



# MVVC Quarterly Newsletter

## 2020 1st Quarter



# Prez Sez!

**The ramblings of your MVVC President — Dan Pierce**

Greetings to all. I hope you have been getting lots of work done on your little beasts during this winter so that they are ready to go back out into the sunlight soon.

The MVVC Christmas party which was held at one of our club sponsors Arbor Motion had a big turn out and Sebastian Gaeta (owner) was a wonderful host giving us a tour of his impressive facilities, as well as giving us run of the place for the set up and party. Much thanks goes out to Sabastian for helping us with the venue for the party. The food was brought in by the party goers and you had a very diverse choice as to your meal which was very filling. Ham and pop was brought in by Wayne Burling which was payed for by the club, but we want to give thanks to Wayne for the procurement. We had a very large (perhaps a tad too large?) auction that had all sorts of goodies for VW minded



people. I feel the auction may have gone a tad long but really it is a fun event and we raised \$557.00 for the starfish foundation which I think makes it a worthwhile time expenditure. We had the slot cars set up and there were a few members who took advantage of it. Rolf Schroter took this opportunity to drive his 1958 black to the Christmas party and is now having it snug as a bug for the winter at the Arbor Motion shop probably being drooled on every day by shop goers!

The Dakota Inn get together was another success and a lot of fun. Lots of Thanks goes out to Rolf Schroter for all his hard work putting this together as well as his wonderful rendition of Schnitzelbank. It is truly one of my favorite events we put on. I had my Beer stien at the ready for some Heffwiesen (wheat) beer. The ruben soup was wonderful as well as the usual German food that was a joy. We had many members to share winter stories with. Vince and Lynn Anderson were giving out lots of

VW swag to the club as well as other restaurant goers! I think Rolf may have talked two folks that were just there for dinner to join the club! Remember that the cars are great but it is the members and what they do together that make a club!

If you see a fellow VW lover (air, water, maybe they just like VW toys, whatever) introduce them to the club and tell them to join! You don't need to actually own a VW to join the club. We are a group of VW enthusiasts that enjoy spending time together doing VW themed events. If you want to host an event please get in touch with our Event Coordinator Merritt Collins [merritt@924.org](mailto:merritt@924.org) to help you set it up and make it a reality. We want to have fun.. together!

During the last club meeting (Christmas Party), we asked if anyone wanted to join the board and had a club vote on the Board members. There were no changes and no one wanted my job so there you are. The Board for 2020 CONSISTS OF Dan Pierce (President), Debra Foye (Vice President) Wayne Burling (Treasurer), Merritt Collins (Event Coordinator), Chris Schroer (Secretary). Thank you for all of your support and planning that makes MVVC work. If you would like to receive 4 more free quality dinners in your life and wish to have a hand in making MVVC what it is please contact me at [dan.pierce@mail.com](mailto:dan.pierce@mail.com) we could use some more voices at the meetings to help make our club the best VW club it can be.

## **BUSES OLD AND NEW**

**Saturday, May 16, 2020**

### **Slow Speed Driving Course Challenge**

At 12:00 noon we will meet at our host hotel, the StayBridge Suites.



**Sunday, May 17, 2020**

### **33rd Annual Michigan Vintage Volkswagen Festival**

Riverside Park, Ypsilanti, MI

Gates Open 9:00 am to 3:00 pm



Our host hotel this year is the same as last year.

### **Stay Bridge Suites**

3850 Research Park Drive, Ann Arbor, MI 8108

Our rate is \$98 / per night plus tax available until May 1, 2020. In order to receive the discount, you can call 734-213-1400 You will need to identify that you are with the Michigan Vintage Volkswagen Festival. You can also reserve your room online at this link, [Vintage Volkswagen Festival](#). You can change the length of stay by clicking on the Change Search button (upper right)



## Events Update, First Quarter 2020

### By Merritt Scott Collins

MVVC 2020 events kicked off at the end of January, as it customarily does, at the Dakota Inn Rathskeller. We dined on hearty German fare and sang “Schnitzelbank” with Rolf. It’s always a raucous, loud night and this year was no exception. I had the schnitzel instead of the chicken, for a change. If you’ve tried their rouladen, let me know what you think. It was a classic on the German side of my family; I’ve never ordered it in a restaurant. Dates for some of our favorite events are still being finalized, but in the meantime, here are some we know for sure. We’ll continue to add more to the list as details firm up.

Feb. 23: Tony Packo’s meetup, Greater Toledo VW Club

Feb. 28-Mar. 1 Autorama at Cobo Hall

Mar. 8: Michigan Buggy Builders 38th Annual Trade Show & Swap Meet

Apr. 5: Vintage VW Tech Session at Munk’s Motors in Waterford. \*

May 2: Annual MVVC membership meeting at Aubree’s in Ypsilanti 2:00 - 5:00 pm \*

May 16-17: Michigan Vintage Volkswagen Festival, Riverside Park, Ypsilanti. \*

May 22-25: Buses by the Beach Bus Benefit Campout.

June 7-8: Peacefest at LA Café in Waterford

June 20: Wayne Cruise

July 11: Deutsche Marques Car Show -- invites all German classics; this year celebrating the VW Bus

July 25: Telegraph Cruise \*

Aug. 15: Woodward Dream Cruise \*

Aug. 23: Cruisin' Hines \*

Sept. 11-13: Frankenmuth Auto Festival

Sept. 20: Orphan Car Show

Sept. 26: North Gratiot Cruise

Sept. 27: Bayfield Volksfest 5

\* indicates official MVVC events

Also on the horizon...we plan to host another “MVVC on the Hill” at Waterford Hills this summer. This year, we’ll do our best to order up better weather. It rained the whole day last year, and understandably, turnout reflected that. If it’s nice this year, join us to watch a day of racing – keep an eye out for the three Volkswagens that run in Group 5 – and then join a line of vintage VWs, parading around the racetrack at low speed behind the pace car. Speaking of parade laps, I’m the chief of pace at the track this summer, which will keep me busy eight weekends out of the summer. So if a car show falls on a race weekend...count me out.

As of this writing, neither Northern Worthysee 2020 nor the club’s own Fall Color Tour has been scheduled, As soon as we hear, we’ll provide an update.

And 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.

Until next quarter...



# Check out our club store

Get your Hoodie with the club logo on the back. They are \$30.00 for sizes M, L, XL and \$35.00 for 2XL, 3XL.



These are the same hoodies we currently have with zipper front but with the color logo on the back. The cost will be \$40.00 for M, L, XL and \$45.00 for 2XL, 3XL

You can also purchase a club t-shirt for \$12.00 sizes S - XL \$15.00 for 2XL or 3XL



Club carry - all bag with full color club logo. \$5.00



These are embroidered with a version of the club logo. \$25.00

Follow this link to get to the Store.

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



# Ask Chris!

I am frequently asked *“how much will it cost for everything?”* when restoring a classic VW. Even when an inspection is performed and mechanical priorities are established, it is impossible to answer since there are so many variables. But rarely do folks have unlimited budgets so it is a fair question. Restorations can be both rewarding and frustrating. Being armed with information and finding the balance between expectations and budget is the key to success.

The best way to find your answer it is through a series of questions and then establishing a range for each system from one to ten. The final cost will depend on your budget and your desire for a superior result as well as compromises you are willing to make.

How long do you want to keep the car? How often do you plan to drive it? And how far? Back in the day, a decent lifespan for a VW engine was about 100,000 miles or so. Parts were still in pretty good shape when the cars were a few years old and they were daily drivers. Not anymore. If a vintage car goes 10,000 miles in five years, that would be a lot. When the projected lifespan of a repair might be one tenth of what it used to be, compromises can be made to keep cost down.

On the flip side, new technology and components can extend the life of the car indefinitely compared to before but if you want the best of everything, there goes your budget. The term *“over-restored”* comes into play here. We, as keepers of the flame, will have to pass it on to another generation when we are gone. When you consider the cost, amortized over a couple decades, spending more now to give you kids a family heirloom isn't a bad way to spend your extra retirement money, is it?

Do you want it restored to be functional, original, or better than that? When we were younger, and our VW's were too, one of the great things about them was their ability to just keep going even when parts were past their prime and in some cases, falling right off. As a for instance, functionality of the shifter is compromised by worn bushings. But even when they are worn out, you can still find the gears and drive the car. Keeping it original can be as easy as new shift bushings that cost about \$15.00 for all three. So functional and original are not that far apart. But now that you look at it, the shift lever is a bit rusty isn't it? And as you look at the hand brake lever, it could use a little love too. And finally, on the shifter analogy, even though they are cousins, it's not a Porsche, but if you want it to shift like a Porsche, there are parts ranging from inexpensive all the way to *“high-performance race quality”* so you can bang gears like a drag racer. See where I am going with this? It's a slippery slope.

Do you want your engine to be *“show quality”*? (And in some cases, this can mean *“in Cobo Hall with mirrors showing the bottom of the car”*) As an unabashed motorhead who likes things pretty, I tend to gravitate toward this but it is my bias. This can really take a toll on your budget if you have one. When you open the hood of your car, you might want the *“Wow, this looks brand new”* reaction. Clean is cool, all by itself. I suggest that, for restored engines, if you want it to look stock, then keep the colors and components looking original even if they are improved. There is a lot of goodness that can take place under the sheet metal which can give you a lot of satisfaction entering the freeway with (what used to be) a *“slug bug”*. It can be your secret. Will a purist call you out on some of your improvements? Maybe, but it is your car, not theirs. On the other hand, pick your favorite color for the sheet metal, polish all the stainless-steel screws and nuts, route the wiring is a cool creative way and watch people's eyes pop when you open the hood.

Would you like the mechanical chassis components ignored, powder coated, painted, or plated? These days, electro-statically applied plastic powder coating is readily available and inexpensive. At a mechanical or a body shop, powder coating is cheaper than media blasting and paint. On a budget? Home Depot has a wide variety of paint and colors to choose from if you feel inclined to paint it yourself. And if you are dealing with rust, cleaning the flaky rust off and painting with a rust convertor, such as POR-15 is an excellent way to restore an area that no one will see. And if functionality is the only goal, the *“working surfaces”* need to be prepped to repair the components and nothing more. That keeps cost down.

Would you like the hardware to be functional, new, re-plated (zinc or cadmium) stainless steel, or chrome plated? Much of the hardware used in a restoration is inexpensive. For professionals, new hardware is a must. For the hobbyist, you can find kits for various assemblies to dress things up. If you have time on your hands and you get a sense of satisfaction from playing with cars, you can purchase tools inexpensively to prep or polish hardware that is unique or expensive.

Are you willing to do some of the work yourself? You can't beat *“sweat equity”* for the sense of satisfaction that comes with saying *“I worked on it”*. Some shops will let you help and even appreciate your help. Even if they won't let you work in their shop, there may be many components you can take home and process to save them work and save yourself some money.

Do the painted surfaces matter to you? By now, most components are rusty or the paint on them is in poor condition. You might have noticed that lately "patina" is a thing. Sure, some folks are judgmental about it, but not me. It's your car, do your thing. If it were me and I had to choose between a fancy paint job or kick ass motor, I would pick the motor. But there is my bias again. And if you have the budget for both, go for it. One tip about paint jobs: Get all the mechanical work done first, paint it last. All the mechanical parts can be protected or masked from overspray. The other factor for getting the mechanical done before the body is that being able to drive it versus pushing it around is a strong motivator.

Then there is the interior. Mexican blankets thrown over threadbare seat springs was the poor man's interior back in the seventies. These days, the springs are often broken, seat frames are compromised, and the basic strength of a seat designed before safety regs are budget killers. It is not uncommon to use components from three or four donor seats to make a nice pair, worthy of upholstery. Then the upholstery itself can range from decent to show quality. Finding good original seats after 50 years? Forget it. If you did find a pair that looked good, after a few miles, under the seat you will notice that brown curly residue for the famous "horse hair padding" and you will be sitting on springs.

One thing I can say with certainty: If you have a VW professionally restored, your end cost will exceed the value of the car (in the eyes of a prospective purchaser) by a factor of 2, 3, 4 or beyond. So never do it with the intention of selling it unless you have money to burn and a powerful desire to see it through to completion. For some folks, just saying "I did it" is enough, but for me, I want to drive it a while.

VW's are a time machine. They take us back to a place in our lives when life seemed simpler and just the joy of driving your freedom machine made you smile and feel all warm and fuzzy. Just remember to keep it and enjoy it! Can you dig it?



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## VW Bus Convoy Road Trips 12,500 Miles from Malaysia To Germany

By: [Christopher Smith](#) as on Motor1.com

Fact: [Volkswagen](#) Type 2 bus owners love to take their beloved rides on road trips. That's what led three Malaysian VW bus owners to embark on a 12,500-mile journey, spanning several countries and two continents. Their destination was Volkswagen's Commercial Vehicles assembly plant in Hannover, Germany, where many T-series vehicles were made. For good measure, the trio of Type 2 Bullis were joined by a couple in a classic [Beetle](#), and to answer the question everyone is asking right now, yes everyone arrived with their vehicles intact.



Which leads us to the second fact: A proper VW bus owner never, ever embarks on such a journey without spare parts. That holds especially true when the convoy consists of two 1967 models and one from 1978. We say this not to dig at the reliability of these old rigs, but to honor the enthusiasts who embrace not only these iconic rides, but the entire lifestyle that makes them special. The sheer simplicity of the air-cooled Type 2 means just about any mechanical malady can be handled with a basic set of tools, and though we don't know how many hours of the three-month journey were devoted to roadside repairs, the group was indeed packing the necessary components to handle just about anything.

12,500 miles over three months works out to roughly 138 miles per day, so speed certainly wasn't part of the agenda. The route took the caravan through Thailand, Laos, China, and Russia before finally making it to Europe. We'll admit to being extremely jealous of the sights these travelers must've along their journey.

That journey, however, is only half over.

Having made it to Germany with their Bulli - Beetle fleet, the VW road-trippers are headed onward to Belgium, France, and Scandinavia, visiting orphanages and participating in various charitable events along the way. Eventually the trip will conclude back in Malaysia, at which point the vintage air-cooled Volkswagens will have covered 31,000 miles.

It sounds like one hell of an awesome adventure.





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 membership. Applications for the national club may be found at : [www.vwca.com](http://www.vwca.com).

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## The MVVC Newsletter Needs YOUR STORIES!

If you have an interesting, technical or simply entertaining story about your vintage VW, 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! Remember the Newsletter is written

**FOR YOU and BY YOU!**

**Next Newsletter Deadline is April 25, 2020.**



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