

F.O.C.A.L POINT

MEMBERSHIP NEWSLETTER OF THE FIBERFAB OWNER'S CLUB OF AMERICA (F.O.C.A.)

JULY, 1982

FIBERFAB SHINES AT RENO SHOW!

Over two years of planning and preparation culminated with the July 18th opening of the inaugural National Kit Car Builders Convention and Rally in Reno, Nevada.

The week-long event began Sunday with a two day car show and ended the following Saturday with a banquet featuring auto racing great, Johnny Rutherford.

Fiberfab displayed its MG-TD Replica, the Aztec 7 and the 1929 Mercedes Benz Replica. For the first time, over 7,000 attendees were able to make direct comparisons between Fiberfab products and over 60 of its competitors. Without a doubt, the overwhelming opinion was that Fiberfab outshined them all!

The Mercedes Replica drew special attention, since it is the newest of the Fiberfab product line. From leg-room to head-room, passenger comfort was the most striking difference when anyone sat in the Replica of the 1929 Mercedes SSK.

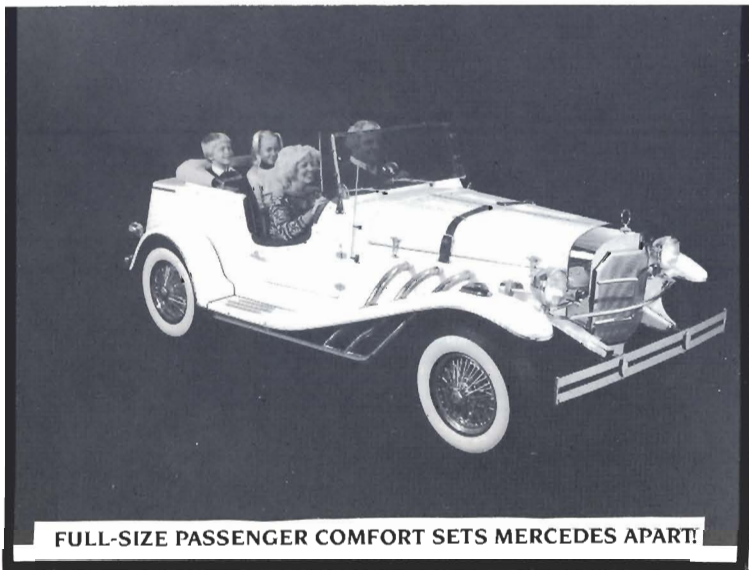
The higher profile gave it the full-size look, compared to similar models, and the "skirted" front fenders added an elegant touch to an already classic design.

Of course, the MG-TD Replica drew its share of attention, too. As the most popular Fiberfab product to date, its classic sport styling and detailed authenticity made the MG-TD Replica a star attraction of the show.

For the contemporary minded, the Aztec 7, with its famous Bertone styling, was a smashing success. Nearly fifteen years after its inception, the Aztec 7 remains ahead of its time.

Next year's convention is scheduled at Caesar's Palace in Las Vegas and promises to be bigger and better. It's a perfect way to spend a week showing your car and participating in rally events with many others who have shared the same dreams and experiences as you.

We will update you on show information in future issues of F.O.C.A.L POINT.



FULL-SIZE PASSENGER COMFORT SETS MERCEDES APART!

\$300 WORTH OF ACCESSORIES = OFFER EXTENDED!

The response to our offer of \$300 worth of accessories was so great we decided to extend it. All you need do is refer someone to us who buys a kit. Simple! Call Marcia Hill with the person's name and when that person purchases his/her kit, you will be awarded \$300 worth of your choice of accessories for your kit car!

The accessories we offer for sale are beautifully illustrated in Fiberfab's Accessory Catalog. If you **have** not seen it, please call for a copy.

OWNER SHOW CAR PROGRAM WE NEED YOU!

- Do you love your kit car?
- Are you constantly being stopped on the street by people admiring your car?
- Do you have some spare time and a desire to earn some extra money?

Well then, why not turn your enthusiasm and pride in your kit car into profit? Fiberfab is looking for people who own a Fiberfab kit car to participate in our "Owner Show Car Program". It entails showing your car to prospective customers in your area, and when someone purchases a kit as a result of seeing your car, you participate in commissions.

Have we got your "wheels turning"? If you would like details on the Owner Show Car Program, including the financial arrangements, please call Dave Russ, toll-free, at 1-800-328-5671.

GIMME A BRAKE

KEEPING YOUR VW-BASED CAR'S BRAKING SYSTEM IN SHAPE IS NO PROBLEM

by Preston Gratiot

You say you're tired of hearing that metal-on-metal sound every time you brake your kit car to a halt. Bunky? So is everyone else, because it's only a matter of time before your marginal brakes get to the point where they require somebody else's rear bumper to bring you to a halt.

Keeping a VW braking system in shape is not a particularly difficult job for the do-it-yourselfer, nor is it expensive. The expense comes in once you've reached that metal-on-metal point, since you'll more than likely have to shell out the cash for new brake drums—and that's

about \$25 to \$50 each. It simply doesn't pay to wait for your brakes to reach that sad state. Unlike wine, they will not get better with age.

A basic at-home brake job will consist of replacing the brake shoes, having the drums "turned" (the braking surfaces machined smooth), and "bleeding" the brake fluid to remove air bubbles. While you're at it, though, you should also check the condition of master cylinder and wheel cylinders, as well as the wheel bearings. It's also a good idea to repack the wheel bearings every time you do the brakes.

There are a few more things to keep in mind when tackling a brake job.

Two people are required to bleed the brakes, since one must pump the brake pedal inside the car, while the other is watching for air bubbles at the bleeder valve located at each drum. Get into your grungiest work clothes because working on the braking system is a dirty job. Brake fluid and wheel bearing grease do not make handsome additions to your best pair of Levi's. Also, keep in mind that the factory recommends you change your brake fluid every two or three years. This is an integral part of vehicle maintenance and will prevent old, broken down fluid from deteriorating the rubber fittings in the braking system.



1. Begin the brake project by removing all wheels. Speedometer cable tab must be removed from the left front wheel before the drum can be removed.

2. Pry the dust covers off to get to the large bolts that secure the brake drums. Drive the cotter pin through the nut and shaft, and then unbolt the drum as shown.



3. Inspect the shoes to see if they must be replaced. If they are worn, remove them by depressing the small retainer clips with a screwdriver or pliers.

4. Once the shoes are removed, inspect the wheel cylinders for leakage. Leaking cylinders should either be replaced or rebuilt.



5. Brake drums should always be sent out to be "turned" before installing new brake shoes. This will assure proper mating of the shoes to the drum surface.

6. Install new brake shoes by reversing the procedure followed when you removed the original shoes.



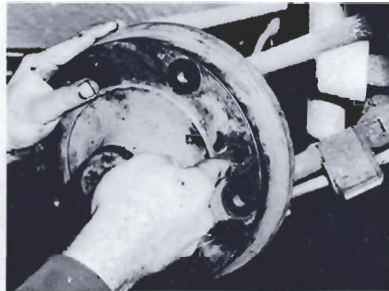
7. Once the new shoes are in place, be sure all the parts you removed are back on the assembly. Worn return springs should be replaced.



8. Repack wheel bearings as shown. This factory-recommended procedure is messy, but effective. Replace wheel bearings if they appear worn or "corrugated."



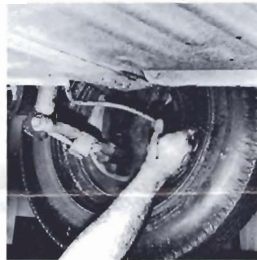
9. Now replace the drums on the assemblies. It is essential that the axle nut be very tight; the factory recommends 200 pounds of torque. Proper tools help get the job done easier.



10. Now it's time to adjust the brakes. Front brakes can be adjusted by simply slipping a brake adjusting tool through the drum and onto the adjusting flange.



11. Adjustment holes for late-model VWs with 4-bolt patterns are located on the back side of the brake drum assembly. Earlier models are adjusted on the front side.



12. To bleed the brakes, open one bleeding valve per wheel and pump the brake pedal until no air bubbles are left in the stream of fluid being pumped out. Two people are needed for this task.

BUILDING TIPS

F.O.C.A.L POINT wishes to thank everyone who is contributing to this column and sharing their ideas on "how to build a better mousetrap/kit car".

The following building tips were sent to us by Keith Gunn of Augusta, Georgia. Keith finished his MG-TD Replica in 100 hours. We know he is not one to lay down on the job ... even though he is a Vice President for the Serta Mattress Company!

1. The hand brake lever can be rotated to stand in an upright position during chassis preparation.
2. An under the hood storage compartment can easily be made by a cabinet maker or self. It then can be carpeted.
3. The authentic TD taillights can be used, which adds to the original look.

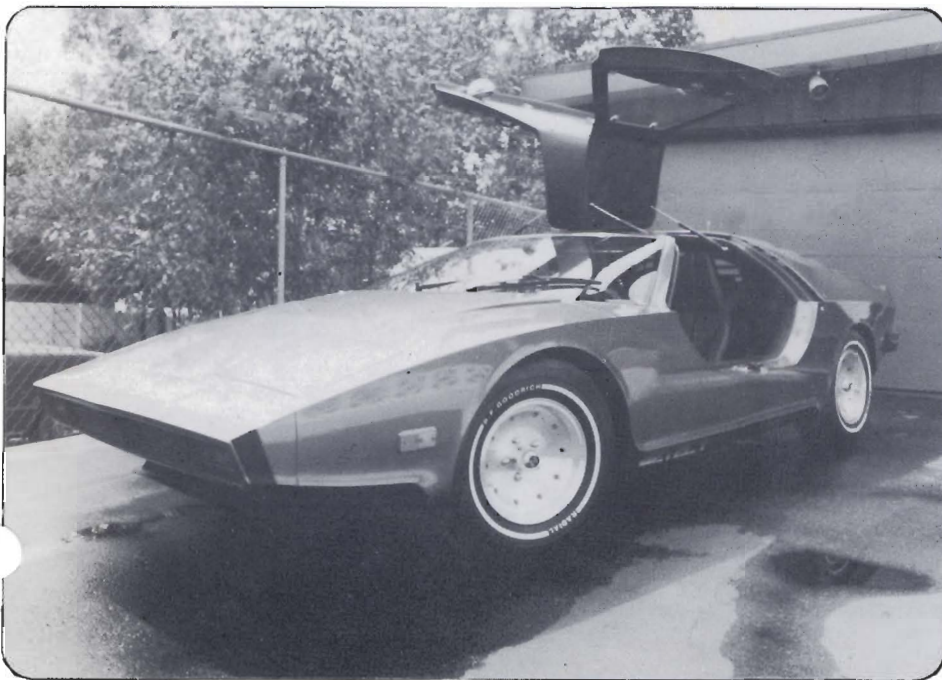
INTERNATIONAL INFO

Mario Potvin, of Quebec, Canada, has built perhaps the most beautiful AZTEC 7 we have ever seen. In a letter to Ralph Junker, Fiberfab's Director, International Sales and Marketing, Mario describes his experience:

"Like I promised, I am sending you pictures of my Aztec 7. I purchased the kit ... in 1976 and finished the car in 1978 with 2,000 hours in between. The kit price was \$3,600 Canadian and the total price came to \$8,500 in 1978, plus my time.

"In the car I designed and made in fiberglass an overhead consol and a long consol on the floor; a front spoiler, and front grille."

Mario does not drive his 2,000 hour beauty, but uses it only as a show car. He is a Typographer for a newspaper in Montreal, and speaks both French and English.



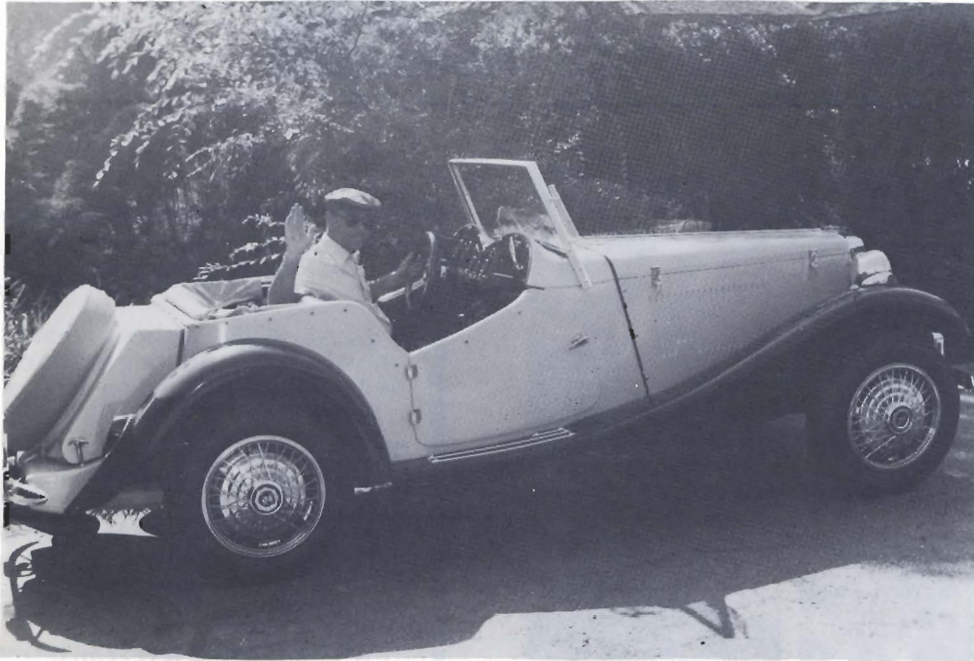
Our hats are off to you, Mario, for a splendid accomplishment!

Our National Sales Manager received the following letter from Bernie Kotkin, of Fullerton, California:

I can't think of anything I have ever enjoyed more in my life than the thrill of the first time I drove a car that I built myself.

I've got to admit that when I gave you the go-ahead and bought an MG-TD kit from you, I was extremely apprehensive. I didn't know what I was going to be receiving. I had never seen a Fiberfab replica. I had never built anything larger than a plastic Revell toy model. I didn't consider myself having any construction skills beyond repairing radios, toasters, or wallpapering.

I took delivery on March 6. On June 6 I backed the MG-TD out of the driveway and, with my wife, drove around the block. Wow!



Bernie, we are proud of you, too!

I tell anyone that asks, "It was easy to build". I had very few problems, and when I did I called Paul Davis in Milpitas. That guy is great. He knows everything about the kit and can answer any question. It boosted my confidence knowing Paul was there to help me overcome problems . . . mainly in interpreting the manual's instructions.

One last thing. Building this car gave me a sense of self-confidence or self-value. I am proud of myself. This feeling alone is worth the price of the kit.

Feel free to have prospective customers look at my car or talk to me.

Bernie Kotkin
Fullerton, CA

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