



Volume 26,
Issue #1
Fall 2010

MVVC Fall Newsletter

2010 MVVC FALL COLOR TOUR Sunday, October 24



Looks like the MVVC is starting to go south...yup, and it's a good thing, too! For this year's Fall Color Tour, we continue to stir our route cocktail anti-clockwise around the Detroit metro area from the last three Tours -- from east, then north, to the west and now, southward -- into what possibly could be our most varied Color Tour yet. We'll travel a familiar route westward for our first leg, but then proceed south by southeast to follow the Huron River, winding through beautiful countryside, along waterways, and through some charming cities, towns and hamlets, all the way to Lake Erie. The majority of our 2010 Tour will take us through territory heretofore uncharted by Tours past. Our tour once again begins at the former Karman USA (now Webasto), the site of our 2009 Festival. From there, we'll make our way west, on a tree-lined two-lane trek to

Dexter. Our first stop will be at the Dexter Cider Mill (gotta have a cider mill stop on a Fall Color Tour). From there, the Tour literally winds its way along the Huron River, following the scenic, leafy Huron River Drive into the north end of Ann Arbor and on to Depot Town, Ypsilanti.

Depot Town is stop #2, allowing us to spend some time to stretch our legs, browse shops, have a snack and visit attractions such as Miller Motors (the famous Ypsilanti Automotive Heritage Museum and only surviving Hudson car dealer), the Ypsilanti Fire House Museum and Riverside Park. Our Tour will then leave Depot Town and continue southward through Belleville, New Boston, Flat Rock and on to Lake Erie, all the while following the flow of the Huron River, largely travelling the Huron River Drive to where it ends. Stop #3 will be a parking and boat launch area on an inlet of Lake Erie, providing a respite from our trek and views of the water.

Continuing onward for the final leg of the Tour, we'll travel along Lake Erie on what is alternately known as Jefferson Ave./ US Turnpike Rd./ Dixie Highway into Frenchtown and then over into the city of Monroe where we end the Tour at the Michigan Bar and Grill for dinner, socializing and reflection on the Tour. The Michigan Bar and Grill, on route M-125 (Monroe St.) just south of downtown Monroe (1140 S. Monroe St., 734-243-6690), offers good food from an extensive and varied menu at reasonable prices, with good service in an attractive and comfortable atmosphere.

We will start gathering at the former Karmann USA (on Pilot Drive, south off of 5 Mile Road between Beck and Sheldon Roads in Plymouth) at 10:00 AM. The Tour will leave at 11:00 AM. The total route will cover about 100 miles (about the same distance as last year's route) largely on pleasant, scenic paved roads with no expressway travel. We expect to arrive at the Michigan Bar and Grille in Monroe at 4:00 PM or so.

Here's perhaps your last chance for the year to give that vintage VW a nice workout, a good run to get that oil pumping and valves happily tapping. For more information, please contact Tom Siligato at events@mvvc.net or phone (248.489.4136 and leave a message with call back number) or Rolf Schroeter at rolfsbug@aol.com. An itinerary of the entire Color Tour route, with approximate mileages of each segment of the route, will be made available. Sound good? Hope to see you on the 24th of October!

INSIDE THIS ISSUE:

President's Article	2
The Volkswagen Bug — by Bill Chapple	3-4
Poo Powered Beetle	5
Woodward Dream Cruise	6
MVVC Picnic	7
SideKick's Cruise-in	8-9
Michigan law governing motor vehicle licensing fees and taxes	9



Check out our website!!
www.mvvc.net

Prez Sez!

Inspiring Words from MVVC President—Rick Cramer



We have had a wonderful year filled with car shows, cruises and picnics. Tom and Rolf are putting together one of the final driving activities of the season, the fall color tour. A south-east route will cover new ground for the MVVC. I am looking forward to a great time and beautiful scenic drive to Monroe.

I would also like to thank everyone who made the trip down to the Side Kick Café cruise in. We had great weather and a great turnout. Not only were there a lot of MVVC members that attended, but there were also many people attending who are not members. We continue to get good feedback from other clubs on how we are actively involved with each other's events.

With December around the corner, we are working on putting together a great Holiday Party and Meeting. Tentatively, December 4, 2010, save the date and watch for details!

REMINDER...The annual elections are held at the Holiday Party and Meeting! Anyone interested in running for any of the board positions (President, VP, Secretary or Treasurer), please contact me at rick@mvvc.net or 517-937-2265. Please also contact me with any other topic that needs to be discussed at the meeting.



“The Volkswagen Bug” The Bug finds a family home for three generations...working on four. Chapter 2

By Bill Chapple

“The Volkswagen Bug” (and you thought the nick name came from a beetle) continues with a 1964 Volkswagen Texas Beige with Brown Convertible top. I had never seen a convertible with this combination at that time or since. Believe me I have looked high and low for this color combination.

My father-in-law traded his beloved red 1959 in on this car. Since I have all the maintenance and repair records on the 1959; it showed that he was beginning to have multiple electrical and engine problems with it. It was time to trade. My Father-in-law’s favorite colors were Texas beige and brown and he was lucky enough to put them together.



Purchase agreement to buy the 1964 VW model 151.

DATE	INVOICE NO.	STOCK NO.
8-20-64	No. 1403	17167
DESCRIPTION	PRICE	
NEW VEHICLE: 1964 VW	2204.00	
PREPARE TO DELIVER		
ADDITIONAL EQUIPMENT	40.50	
INVENTORY: 1964 VW		
DEPT. V.P.		
PREPARE TO DELIVER		
USED VEHICLE: 1959		
OTHER		
WHOLESALE: 1959		
Comm. 50.45		
GP 424.36		
SALES TAX	24.16	
LICENSE AND TITLE		
Factory Tax		
TOTAL CASH PRICE	2268.84	
VEHICLE NO.		
TITLE/TAXES		
TOTAL TIME PRICE		
DEPOSIT		
DATE OF DELIVERY (SEE RECEIPT)	11	1374.16
VEHICLE ALLIANCE		
SALES TAX		
MENTAL		
DOLLARS		
PER MONTH		
TOTAL		

*Always Bring Your Car Here For
Factory Authorized Service*

At about the same time in June of 1964 having caught the “bug” from my father-in-law (I was still dating his daughter at this time.) I purchased a used 1961 VW ragtop (sun roof) it was beautiful, turquoise with matching top and running boards. Although no pictures survived through the years the car has seared itself into my memory.

One unique story was: One summer day Indianapolis got a great deal of rain. It caused the streets to flood and I was out in the VW when we turned down my street. It was flooded, in fact there were kids canoeing down the street. I had heard that the VW floated, so we gave it a

try and sure enough we floated through the flooded street with no problem (except for a little water that came in the heater vents). The fellow behind us saw that we went right through the puddle and decided to follow. Boy! was he surprised when he had water above the fenders of his Plymouth...it did not float!

(Article Continued on next page)

In the fall, I drove the little VW back to collage at Ball State in Muncie, Indiana. I took all my stuff and my entire girlfriend, Bonnie's, stuff to last the whole year in that little car.

A few days after we got to Ball State, some of my friends lifted the VW and put it on posts so that the car could not be driven and the only way it could be moved was to be carried off.

In late 1965 we were married and in early 1966 we purchased a new 1966 Java Green VW Beetle. The car had only a radio and snow tires as Bonnie continued to commute to Ball State from Indianapolis a trip of some forty miles one way. The car cost a mere \$1785.



Daughter, Kimberly Anne is standing in front of our 1966 VW some time in 1967.

In late 1966 my father-in-law traded his VW for a Pontiac Bonneville. He was without a VW for the first time since early 1957. In 1969 we traded in the VW for a Toyota (UGH!) and the family was without any VWs.

But not to fear, once you have the "Bug" you always have it. In 1972, my father-in Law, Nolan purchased a used red 1969 VW Beetle. This car remains in the family today; we will visit again when the third generation gets the "Bug".

He enjoyed driving the car and he drove it all over the city of Indianapolis with pride. The VW was a pleasure to drive. His Pontiac or Cadillac were used for long trips or to visit his daughter, Bonnie's family in Marshall, Michigan.

My mother-in-law is standing beside the 1969 VW in the mid-1970s.

When you have the "Bug" sometimes you have it really bad. This is the case of my father-in-law. Not only did he have a bug, but he went out and found a 1969 used Westphalia Camper Bus. In his words: "It came complete with ice box, closet, backseat that made into a bed, a pullout shelf for a stove, electric hook-up, pop-up top and could sleep four as long as two were children." He traveled over 50,000 miles all over the country camping. He and my son, David would go to Canada fishing as they enjoyed the Grandfather-Grandson relationship.



1969 Volkswagen Westphalia Camping Bus with grandson David in the foreground on one of the many fishing and camping trips.

In 1985, the beloved red VW Beetle was sold to me. The infectious "bug" that had been dormant in me for more than 15 years was once again upon me. We will discuss the contagious order in generation two in our next installment (chapter 3). If you thought Nolan had the "Bug" his son-in-law got the disorder in spades.

Poo-Powered VW Beetle Runs Clean

Volkswagen just debuted a prototype for a new vehicle lovingly dubbed the "Bio-Bug" that runs on processed sewage. Aw yeah. How perfect is this?

If there's one thing we humans have got too much of, it's crap. Turning that into power, which can get a vehicle from point A to point B is no easy task, though. As Autoblog Green's Frank Filipponio [points out](#), making methane clean enough to power an engine over the long term has been a serious challenge.

[GENeco](#), a subsidiary of the British sewage treatment company Wessex Water, appears to have made a breakthrough. The subsidiary worked with Volkswagen on a vehicle prototype, which just made its poo-powered debut in Bristol. According to the GENeco, first the methane is produced from sewage through anaerobic digestion by bacteria. Ultimately, bugs make the Bug go. Then the methane needs to be treated with a process called "biogas upgrading," which involves "carbon dioxide being separated from the biogas using specialist equipment." Wish I had more details but that's all they're revealing for now.

The results are impressive. A converted 2.0-liter, four-cylinder engine runs on the biogas and can go speeds of about 114 miles per hour, Filipponio reports. He adds that it uses regular gas to start and then immediately switches to methane. Apparently drivers won't be able to tell the difference between driving in a standard car and one powered by the gas.

GENeco [says that](#) 70 households' worth of human waste is enough to power the vehicle for a year or 10,000

miles. While I still have lingering questions about methane for use in vehicles, including just how much cleaner the process is end-to-end compared to electricity or bio-diesel, this little dung Beetle certainly shows promise. At the very least it proves that little bugs can achieve big things.

Photo: The Volkswagen "Bio-Bug" runs on methane gas from the British sewage treatment company GENeco.

Credit: [GENeco](#).



WHAT I DID (LATER) THIS SUMMER

A Trilogy of MVVC August and September Events

Three MVVC events took place during the last two months of summer 2010, capping a truly busy summer event season for the Club. Your faithful Events Coordinator, Tom Siligato, is here to tell you about them on the next pages.

VWs at the Woodward Dream Cruise, Saturday, August 21

The weather wasn't ideal, with rain threatening, though we actually saw little rain throughout the day. Possibly as a consequence, the showing of VWs to this perennially popular event was down from last year's 60+ cars to somewhere between 30 and 40. To top it off, our usual VW preserve in the parking lot of the Kingswood Plaza along Woodward at Square Lake Rd. was infiltrated throughout the day by gringo cars. If these interlopers were classics or special interest vehicles of the type that defines the Dream Cruise, that wouldn't have been so bad, but the VW homogeneity was spoiled by the odd Saturn or late model Ford pickup.

This isn't to imply that the event was a dud -- no, no, far from it. Though the attendance was down, there was a showing of all sorts of VWs; Types 1, 2, and 3, stock to modified, restored to ratty, all of which underscores the depth and diversity of our VW hobby (but where, oh where, were the Type 4s????).

Beetles ranged from 50's through 70's, including two beautiful ovals in fetching metallic colors. Noteworthy was the gamut of Beetles from wonderfully restored and well-preserved originals to customs, rods, and theme modifieds from mild to wild. To me, stealing the show was the yellow '72 convertible Beetle owned by a lady from Ontario, Canada that featured incredible custom graphic artwork on the front hood in the form of the owner's image amidst a giant peace symbol. Amazing! A Thing and Ghia coupe rounded out the Type 1 contingent.



Type 2 fans were well-served by the three generations of rear-engine buses, Split Window, Bay Window and Vanagon, with many varieties of campers in evidence. Type 3s made a showing with both Square- and Fastbacks on display.

Some interesting and unexpected juxtapositions of VWs against their one-time competitors were to be seen in our display group. Of course, this being the Dream Cruise, anything and (just about) everything can and will show up! A '60s Dodge A-100 van, converted to a camper, parked next to a Bay Window camper. The A-100 was Chrysler Corporation's answer to the VW bus in the '60s, following the compact, short wheelbase, snub-nose lead of the VW, but with its engine up front between the front seats. Our VW display was also visited by an immaculate red early '70s SAAB 96, the Beetle-esque Swedish people's car. When was the last time anyone of us had seen one of those?



So, the weather wasn't the greatest and the turn-out was not as good as last year, but this didn't seem to dampen the fun and enthusiasm of those who attended. After all, the venue is ideal, with a

large, highly visible area to display our VWs, the Kerby's Coney Island restaurant welcoming our business (and use of their restrooms) only steps away and great viewing of the unique auto show parading up and down Woodward Ave. Best of all, of course, are all those VWs and that VW fellowship that just seems to happen whenever Volks Folks get together!

MVVC Picnic, Saturday, August 28



It had been a number of years since the MVVC last had a picnic on its event calendar, so it was happy news to hear that members Rich and Roberta Hamann wished to host the MVVC for a picnic at their beautiful Farmington Hills home. The Hamann's had hosted our Club picnics in the past, which were well-attended and by all accounts great fun, and so it was again.



Rich and Roberta played host to 25 people on a gorgeous summer afternoon. They set out in their garage a tempting spread of veggies, fruits and snacks to complement the meats sizzling on the grill outside. Guests took their ease at picnic table and chairs on the lawn and

that lively VW fellowship took hold as soon as the first of us arrived just before 1:00 PM, lasting right through the last to leave (for the record, that was yours truly) at a bit before 9:00.



Competing with the food and fellowship for centerpiece of the event were the 10 VWs that provided a mini car show and much conversation. Beetles abounded, with a range from early '60s to the last of the New Beetles. The Hamann's red and white Split Window camper is always an eye-catcher, but a stunning black '66 Ghia coupe threatened to steal the mini-show.

On behalf of the MVVC membership, I wish to

thank Rich and Roberta for reprising what had traditionally been a popular and enjoyable summer event and for the MVVC members who attended, brought great things to eat and made it both a feast and a festive get-together. Will we do it again next year? MVVC members, its all up to you! Any volunteers (contact events@mvvc.net)?



2nd Annual Sidekick Diner Cruise-In, Sunday, September 12

It was a perfect day for a caravan to a Cruise-In -- ideal weather, sunny and temperate. Ten cars gathered at the former home of Karmann USA (now Webasto, and site of the 2009 MVVC Vintage Festival) in Plymouth for the caravan from metro Detroit to the Sidekick Cafe Diner in Osseo, MI, some 80 miles away.



Perfect weather, yes, but there was a premonition that the caravan itself wouldn't be so perfect. Everyone expected to join the caravan had arrived by our shove-off time of 11:00 AM but one. Just as we were about to depart to keep on schedule -- we were to meet other caravanners in Saline -- the missing VW of Richard and Roberta Hamann pulled in, leaking oil at a worrisome rate. A mispositioned valve cover gasket on their '67 camper was quickly diagnosed and almost as quickly remedied by Richard. With the repair performed in record time, we were off to meet the next group, only a few minutes behind schedule...or so we thought.



The premonition proved prescient. In Saturday late morning traffic at an intersection in the midst of unavoidable suburban traffic, another snafu stymied our progress. Bob Abraham's Vanagon decided to reject its accelerator pedal from its linkage, rendering the van unable to move under its own power. Cell phone contact by MVVC Webmaster Wayne Burling, bringing up the rear as caravan shepherd in his Mutant Vanagon (that is, his Ford Windstar minivan), alerted me, caravan leader, of the trouble. Pulling the flock off into the nearest available parking lot, we awaited word from Wayne on the stricken Vanagon's prognosis. After about 15 minutes, Wayne checked in to report the Vanagon's accelerator was once again united with the rest of the vehicle and they were underway once more.

By this time, the caravan was way late in meeting up with the Volks folks in Saline. Luckily, they recognized something was up and contacted our man at the Sidekick, prez Rick Cramer. An exchange of phone calls revealed the reason for the caravan's delay and that the Saline contingent took the initiative to head out on their own.

So, with two problems successfully dealt with it should have been smooth sailing for the caravan, right? Well, what is it that they say, "Trouble always comes in threes"? There must be something behind that adage, as our determined caravanners experienced our third setback at a gas station pit stop just west of Clinton. Nancy Brama's sharp '67 Beetle convertible, which had been experiencing sporadic starting problems, stalled while exiting the gas station and wouldn't restart. Once again, the front half of the caravan was sidelined while we awaited word from the rear half that stayed with Nancy and her passengers and tried to restart her Bug. After 15 minutes or so, it was decided that the front half of the caravan should go on ahead and the rest to proceed to the Cruise-In once Nancy's car was dealt with.

Judging from the unfortunate turns of events for the caravan, one might think the Sidekick Cruise-In was verging on disaster. Thankfully, the mishaps that afflicted our caravan were the only black marks on what turned out to be a roundly successful event. Once the remaining caravanners reached the Sidekick, we learned Nancy had abandoned the idea of pressing onward should her car restart and arranged to get her car brought back to a repair shop. Rod and Elaine Harris very kindly remained with Nancy and Co. and followed them back once help arrived to return them home.

So, what of the Cruise-In itself? By all accounts it was a great success, with more people and more cars attending than last year's surprising turn-out, exceeding expectations for the second time! Over



70 people and in excess of 40 cars made their ways to the cool '50s-themed diner in little out-of-the-way Osseo. As you'd expect, there was an abundance of Beetles of every description, from cool customs to Super Beetles, even a great Herbie replica owned by Tom Janiszewski visiting from Illinois. Several Type 2s made the scene: Split Windows, Bay Windows, Vanagons, campers and a very old Split Window single cab pickup. Add to these Ghias, a Thing, a Porsche 914 (the mid-engine sports car from the '70s that was the product of a VW and Porsche joint venture and contains a fair amount of vintage VW DNA) and a Rabbit cabrio (direct successor to the Beetle cabrio) and it made for quite a stunning assemblage of VWs in

what became a not-so-small car show.

The event was so much more than the cars, though. Good food from a special-for-the-Cruise-In menu with great service provided under a big tent allowed the group to eat comfortably outside while staying in view of the cars on display. A DJ playing period tunes, door prizes, tie-die event shirts for sale and a 50-50 raffle to benefit a local family in need all added to the fun.

Maybe best of all, there was participation from not only the MVVC, but the Good Volks VW Club of western Michigan, the Michiana VW Gruppe (South Bend, IN - Niles, MI area), the ethereal Not-a-VW-Club and even from the VW clubs of northern Illinois (represented by Tom Janiszewski and his Herbie). That intermingling of members from the region's VW clubs made the usual VW fellowship typical of our events that much more special.

The buzz picked up from those who attended and indications from our highly pleased hosts, Sidekick proprietors Lori and Jeff Davis, point to the desire to do it all again next year and have a 3rd Annual Sidekick Cruise-In on the 2011 MVVC events calendar. Do you think



we can do it even bigger and better next time? Watch the event calendar on the MVVC website (www.mvvc.net) and let's see.

On behalf of the MVVC and those from the other area VW clubs who participated in the Cruise-In, thanks go out to Lori and Jeff Davis and all the staff at the Sidekick Cafe Diner for hosting a terrific event.

Be sure to check out all the photos of these events in the MVVC website gallery (www.mvvc.net).

LAME DUCKS MAY POOP ON YOU SOON!

By John Deikis

A revision of the Michigan law governing motor vehicle licensing fees and taxes has gone through the State Senate and House and just might get passed once the elections are over. That's when and our representatives find out whether or not they are have a job next year. If they have nothing to lose...well that's how government accountability works, I guess.

HB 5897 is a bill that increases vehicle registration fees for all vehicles, including those with historic and authentic plates. Currently, you pay \$30 for historic plates and they are good for 10 years. This bill would change the law and require you to pay \$30 annually. For "year-of-manufacture" plates, the current law says that you pay \$35 and the registration is good indefinitely. This bill would change the law and require you to pay \$30 annually. This bill is part of a larger package aimed at significantly increasing road funding for the state of Michigan.

Legislation that increases taxes and fees is understandably unpopular among voters in Michigan right now, but popularity becomes less of an issue when you're on your way out the door anyway. After the election and before the newly elected officials take office on January 1, 2011, we enter what is known as the lame duck period. During this time, legislation that would otherwise be politically unpopular becomes fair game. There's a reasonable chance that HB 5897 could be taken up then and considered with other road funding bills.

Supporters of this bill are ignoring the fact that collector cars are infrequently driven, have minimal impact on road surfaces, and are an important part of our Michigan heritage. I want pavement as good as what we see in Ohio as much as the next Michigan driver, but I believe collector vehicles deserve a reduced registration fee. There are less regressive ways to fund our roads. This new policy represents a potential 1,000% fee increase over 10 years.

Call, email or write the following sponsors of the legislation and let them know what you think. George Cushingberry (primary sponsor), Pam Byrnes, Fred Miller, LaMar Lemmons, Lee Gonzales, and Judy Nerat. You can find their contact information by going to http://www.house.mi.gov/find_a_rep.asp



Remember the Newsletter is written FOR you and BY YOU!

The MVVC Newsletter Needs YOUR STORIES! If you have an interesting, technical or simply entertaining story about your air-cooled vehicle, 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!



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 club may be found at : www.vwca.com.



Contact Information for 2010 MVVC Board & Staff

- ⇒ President—Rick Cramer rick@mvvc.net
- ⇒ Vice President—Ric Hooton ric.hooton@mvvc.net
- ⇒ Treasurer—Christine Cramer cramer@mvvc.net
- ⇒ Secretary—Christine Jennette christine@mvvc.net
- ⇒ Club Events—Tom Siligato events@mvvc.net
- ⇒ Webmaster—Wayne Burling wayne@mvvc.net
- ⇒ Newsletter Editor—Wayne Burling newsletter@mvvc.net



MVVC Newsletter
 41275 Old Michigan Ave.
 Lot #1201
 Canton, MI 48188