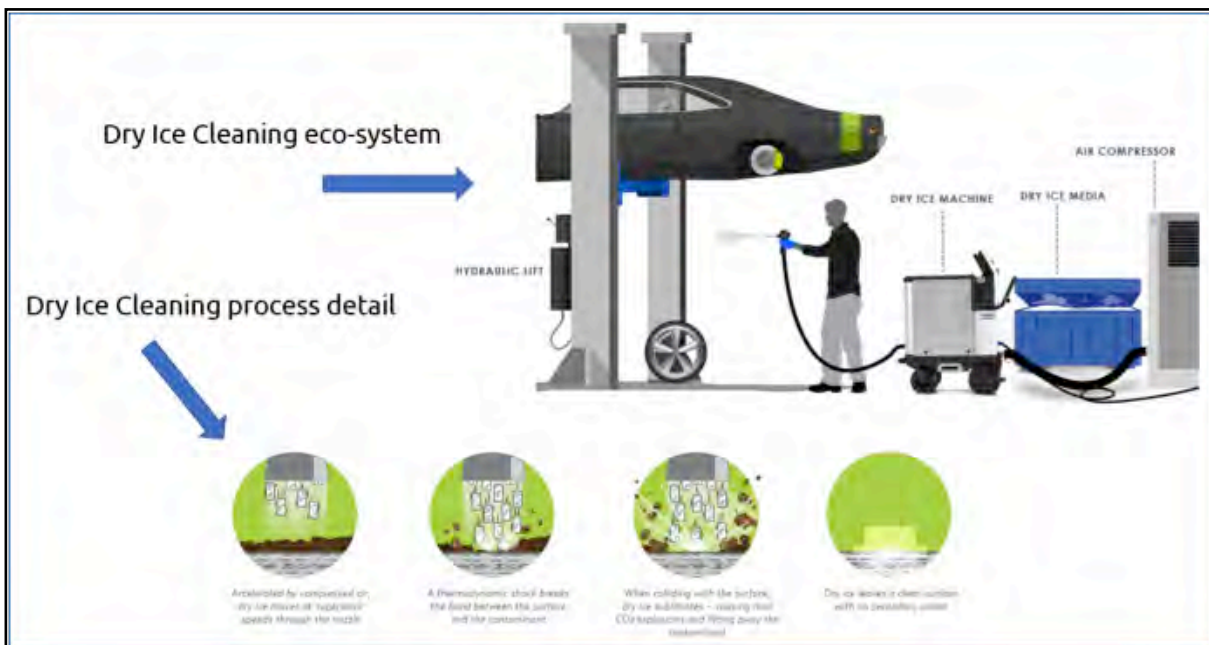
For many however, the significant investment of time and energy required to thoroughly clean these critical, hard to reach areas can be extremely unpleasant if not impossible. Not only does it bring aches and pains from extended time in unnatural positions (if you take the work on yourself), but the extended downtime needed, regardless of who puts in the effort, cheats enthusiasts out of the best driving months Michigan has to offer!

ENTER DRY ICE DETAILING!

Dry ice detailing is an extremely efficient and effective, eco-friendly process that uses reclaimed carbon dioxide (CO₂) and the power of extreme cold, combined with the energy of air pressure to thoroughly clean a variety of materials – delivering a level of clean close to the day your car was first delivered.








The reclaimed CO₂ is first solidified to form dry ice to be used by the detailer. The dry ice is fed into a dry ice cleaning machine for grinding into precision particles – particles to be accelerated within a stream of dry, compressed air. The combination of ice and air shoots from the dry ice spray gun much the same way water leaves a power-washer spray gun. However, within this completely waterless and chemical-less process, the dry ice particles collide with dirt, contaminants and under coatings, releasing them from vehicle surfaces through the processes of thermodynamic shock and sublimation (solid transformation directly to gas) at ~850x expansion rate. What remains are clean, undamaged substrates with no secondary waste.

The process is also extremely tunable – from an aggressive (but non-abrasive) approach for removing old paint/under coatings to a much more detailed and delicate approach that ensures factory markings, labels and other marks of provenance remain if desired! Overall, a thorough cleaning only takes a few days.



The dry ice detailing process is not new. The US Navy experimented with it as far back as 1945 to degrease equipment. It was later patented by companies to clean airplanes. As with most advanced technologies, it scaled down over time to become accessible to the public. However, it's only been within the last decade or so that the technology has been targeted at the vast detailing, restoration and preservation community of motoring enthusiasts across the globe.

THE MANY BENEFITS OF DRY ICE DETAILING

	Preservation of investment-grade asset, or cherished collectable
	Increase the value of a vehicle during ownership or when presented for sale or auction
	Comprehensive clean <i>without</i> water, caustic fluids/degreasers
	No disassembly requiring expensive, time-consuming reassembly and suspension re-alignment
	More frequent enjoyment of a vehicle without concern for lengthy cleaning 'down-time' required for conventional undercarriage detailing processes
	Helps to identify problem areas within critical systems by clearing away years of road grime, revealing detail for further troubleshooting and repair
	Allows for preservation of 'original equipment', an invaluable standard within the collecting & concours community

Another common question after "what is it?" is, "how much does it cost"? Depending on the age of the vehicle, the number and condition of areas to be cleaned, along with the level of clean desired, job cost can vary greatly. Here is a general guideline for most projects:

Engine Bay \$400 - \$800 Wheels/Wells \$1,000 - \$1,500 Undercarriage \$1,800 - \$2,500

Lastly, Michiganders usually want to know about rust. Rust is a 3-prong wild card - surface, scale and penetrating varieties. Dry ice detailing can certainly help greatly with light levels of surface rust and can help mitigate some minor scale. In many cases, it will serve as a welcome assist in the preparation of surfaces for a more substantive protection plan, like application of POR-15 or similar. Unfortunately, it cannot recover metal that has been too heavily compromised by any rust variety.

If you'd like to know more about the dry ice detailing process, please reach out to me at (313) 644-CRYO [2796], email info@cryocareauto.com, or grab a coffee, set aside some time and search "vehicle dry ice cleaning" on YouTube. The results are truly transformative.

Many Happy Miles!

Matt Nahass

Founder

CRYO CARE AUTOMOTIVE

Michigan's Premier Dry Ice Detailer



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So, there you have it; dry ice detailing in a nutshell.



ADVENTURES WITH EIMER

DAN PIERCE

The weather has finally broken through the 50's which in my opinion, is when VW weather is acceptable.

I went to a few late night local meets, and then we actually were in the 70s for a weekend, which to me means top-down weather!

I popped the top and folded the windshield down on the Thing and hit up some cruise spots and even another car's and coffee!

As always I found a few niggles to look at before the season really begins. The 14" OG wheels are a bit bent. Now this is a bummer as I have some really cool All Terrain tires that I found and like very much. Even after buying a very cool 5 lug adapter that has a small hole to fit snug on the balancer machine shaft so it is fully centered and rebalancing I could tell the wheel is not "true". The good news is the shimmy really does not start till around 64mph. I would like to stay with stock looking wheels and caps so I may pick up a set of those aluminum ones that look stock, eventually. For now, I'll keep the little sucker at around 64 or under.

I also found that the hard line between the evap systems expansion tank and charcoal canister was missing. But since everything else was there and happy, I just replaced the missing line, and now there is no fuel smell.

I put some new Sony 6x9 speakers in my 15 year old speaker boxes (58.00 at Walmart). The old speakers were working but seemed to break up pretty well at louder levels. Now, the system seems to work pretty well.



Our family just got a new puppy, and I was excited to see if Winnie (the cockapoo) would be a good co-pilot. I have only taken her on one top-down trip but she seemed to enjoy herself being seat-belted in place in all the wind and such.

I am very excited about this 2023 season. I hope to see everyone out and about at shows.

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

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<http://www.mvvc.net/zencart>



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

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.



MVVC BOARD OF DIRECTORS

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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

DEPARTMENT OF CORRECTIONS

I misspelled Merritt's name; Sorry about that Merritt, I owe you one. Dan's Thing is named Eimer, as in bucket; not Elmer, as in Fudd.



TECHNICAL

SHIFTING GEARS

THE CRASH BOX

With any transmission, the problem to solve is... How do you connect two moving parts that are rotating at different speeds (without breaking anything).

The oldest, and most simple solution was the Sliding Mesh Transmission.

The driver would have to attempt to manually match the engine speed (RPM) with the transmission speed (wheel speed) after disengaging the previous gear and before engaging the next one – slowing down gear changes, reducing vehicle speed, and wasting fuel.

Since the margin of error when attempting to match engine and wheel speeds is so small, the sliding mesh transmission is susceptible to damage caused by the gears grinding against each other when the relative speeds aren't compatible.

This is why your father taught you how to “double clutch”; because the small fragments of hardened steel that would chip off gears could cause major damage to everything inside the transmission.

THE CONSTANT MESH

Then, some mechanical genius developed the Constant Mesh Transmission which, as you can guess, he devised a method to change between gears without interrupting the mesh (connection) between those gears. This became the standard system for most cars.

The constant mesh transmission moved the problem of connecting two moving parts away from where the gears contacted each other to where the gears contacted the shaft which powered the wheels. Each gear was only loosely connected to the driven shaft, allowing the gear to rotate at a different speed than the shaft and making gear changes easier.

This was done with a device called a dog clutch. These were positioned on the transmission shaft between the gears, and were fixed to the shaft. When “shifting gears”, it was these clutches instead of the gears that were moved by the gearshift lever; pushing them into contact with the gears, “connecting” the gears to the shaft. The loosely mounted gears would already be moving at some speed through their loose contact with the driven shaft, and the dog clutch moving at full speed would take them the rest of the way as they meshed together resulting in a smoother transition (shift).



THE SYNCHROMESH

Synchromesh transmissions are a more refined version of the constant mesh system. How synchromesh improves gear shifting is by adding another stage to the process of connecting the gears to the driven shaft through the dog clutch.



It splits the dog clutch function in two; a gear fixed to the driven shaft called the synchronizer hub, and a collar around the outside of it that could slide back and forth called the shift sleeve.

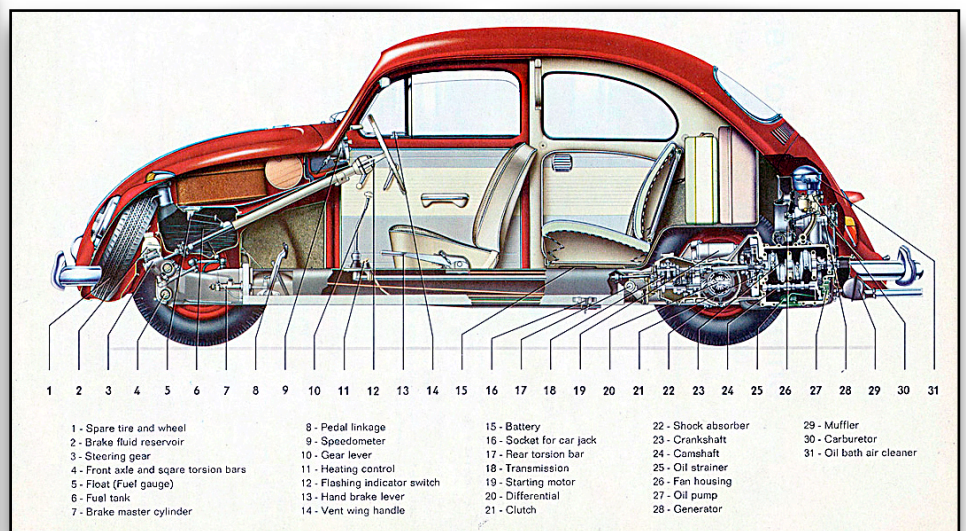
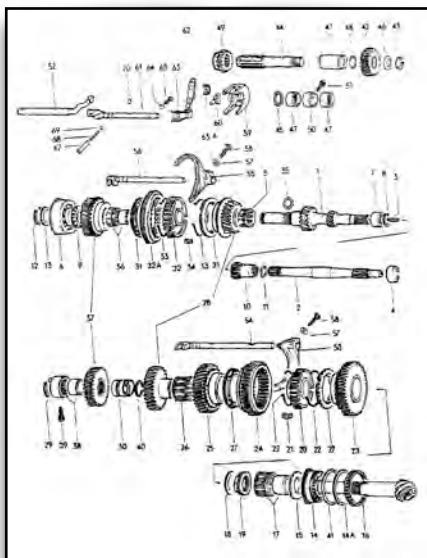
The collars, or shift sleeves, are now the components controlled by the gearshift lever, and they can slide halfway in either direction onto the synchronizer rings. This movement forces the rings against the synchronizer cones attached to the gears, and through the increased friction caused by the widening shape of the cones, they can *either speed up or slow down* the gear to match the speed of the shift sleeve and synchronizer hub.

Once the speeds are closely enough matched, the sleeve can continue to slide over the blocker ring and directly mesh with both the cone and the gear, connecting everything together and transferring power to the driven shaft.

All of this happens in the split second it takes you to shift gears, providing you with an even smoother gear change.

So the next time you seamlessly zip through the gears, take a moment to appreciate all of the brain power and hard work that went into creating the complex arrangement of Cogswell Cogs and Spacely Sprockets that keep your hands and feet busy, while moving you down the road.

Safe travels,



MEMBERS' COMMENTS

DAN PIERCE

Since we are beginning the show season, I thought I would talk about some do's and don'ts for going to car meets (also goes for internet chats and such), and talk about what I feel are the best car show shoes. When going to a car meet of any kind, remember you represent not only MVVC but VW owners in general.

Be pleasant to all. Nobody likes a sour puss, especially at a car show. If you are in that bad of a mood around cool cars, I recommend a Snickers bar and maybe some self evaluation.

Don't pick apart your fellow show goers' ride. My mom always used to say to me at the grocery store, "Would you pass such an inspection?!" Whenever I looked suspiciously at the fruit or vegetables. Look, different people have different tastes in cars. They also have different budgets and skill levels. To pick apart someone's pride and joy because it does not pass your standards is pretty rude and unfeeling towards someone else's possible situation.

Appreciate all the cars for what they are. Always be willing to help a fellow motorist in need. Whether it's a needed tool or help with an on the road repair, remember Karma is a real thing. You may need some help some day.

Take tools and maybe some spare parts like a clutch cable, fuel pump, and small stuff (oil) that can be hard to get on the road when it fails.

Take water and snacks. Sometimes, it can add greatly to your enjoyment at a show. Also, having some Tums in the car can be a life saver.

All elderly cars should have a fire extinguisher. I am a big fan of the aerosol ones they sell at Walmart. They are under 9 bucks, and if you use one, it does not make a mess like the old style ones. If your extinguisher is over five years old, replace it. Munks Motors sells a road flair style extinguisher that is pretty cool and lasts pretty much forever.

Look the car over well before the season starts. Check all fuel lines for suppleness and for any wetness. Same on the brake lines. Check all fluids. Check tire pressures.

I find that many shows end up on the grass at some point and darn it if the grass is not always wet or marshy. I am a huge fan of Crocs. Sure, make fun of the foam clogs, but they are comfy, light, and not affected by water.

I like using them when driving as if you angle your foot just right it acts as kinda a poor man's cruise control. Also you can have fun with them. You can add do-dads such as real working driving lights, wings, fake turbos and all sorts of accessories to show your enthusiasm for the automobile.

I still have a set for my Yellow Beetle Ally that looked very much like the car. They are sorta retired now but I'll throw them on from time to time to take the dog out.

With a new car comes new Crocs. I found a set that is a little more off-road looking and seemed to have the same feel and look of the "Thing". I added some driving lights and some 181 style trim. I like the way they look/feel, and I intend to put some very serious mileage on them this year.

Get out there and have fun. Be nice towards each other and make friends. Let's have a great 2023!"



To our Sponsors, Thank You!

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STATE OF MIND
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