

WELCOME 2023'S NEW MVVC MEMBERS!

*Rick Pinkava
Rick Watson
Tammy Watson
Barbara Boydon
Bill Schaller
Lewis William Smith IV
Kevin Dunnigan
Tim Brooks
Vern Hammond
Patricia Lowe-Jackson
Luke Sutter
Julian Pillars
Pete Ahejew
Jenny Gilbert
Ben Hosford Jr.
Muhamed Iscamour
Keith Jewell
Stephanie Kunik
Mike MacDonald
Vic McGuire
Walter Roush
Andrew Muller
Tony DeMasellis
Budd Keskey
Bill Poone
Ben Eles
Doug Clink
Jeff Bennett
Jack Distelrath*

*John Rudowski
Jim Frank
Bill Heitman
Ronda Kotowski
Don Egeras
Nate Delaney
Beth & Jeremy Donanik
Peresa Prescott
Tom Englehart
Tammy Rohner
Brad Greenfield
Michael Siuda
Steve Capman
Jim Pikuiski
Thiago Nogueira
Chad Plaggemeyer
Steve Walker
Ann & Keith Fielder
Miles Batterson
Cory Hedman
Quinn Sitko
Michael Hall
Emerson DeLaney
Mark Griffith
Craig Clayton
Leonardo Avila
Carlos Gonzalez
Michael Kapps
Mark Medere*

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.

Membership renewal is due by the last day of December of each year.

MVVC CLUB DUES ARE \$15.00 PER YEAR. SIGN UP OR RENEW TODAY!

NOTICE: MVVC MEMBERSHIP DUES WILL INCREASE TO \$20 PER YEAR BEGINNING JANUARY 1, 2024, SO RENEW YOUR MEMBERSHIP BEFORE THE BALL DROPS ON DECEMBER 31!

Mail your check to:

Wayne Burling
14122 Jackson Dr.
Plymouth, MI 48170

Contact Wayne Burling to
pay online.

wayne.mvvc@gmail.com

Name _____

Mailing Address _____

City / State / Zip _____

Telephone _____

email _____

VW(s) Owned _____

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

President	Dan Pierce	dan@mvvc.net
Vice President	Lynn Renaud	lynn@mvvc.net
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Editor	Gary Mondshine	mvvc.news@icloud.com

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

No news is good news!

Looks like the previous issue included zero (detected) mistakes.



MVVC 2023 FINANCIAL REPORT

INFLOWS	
Event Income	
Festival	\$1,746.00
Booth	\$637.05
Sponsorship	\$8,100.00
TOTAL Festival	\$10,483.05
Tech Sessions	\$115.00
TOTAL Event Income	\$10,598.05
Other Inc	
Dues	\$267.78
Merchandise	\$754.40
TOTAL Other Inc	\$1,022.18
TOTAL INFLOWS	\$11,620.23

OUTFLOWS	
Business Expenses	
Board	\$150.00
Dinner Meetings	\$326.48
Microsoft Fee	\$60.00
Postage	\$381.30
Printing	\$77.13
Software	\$410.60
Storage	\$300.00
Subscriptions	\$137.70
TOTAL Business Expenses	\$1,843.21
Credit Card	\$2,153.62
Event Expenses	
Color Tour	\$140.00
Festival	
Boy Scouts	\$300.00
Festival Seed Money	\$380.00
Insurance	\$175.00
Printing	\$43.03
Support	\$318.64
TOTAL Festival	\$1,216.67
TOTAL Event Expenses	\$1,356.67
Fees & Charges	
Bank Fee	\$10.81
Corporation Filing	\$20.00
TOTAL Fees & Charges	\$30.81
Website Payment	\$39.99
TOTAL OUTFLOWS	\$5,424.30



TECHNICAL

"O, WIND, IF WINTER COMES, CAN SPRING BE FAR BEHIND?" ... SHELLEY

HOW MY THING SPENDS ITS WINTER VACATION

After my last Thing ride of the season, and before I return to the Garage Mahal, I will stop at the "quarter car wash" and do a thorough job of washing and drying the car, along with vacuuming the interior. In a few months I will be glad that I did when I hop into a nice clean VW.

Next, I add fuel stabilizer to the fuel tank, and then top up the tank. Fuel stabilizer is a solution that provides a protective layer for the fuel sitting in a gas tank. Made from petroleum products, fuel stabilizer bonds with gasoline to prevent evaporation. In doing so, it also prevents fuel from forming sticky resins that can quickly clog the small passageways in a carburetor. On a chemical level, stabilizer is just a mixture of antioxidants and lubricants designed to repel water and limit evaporation. There are a few different brands of fuel stabilizer, and just as many opinions on which brand is best, so ask your friends, or just take your pick.

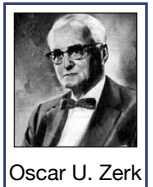
Anyway, once it is added, I will drive for enough time, maybe 10-15 minutes, for the thoroughly mixed stabilizer and gasoline to make its way to the carburetor.

Modern fuel is not anything like the gasoline that was available when our old cars were contemporary. Today's fuel must be treated with stabilizer in order to "last the winter".

A full fuel tank, (with minimal air inside) is less prone to moisture from condensation; water which will sink to the bottom of the fuel tank causing corrosion in the tank.

Upon my return to the garage, I will drain the engine oil while it is still warm, and refill with my standard for over 25 years, Brad Penn 10W30. Just like fuel stabilizer, there are as many opinions about engine oil as there are brands and viscosities, so please, no engine oil arguments; just use whatever engine oil you like.

Other lubrication points are hinges for the doors, trunk and engine compartment lids, etc. This is also a good time to lube the front axle after wiping the crud off of the four zerk fittings. By the way, meet Oscar Ulysses Zerk... He invented those things in 1929.



Oscar U. Zerk

To keep my (group 42) Thing battery tip top, I use a "battery maintainer".

A battery maintainer differs from a battery charger, (or trickle charger) in that they automatically maintain a constant state of charge, charge at a very low rate, and most importantly they are meant to be connected for weeks or months without any attention. They can only charge batteries in good condition, where a standard charger could (might) charge a "dead" battery. BUT... A standard charger could also kill a good battery if left connected for too long; human intervention is always required with a standard battery charger.

I use the smallest and least expensive model "Battery Tender", (mine is a .75 amp "wall wart" style). It has always worked well for me; after all, it's plugged in all winter, so there's no need for a high charging rate. There are, however, higher capacity battery maintainers available for people with multiple seasonal use vehicles,(cars, bikes, pwc, etc.).

Vehicle batteries have gone way up in price lately, so take good care of your battery!



My Thing has a battery disconnect switch, which separates the battery negative post from the chassis, however any manner of disconnecting the battery ground is always good practice for any vehicle in storage; in fact, most commercial car storage facilities actually require it. The battery maintainer can be clipped directly to the battery, and its LED (s) will indicate that it is connected correctly. Some people actually remove their battery and store it in the house; I don't.

During winter, I always store my car with its tires off of the ground. Four jack stands are perfect for this, and they are a very useful addition to any garage, some would say a necessity.

Many people lay a sheet of heavy plastic on their garage floor to minimize "concrete sweat", in an effort to isolate moisture that seeps up through the concrete floor. Others suggest leaving a small fan running all winter to keep air circulating in the garage.

I don't do these things personally, but that's not to say that it is a bad idea.

If you do not intend to drive your vintage VW until spring, the best practice is to treat the engine with fogging oil, and then do not start the engine again, until you are ready to resume regularly driving the car. The alternative to using fogging oil would be to run the engine once per month until it is fully warmed up. That might be impossible in a cold garage, where even at fast idle the engine might never reach full operating temperature, and most of us don't want to drive our vintage VW's through salty slush, just to warm it up. The goal, after all, is to prevent corrosion of the engine's internal parts from the inevitable moisture from condensation. Monthly cycling from dead cold to almost warmed up will only increase the amount of moisture/condensation.

Also keep in mind that corrosion is a chemical reaction, and the speed of any chemical reaction decreases with ambient temperature, (an advantage provided by your ice-cold garage).

That's why I prefer to use fogging oil; it is made for just this purpose.

Fogging oil comes in a spray can. With the engine running at ~2000 RPM, you spray some into the throat of the carburetor until smoke comes billowing out of the tailpipes. After 15-20 seconds of asphyxiation, stop the engine. Then remove the spark plugs and spray 3-4 seconds worth into each spark plug bore, and replace the spark plugs,(22-27 Ft/Lb).

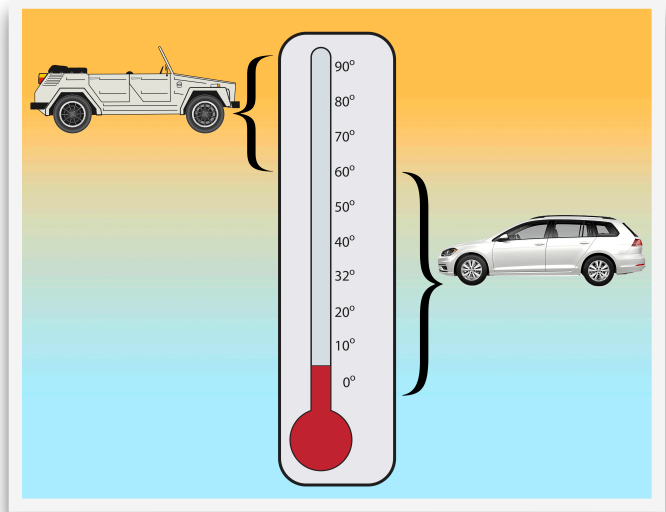
Then just leave the keys in the house, and set a timer for about 4 months.

If your garage is plagued by critters, do whatever you think necessary to keep them out of your car. Just don't do anything that could result in bullet holes in your vintage VW.

And that's about it; put the top up, (if it's a convertible) and cover the car with a "breathable" cover or cotton sheets, then, wait for spring.

Warm weather will return... Eventually.

Before you know it, it will be too hot!



MEMBERS' COMMENTS

DAN PIERCE

So season 2 with Eimer was a lot more fun and a lot less work than season 1. I went to a lot of shows and went on many adventures. Changes I made over the season were pretty minor.

I had decided that the OE shifter was pretty miserable, so I picked up an Empi Hurst style shifter, and it made rowing the gears much more enjoyable.

I gave up on the 14" wheels and retread tires as the highway manners were not in keeping with my standards. So on went a set of Cip1 wide five 17" Radar style wheels. I put some Goodyear all season tires on them, and the difference was immense. The gearing was so improved that 70mph travel was now comfortable and smooth.

Speaking of comfort, Eimer is kind of a military type of vehicle, and the seats kinda match that. I rebuilt them last season and was surprised to find that they were still very stiff and very uncomfortable. While they look just like beetle low backs (which are actually very comfortable), these were like sitting on concrete pews. I was not a fan, and neither was my back. I had found some party bus seats for sale very reasonably priced. They were new/unused and the drivers side even had a folding arm rest! I snapped them up and installed them. I now have a nice comfy cruiser.

The only real mechanical issue I had this year had to do with a combination of an air leak from the carburetor base gasket and the distributor that I was not liking the advance curve on. I replaced the base gasket and replaced the dual advance distributor with a single advance setup. The new distributor make the power delivery much smoother. I probably could optimize the tune a bit but will wait till next spring for more power. Overall I am very pleased with the drivability.

During the color tour Eimer was telling me something was wrong (always listen to your car). I noticed during turns that there was a strange feeling in the steering wheel. I inspected the suspension visually and all looked OK. I suspected that the steering coupler bolt was looser than it should be and I vowed to Eimer that I would get right on it after getting home. I drove the Thing home accordingly, being mindful to not be too aggressive with the steering. When I got home I lifted the gas tank and found with the help of my wife sawing at the steering wheel that the whole steering gear was moving on the beam!! The one bolt for the two that hold the gear to the beam was finger tight loose! This was a very dangerous situation and had I been a little more vigilant I may have had the car towed home. Luckily no damage happened and I used lock tight to re-secure the steering gear.

The last item I wanted to improve before putting the car up for winter was the brakes. Now Eimer came with drums all the way around. They work fine for the most part but when stopping from speed the stopping distance is unacceptable in today's world. So I found a very reasonably priced front disc brake conversion kit from Empi (insert Empi jokes and snide remarks here). It is actually the same kit I had on Ally and I was very happy with them. It comes with new lines and a master cylinder that all work together. As she has done since she was 6 year old my now married daughter helped me bleed the brakes. I look forward to having an even smoother ride (drum brakes can cause their own vibration at speed) and safer stopping distances with less fade.

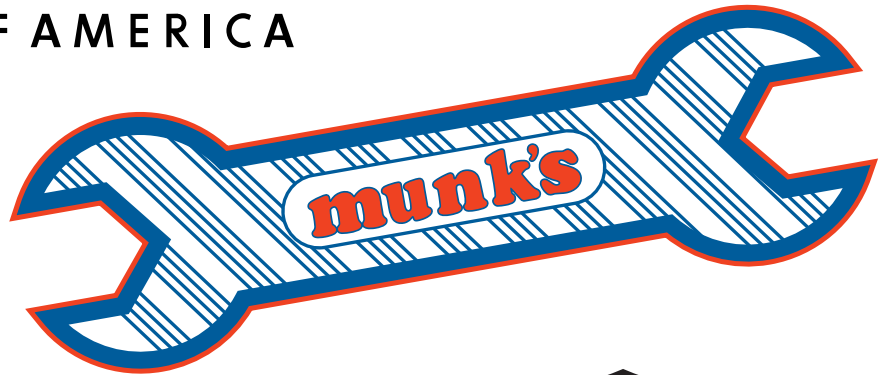
I intend to get in some late season drives in still as Eimer has a working heater. But soon enough it will be time to put it up for the winter.

Till next spring when we can have even more adventures!



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