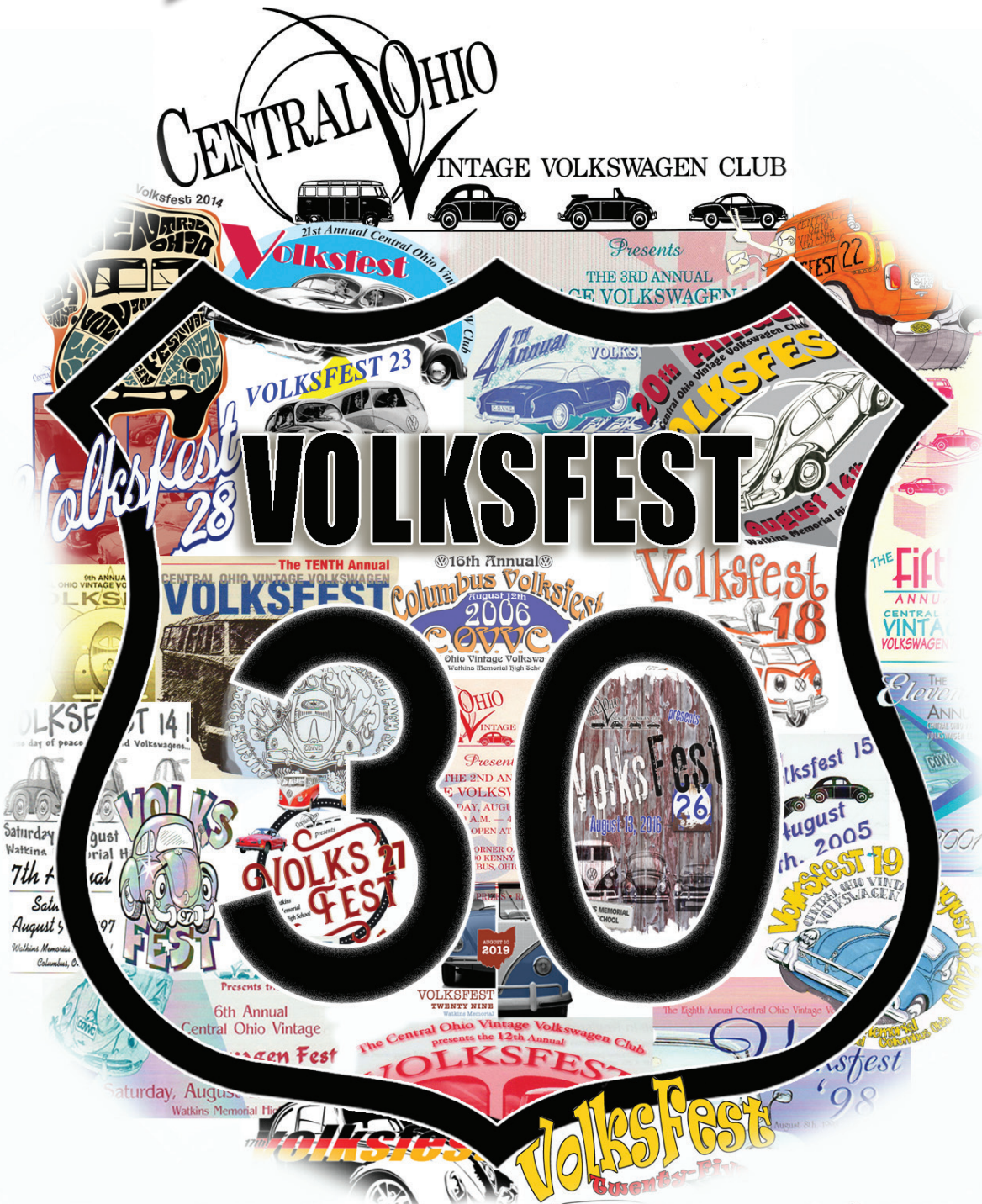


AUGUST 2021
VOLUME 30-08

Official Monthly Newsletter Of
The Central Ohio Vintage
Volkswagen Club

Zündfolge



August 14, 2021 | Watkins Memorial HS

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INFORMATION

In the Spring of 1991 our club was founded by 12 enthusiasts looking for a way to pool their parts and resources to maintain their vintage Volkswagen Cars. Now we are in our 30th year with about 200 members and the premiere Vintage Volkswagen club for Central Ohio. We Strive to share knowledge and resources while having plenty of fun. We welcome everyone interested in classic air-cooled as well as newer water-cooled VW products. Annually we host Ohio's largest Volkswagen Car show & swap-meet 'Volksfest' to benefit Childhood Cancer Family Connection, an independent non-profit organization, devoted to the needs of children with cancer.



ZUNDFOLGE

Zundfolge (translated 'firing order') is published monthly by the Central Ohio Vintage Volkswagen Club. Its purpose is to keep us informed and running smoothly, while providing knowledge and enthusiasm into the Classic VW Community. Members are encouraged to submit articles and photos for the newsletter. Please contact the Editor for more information. Brian Knoll @ bkrider@att.net

FACTORY DATA

To obtain VW factory information send your serial number to:

Pre 1955:

VW Brezleffenstervereinigung e.v.
Ernst Reter Hagen, Amselweg 4, D
3073 Liebenau, Germany

Post 1955:

Customer Assistance, Volkswagen AG
Postfach, 3180 Wolfsburg 1, Germany

Coming up in September...

Lead Article..... Mike Roecker
Theme..... Volksfest 30 wrap-up
Meeting Date... September 9th
Location TBD
Address

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Volkswagen Club
Online!



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www.COVVC.org

Jan	Mark Garrett	Annual Banquet
Feb	Stark Hughes	
Mar	Mike Williams	Toy Meeting
Apr	Stark Hughes	Anniversary/T-shirt Design
May	Linda Brown	Trophy Design
Jun	Ryan Cisco	Club Picnic
Jul	Debi Garrett	Show Prep Review
Aug	Mark Garrett	VOLKSFEST 30
Sept	Mike Roecker	
Oct	Kathy Kern	Halloween
Nov	Ryan Cisco	Elections
Dec	Todd Sichel	Cookie Meeting

John V. Doe

Treasurer



Member Name Badges:

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Welcome Back!

Volkfest 30 is finally here after a year hiatus due to Covid. It will be a great VW day with great food by the athletic boosters, music, and lots of social time. The swap meet and vendors are going full steam and we are expecting quite a large turn-out of show cars and spectators. Be sure to stop by the Membership tent to get your commemorative Volkfest 30 shirt, and see some of our club history on display. You can also join the club (or renew) – it's quite a bargain at only \$25 a year! Also be sure to get your people's choice car ballots turned in by 1:30PM, and we'll hand out awards about 3:30 to wrap up another great show - it's Volkfest 30!

MEETING MINUTES JULY 8, 2021

The meeting took place at Mark and Debi Garrett's promptly at 7:30pm for a BBQ and potluck. The show T-shirts were a huge hit and many were sold. Flyers were distributed to the 22 people who attended the meeting.

Mark showed everyone the dash plaques and awards. Mark will talk to Brenda Agan about the Ward Hixon award.

New members are:

1. Walt White who has a 1970 VW Cabrio
2. Gary Hatch who has a "Bastard VW 2010 Routon Van
3. David Lundin who has a 1963 Ragtop
4. We welcomed Jon Knoll who is back in Columbus after years of living out of state.

Ryan passed around the show volunteer sign up sheet
We have 152 members at the moment.

No detailed treasurer report.

The next meeting will be at the show site on Friday 8/13.
Mark Garrett will be leading the meeting.

MEETING PHOTOS FROM JULY...



A good time was had by all at the July COVVC meeting held at Mark and Debi Garrett's. Good food and good friends, that's as good as it gets.

After skipping a year due to the Covid restrictions, Volksfest 30 is a go! While yes, this should actually be 31, we thought we would stick with the chronology and go with 30.

Us veterans that have been around since Volksfest 1 are certainly used to the many challenges that arrive when planning, organizing and running a successful show. The various high lights (and low lights!) have been well documented in past newsletters, so we won't rehash that history. Suffice to say, this year presents us with another set of challenges, as the Watkins site is undergoing a massive renovation, that will likely be a two year project. So, with the available resources at hand, here we are, ready to enjoy another Volksfest.

While the show cars are the obvious stars of the show, we always look forward to catching up with the many friends we have made throughout the years. The day always seems to go way to fast, after the weeks of planning and organizing, it just flies by. Be sure to take the time to cruise through the car show and swap area and catch up with the many friends that make this hobby of ours the best!

While the physical layout may be somewhat different from years past (as I am writing this, the final layout is yet to be determined), that Volksfest vibe will be in full swing. Besides the areas best display of Volkswagens, the swap meet always has lots of great treasures for that ongoing restoration. The Watkins Athletic Boosters will be serving up the best show food available. And, Midwestern Auto Group will have their fantastic display of the new Volkswagen Models, and merchandise for sale.

Be sure to take the time to thank the many COVVC volunteers that make this great event possible. And if you would like to pitch in for a bit, we always welcome the help! Also, check out the COVVC membership tent for event t-shirts, and event only membership specials. Next to the membership tent, club historian Doug Barber will have an interesting display of the history of our great club.

That makes for a full day of vintage VW fun. So get your walking shoes on, and have a great day! Thanks for joining us for Volksfest 30 (31?)

DONT FORGET CLUB GEAR!

Available online www.COVVC.org

- Apparel
- Mugs
- Keychains
- Magnets & Stickers



"It seems that the Arthritis Car Show weekend is always a great kick-off to VolksFest!" I wrote those words for our newsletter in 2018. The pandemic sure has certainly turned things around.

It gives us a great sense of pleasure to be able to announce that the Arthritis Foundation Classic Auto Show is a go! It's going to be great to finally get together and enjoy friends along with our great cars again at an amazing venue!

Mark your calendars for Cruise-In Friday August 20th and Classic Auto Show Saturday August 21st. Normally the Arthritis Classic Auto Show occurs close to Independence Day. The planning committee and the City of Dublin wanted the date a bit later to avoid Covid concerns. What makes the August date special for 2021 is it is the week after Volksfest. August is going to be a busy and very fun month! What's even more exciting is Volkswagen is the "Featured Marque" We are celebrating the 85th anniversary of the founding of Volkswagen.

If it seems like VW has been a featured marquee in the past you would be correct. In 2018 we celebrated the 80th birthday of the Beetle, 35 anniversary of the GTI and the 50th anniversary of Herbie and "The Love Bug" movie.

The Classic Auto Show Committee chose us again not only for the historical significance but frankly our VW's are a huge hit for the spectators that come to this event which draws 5-7000 people from all over!

If you haven't had an opportunity to experience the Arthritis Car Show this is one of the premier car shows in this region of the country where 800-1200 cars of all makes will gather for the two day event. It's the place to see nearly every classic car from every corner of the world. We have everything from AMC to Z-28, or if imports are more your thing maybe a 260-Z or two. American classics like Packard or exotics like Ferrari, Lamborghini and McLaren will be there.

Back at the VW corral you will be treated to comfortable shade and grass. Also in our special area a display of VW's through the decades will be showcased. Doug Barber our very own club historian has created an interesting video of the history of VW. COVVC member cars are included in this history. It will be continuously showing for your viewing pleasure. Doug's presentation is truly special. I'm sure it will generate a lot of enthusiasm and help boost COVVC membership. It's worth the watch!

The Saturday VW "Show In A Show" gives participants a chance to collect one of ten special awards. Mike Young & Motorkars is once again our class sponsor. Thank you Motorkars!

Also on display will be a collection of VW advertising, memorabilia and others items of historical significance. If you have anything you would like to contribute please bring your items to share.

We will once again have our VW hospitably tent. This has been a favorite with the VW and Porsche folks. Fittingly, the Porsche group shares the lakeside with us. Bring your favorite beverage/s and snack. It's a great way to socialize and meet new friends!

In closing, it takes 200 plus volunteers to put on an event the magnitude of the Arthritis Car Show. The COVVC is fortunate have great and involved members like Ted Dibiase, Richard Rambo, Ryan Cisco, Mark & Debi Garrett.

To register a car or find volunteer opportunities plus the latest show information please visit www.arthritis.org/events/autoshow



AUGUST 20 - 21, 2021

METRO CENTER DUBLIN, OHIO

FRIDAY, August 20

Cruise-In with Fifty 6-foot Trophies

SATURDAY, August 21

All-Day Show with Class Awards

2021 FEATURED MARQUES



**110th
ANNIVERSARY**

Jeep

**80th
ANNIVERSARY**



**85th
ANNIVERSARY**

SPECIAL VEHICLES TENT BY 

ENTERTAINMENT ■ FOOD ■ FAMILY FUN!

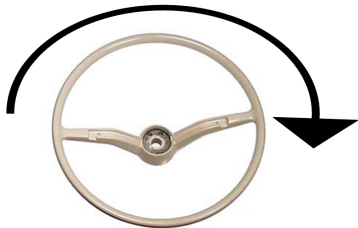
**More Information and Registration at
[arthritis.org/autoshow](https://www.arthritis.org/autoshow)**

Front End Alignment Continued

Last month I left off setting the toe, this month I'll talk about some oddball things I've ran into over the years. First is the double U-joint shaft on Super Beetles. They have an offset steering box (or rack and pinion) where the steering column does not line up well with the steering gear. This requires a short driveshaft with two u-joints on it that connects the column to the gear. All is well until one of the (non-greasable) u-joint cups freeze up, giving an odd feel to the steering wheel. This problem is more common in our salt environment. The steering wheel will bind through part of its travel, then get free, then bind again, all in 1/4 turn increments. You'll probably replace the entire shaft rather than just the offending u-joint. Fuel tank removal is needed for access.

Another odd thing I ran across lately is a Vanagon where another tech had replaced the power rack. While underneath it I noticed that the rack was not centered- on the right side the tie rod end had many threads visible, but on the left side the rack had only a few threads visible. The driver did not have any complaints but the van would have steered better in one direction than the other direction, plus it bothered me that on one side the tie rod had less threads, potentially allowing it to disengage from the tie rod end. We corrected it by centering the rack (measure turns from left lock to right lock and split the difference, i.e. if it's 3 turns left to right, at the 1.5 mark the steering wheel should be level), removing the steering wheel and correcting it (on a Vanagon it's a simple lift off and reset) and resetting the toe. It drove no differently after this correction.

Centering the steering wheel on a Type 1 is done by turning the tie rods in opposite directions equal amounts so they offset each other- that means turn the right side 1/2 turn forward and the left side 1/2 turn backward, this does not affect toe but changes the position of the steering wheel. If you've changed the steering box you want to make sure the steering wheel is centered like above: count the turns from left lock to right lock of the steering wheel and make sure it's halfway when the wheel is level. On T1s you can unbolt the steering wheel and move it if the box is not centered, but only do this if you're sure the steering box is not centered correctly, like after replacement. Unbolting the steering wheel to move it is not a suggested repair for a crooked wheel.



Making sure the steering wheel is centered lock-to-lock: from center to left lock and center to right lock should be the same.

Centering the steering wheel on a split bus is different: it is not splined (so it cannot be installed in multiple locations) but keyed to the steering shaft (so it can only be installed in one position). Get your toe set properly and turn the front tires so they are in the same plane as the rear tires. You'll have to disconnect the drag link from the Pitman arm on the steering box for this, you'll need a small "pickle fork" to do this after removing the nut, it's the one on the left in the picture. You'll be disconnecting a tapered stud which has wedged itself in place with force from the retaining nut. It may take a large hammer/sledge and some serious muscle to

get this done! Once the wheels are pointed straight and the drag link is disconnected you'll turn the drag link end in the adjusting sleeve until the steering wheel is level. Once again verify the left-turn-to-lock and right-turn-to-lock are the same.

Once again, back to the basics: Make sure you grease everything regularly! I grease my vehicles several times per season and find that it makes a considerable difference in how a kingpin vehicle tracks. Even if you have a balljoint vehicle it probably has fittings on the torsion tubes so make sure you grease them regularly.

If you're using a digital angle gauge to check camber, verify it is reading accurately by finding a surface and taking a measurement. Flip the angle finder end-to-end and take the measurement again, it should read the inverse angle. This verifies accuracy. If it is not reading correctly, refer to the instructions to calibrate the tool. I have had issues with digital angle finders that did not want to self-calibrate correctly.

I'll be doing a Tech Talk at Volksfest this year, a hands-on demonstration of testing voltage drop on a starting system. I hope to see you there!



"Pickle Forks" for splitting tierods and other tapered joints apart



Super Beetle Steering Shaft

Check out the latest in accessories for your Volkswagen, circa early 60's! That Okrasa engine is certainly an attention getter! Keep in mind, that price is for the accessories ONLY, and also keep in mind, you could get an entire VW rebuilt long block from the factory for a bit less than that. Some things never change "Speed cost money, how fast do you want to go".

VW STEPS LIVELY WITH OKRASAs

For VW OWNERS and SPEED SHOPS Write for our NEW CATALOG

Okrasa Equipped engine with EMPI Oil Filter Cooler and Muffler

Sedans **\$249.50**
Transporters **\$310.00 Extra** for Ghia

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EMPI Big-Bore Power Kit
• **Power by 40 h.p.**
• **Increases bore from 77 to 82 mm.**
• **Formerly priced at \$127.00, now only \$88.60.**

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EMPI Big-Bore Power Kit
• **Power by 40 h.p.**
• **Increases bore from 77 to 82 mm.**
• **Formerly priced at \$127.00, now only \$88.60.**

New EMPI Exhaust Systems For Volkswagens and Porsches

Power-Saving Design Featured In New EMPI Exhaust System
• **Low-back pressure design** saves power. Dyno tests show a 5.7% saving on stock VW engine.
• **Convertible system.** Use with glass-packed muffler on the street. Substitute straight-thru "singer" pipe for competition.
• **Power saving secret** of this muffler system is the equal-length pipes design of the Grand Prix race car.

No. 125 Grand Prix Exhaust System—for all 36 h.p. Volkswagen engines \$49.95
No. 126 Grand Prix Exhaust System—for 40 h.p. VW engines thru early 1961 \$49.95
No. 127 Grand Prix Exhaust System for Porsches similar to VW models \$59.95
Singer Fitting—Add to above systems for straight-thru operation \$5.00

Offset Porsche-Type Wheels Improve Volkswagen Stability
• Each wheel offset 1/2"—increases overall tread by full inch and improves VW's stability.
• Each rim widened 1/2"—minimizes tire roll on dangerous high-speed turns.
• **Completely interchangeable**—fit VWs and Porsches, use them with your regular tires.
• Popularity of these offset Porsche-type wheels among slalom drivers has led to manufacturing economies and reduced prices. Price of the chrome model has been cut 1/10 during past year.
• Manufactured by leading West Germany wheel manufacturer, install them for added racing safety.
• **No. 182 Offset Wheels, heavy chrome finish** each \$29.30
• **No. 50 Offset Wheels, prime coat finish** each \$19.95

Winning VW At Nassau Uses EMPI Suspension Accessories

EMPI-Equipped VW Sedan Wins Speed Week Event
NASSAU, RWI-Speed Week's first race for stock Volkswagen sedans was won this afternoon by the entry of a Riverside, Calif., manufacturer of VW accessories.
Driven by Grand Prix veteran Dan Gurney, the winning EMPI-covered orange sedan was equipped with the patented EMPI Camber Compensator Rear Stabilizer and Track-Tru Front Anti-Sway Bar.

Camber Compensator Rear Stabilizer
• **Superior Cornering**—all wheels on the road.
• **Less Oversteer**—for better control and safety.
• **Less Wind Buffeting**—better control & comfort.
EMPI's patented Camber Compensator Rear Stabilizer are endorsed by many slalom and road-race chasers, who find this simple suspension accessory enables them to safely corner at higher speeds. They, and the experienced drivers, including 1956, all track & slalom champions. State year & model of your VW when ordering: \$19.95
Corvair Models—No. 109 for passenger cars thru 1962 \$24.95
No. 107 for Greenbeers \$24.95
Triumph Spitfire Model—OK for SCCA racing thru 1962 \$24.95

Track-Tru Front Anti-Sway Bars
EMPI's front suspension stabilizers supplement the EMPI Camber Compensator Rear Stabilizer to provide complete measure of VW stability.
No. 123 Track-Tru—superior No. 1037 for VW year & model \$19.95
No. 1035 Track-Tru—heavy-duty anti-sway bar for all VW sedans bigger and stiffer than the stock bar on late model VWs. \$17.95

The New EMPI GT Bucket Seat

Designed by Graham Hill and Associates

Adjustable For Maximum Driver Comfort and Safety

Famous-Make Bucket Seat New Sold In U.S. By EMPI
• **True bucket-seat design**—more than just a divided bench-type seat. Contoured for safety.
• **Special rubber padding**—for maximum comfort.
• **Fully and completely adjustable**—back inclines thru 30 degrees, forward-tilt adjustments, too.
• **Competition oriented—design** supervised by racing champions (Graham Hill).
Here's the safest, most comfortable driving seat designed in the U.S. exclusively by EMPI.
Covered in durable black plastic material, the EMPI GT Bucket Seat fits perfectly in all VWs, Ghias, Porsches, Corvairs and other GM cars with bucket-seat mounts. Every driver who appreciates the best in accessories will want to equip his car with these attractive and highly functional new bucket seats.
EMPI GT Bucket Seats—specify make & model of your car and whether left- or right-hand seat is desired. each \$98.95

SlickShift: Low-Cost Best Seller
Inexpensive bolt-on accessory modifies VW shift mechanism to produce a shorter, faster shift. Saves enough time to make winner of a second race in open-wheel car. Simple to install.
No. 119 EMPI SlickShift \$5.95

Special EMPI Accessories For Race & Slalom VWs...All Suitable For Everyday Driving

Complete Volkswagen Accessories Catalog—Send \$1 for EMPI's famous "Motoring Guide," listing hundreds of power, suspension, chrome & miscellaneous accessories & tools for the VW. Price includes 122 supplements \$1 refunded on first order for \$10 or more.
• **VW's** Complete the power kits section of "Motoring Guide" listed above. Send 25 cents.
• **Complete Accessories Catalog**—this new edition now available, listing many EMPI-exclusive Corvair accessories. It's free—write for it.

Ordering Instructions
Send full payment with your order and EMPI will pay shipping charges to any address in Continental U.S. Please send 25¢ deposit on C.O.D. orders.

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Automotive Imports Distributors—7 Washington St., Route 10, Westley Hills, Mass.
South-Eastern Import Parts Co., Inc.—415 South 21st St., Birmingham 5, Alabama

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Welcome back everyone!! I'm counting the days until our VW show. I look forward to seeing everyone and getting back to semi-normal. The toy I'm sharing with each of you this month was produced by a lesser known toy manufacturer. This toy was recently purchased from a fellow VW toy collector. I'm grateful I've been lucky enough to have had the opportunity to purchase some of the rarer VW toys from his collection.

The toy I'm sharing with each of you this month was manufactured by the Micro Models Ltd of New Zealand in the early to mid-1990s. This diecast toy is about 4 inches long and represents a VW microbus ambulance. The bus is very detailed. The body is mounted on a metal chassis with metal axles, VW emblem rims, and rubber tires. The toy also has a VW emblem on the front and painted signals front and rear. The bus however has no interior which I believe takes away from the toy. I can just imagine a young child pretending they are racing off to an emergency as they push the toy around the room.

This toy is somewhat rare. Very few examples of this toy ever come up for sale. In my many years of collecting, I've only seen a few examples for sale, and none of them came with a box. I've often wondered if this toy wasn't a big seller or if kids just didn't take care of their little VW toy. The value of this toy in good condition with no box is around \$55 to \$75, with a mint example with no box coming in around \$100 - \$125. Would not be uncommon though to see this toy sell well above these figures when collectors get into a bidding war over the same toy.

Until next month... Happy Toy Hunting !!



HISTORY – “IT’S THE ROAD TO NOW”

Doug Barber

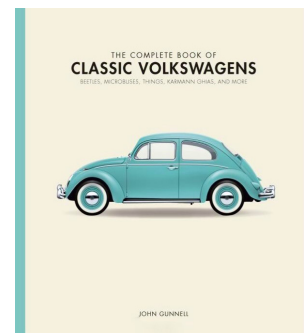
“The Complete Book of Classic Volkswagens” (Beetles, Microbuses, Things, Karmann Ghias, and More) has to be the ultimate coffee table book of VW air cooled era history. Author John Gunnell combines strong research, a plethora of easy to digest data and beautiful photographs to make this a fun book to read as well as look at. His use of subtle humor in the narrative helps as well.

Gunnell follows a rational chronological path to take the reader through Volkswagen's development of the Beetle from “War Baby” (Chapter 1) to “Cabriolets & O'Lays” (Chapter 7). 131 of the 271 pages are devoted to the Beetle. Succeeding chapters focus on “Buses” (Chapter 8), “Karmann Ghia Type 14” (Chapter 9) and concluding with a look at Type 3, Type 4 and The Thing in the last chapter. Each chapter on individual models deals with the car from concept to development and then through year-to-year changes. Gunnell's attention to detail stands out here as he lists some pretty minor midyear updates that are not usually seen in VW yearly changes lists.

The book can be enjoyed by reading it for the history of Volkswagen or by simply leafing through the pages while enjoying the photos. The illustrations are a nice combination of factory photos, collector photos, period advertisements and technical information. All models and model years get either a half page or full page “tech sheet”. The tech sheet lists all paint colors (and codes) for that year as well as chassis numbers produced and a long list of specifications and capacities. (See photos)

Those wanting a deeper dive into the early history of VW will still want to read either, “Small Wonder” or “The People's Car” that were previously reviewed here. But...my guess is that anyone with an interest in vintage Volkswagens, no matter the model, will be delighted with this book.

Published in 2017 by the Motor Books Division of Quarto Publishing Group USA, Inc. Available on Amazon for \$35.

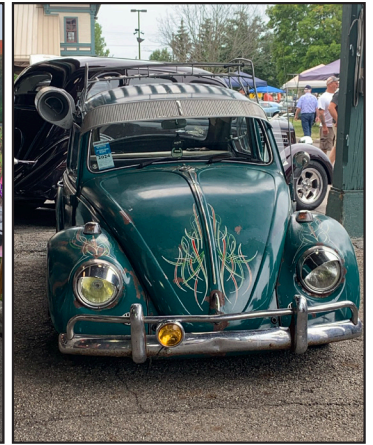


PICS FROM THE JULY GOOD GUYS SHOW IN COLUMBUS



(Yes there are VW's there!)

Member Submission



As I sit here and sharpen my big purple crayon, I know thousands have asked why there hasn't been the long awaited water cooled article yet this year? OK, maybe thousands is a stretch, and maybe long awaited is a stretch. I would surmise that most of you didn't even notice this literary masterpiece was even absent from our monthly chronicles. But here you go!

IS THE NEW BEETLE THE SUPER BEETLE OF THE NEW MILLENNIUM?

As the show creeps up on us I think back over the years of Volkswagen Models that have never really been accepted by the community.

This brings to mind models such as the 411, the Bay window bus, the dreaded SUPER Beetle, to name a few. What do these models have to do with the watercooled subject you ask?

Let us take a look back at these, how to the Diehard VW fanatic none of the previous listed models were REAL Volkswagens, since in many owners minds the Volkswagen ceased to exist after 1967. You see these owners consider only pre 67 models of the Beetle and the Bus to be the real thing, after all 1968 brought about those hideous big bumpers, and that Bay window, and other terrible variations of the VW.

Fast forward to the 21st century to the time that our cars were supposed to be flying and to our disappointment the "George Jetson" lifestyle is still a far off hope. But now look what has happened, old Beetles and Split window Busses are fetching 6 figures at auctions, and all of the sudden Super Beetles and Bay windows are the more affordable and hip thing to have along with 411's and other oddity's brought forth from the brand.

I say all of this to make a point, 2018 marked the 20th anniversary of the New Beetle, yes 20 years ago everyone that ever wanted a classic Beetle or had one in their teens or had an uncle that had one (with the Porsche motor that bolted right in) had to run out and buy a New Beetle.

If you recall when they came out they too were the "Super Beetle" of the day. The diehard community hated them, they were ugly, weren't air cooled and had the engines on the wrong end! They have heat, and A/C, air bags and a check engine light and of all things, a flower vase!

For some odd reason a lot of us still ended up with one in the driveway or garage, even if it was short lived, they still had to check it out.

Many have gone back to their old ways with older cars, but many such as myself have found a home for the little round cars in our hearts and our garages and we've even been able to convert others to the New Beetle lifestyle. Now that those hated Super Beetles and Bays are fetching top dollars, rest assured we will guard our New Beetles ever so closely because the day will come when they are finally accepted into the VW throngs with open arms... if nothing else mainly because VW will launch something that resembles the CUBE and even us New Beetle folks will turn up our noses at that!

Show time is here, and we have some great cars in our club, so let get em fired up, polished up, filled up and hit the open road to welcome all our VW family to Volksfest 30!

Hope to see ya at the show, until next time, we'll see ya Down By the Waterfront!

\$11,000



LOT T4
1972 Volkswagen Bus
2180cc, 4-Speed

\$24,200



LOT T72
1974 Volkswagen Campmobile Van
1800cc, 4-Speed

\$19,800



LOT T106
1970 Volkswagen Beetle Custom
2275cc, Known as F-Bomb

\$7,700



LOT T111
1970 Volkswagen Beetle
1600cc, 4-Speed

\$39,600



LOT T148
1972 Volkswagen Kombi Bus
1500cc, 4-Speed

\$12,650



LOT T212
1979 Volkswagen Beetle Convertible
1600cc, 4-Speed

\$20,000

The BID Goes On...



LOT T223
1969 Volkswagen Beetle Convertible
2180cc

\$8,250



LOT F22
2004 Volkswagen Beetle
21,396 Miles

\$17,050



LOT T173
1979 Volkswagen Beetle Convertible
4-Speed

\$65,000

The BID Goes On...



LOT F136
1965 Volkswagen Type II Custom

\$32,000

The BID Goes On...



LOT F141
1956 Volkswagen Beetle

\$17,600



LOT W129
1966 Volkswagen Beetle
1300cc, 18,664 Miles

RENEW - RENEW - RENEW

How do you know if your membership has expired? Your expiration date (month/year) is beside your name on the back of this newsletter. You can renew your membership online on our website, www.covvc.org, or you can mail a check. Please make checks payable to COVVC and mail to: COVVC c/o Ryan Cisco, 5577 Mesa Falls Street, Dublin, OH 43016. Or just stop by the club tent during Volksfest 30!

We had 5 new members join last month and 7 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 156.

New members: Michael Frank, David Hannah, Paul Stephenson, Tim Frame, Roy Schweitzer

Renewals: David Lundin, David Hanes, Pam Robinson, Cheryl Hagerty, Mike Roecker, Clinton Willoughby, Ken Stalder

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Our beauty.



Will it spoil the Volkswagen image?

We never thought it would come to this. A beautiful Volkswagen. All these years we've been telling you about the right bug.

And now, the speedy fastback sedan. But don't let its good looks fool you. When you really come down to it, it's still a Volkswagen.

The engine is still in the rear and it's still air-cooled.

It's just as easy to replace parts, or still take 10 bolts to bolt on a new fender?

And it's just as easy to get in any other Volkswagen. The Fastback averages 27 miles on a gallon of gas. Which is pretty good for a car that cruises over 80 miles per hour!

While we were making this beauty beautiful, we were also making it bigger.

It's got a trunk in the front where most cars have their engine. And a trunk in the back where most Volkswagens have their engine.

In case you're wondering, where we put the motor, well, if you're tucked underneath the trunk in the rear.

The Fastback's door got a little more room for passengers than the beetle.

You get a little more fun in the "12 lead" VW's. Volkswagens like this change our image!

You don't it!

After all, it's only the world's most beautiful Volkswagen.

Not the world's most beautiful full gas.





Presenting America's slowest fastback.

There are some new cars around with very streamlined roofs. But they are not Volkswagens, and some of them are named after fish.

You can tell them from Volkswagens because a VW won't go over 72 mph. Even though the speedometer shows a wildly optimistic top speed of 90!

So you can easily break almost any speed law in the country in a VW.

And you can also cruise right past gas stations, repair shops and tire stores.

The VW engine may not be the fastest, but it's among the most advanced. It's made of magnesium alloy (one step better than aluminum). And it's so well machined you may never add oil between changes.

The VW engine is cooled by air, so it can never freeze up or boil over.

It won't have anything to do with water.

So we saw no reason to name it after a fish.





It's unusual to drive the vehicle you were conceived in.

Love was everywhere the year you were born. Love on sheepskins now moth-eaten. Love on thick pink polyester rags now burned to ashes. Love in communities now long shut down. Love under trees that were cut down since. Love on beaches now washed away, in countries with new names. Love without even taking off their new outdoor clothes. Love on music nobody remembers and following gurus now turned realtors.

Come to think of it, apart from you and the Volkswagen Van, there isn't much left of those years.

 The Van is 60.



If our bug is too small and our box is too big, how about something in-between?

The Volkswagen Squareback. It's as economical to run as our little bug. And just about as easy to park. Because Squareback. It's about the same size as our bug. But inside, it's more like our box. It can seat 4. Plus hold just about 50% more luggage than the biggest domestic sedan. (Over twice as much if you fold down its back seat!)

The Volkswagen Squareback. Not too small, not too big. Just right.





It almost seems a shame to put a Volkswagen engine in it.

The Karmann Ghia isn't designed for the masses. Nor is it built like a mass-production car.

Fenders, fenders and door frames will get hand-waxed, hand-dogged and hand-enclosed. Convertible tops still get the padded-by-hand treatment.

The Ghia's main job is even four coats of deep in hand work.

So here you've got this gorgeous haul of cash, but when you get right down to basics, it's still a Volkswagen.

Chassis, transmission and suspension are all Volkswagens. And so is the engine.

In fact, the Ghia's power comes from the very same air-cooled motor that pushed our regular stubby-nosed VW to fame.

Driving the Ghia may put you a bit above a Volkswagen, but you don't eat out any of the economy.





They said it couldn't be done. It couldn't.

We tried. Lord knows we tried. But no amount of pivoting or faking could squeeze the Philadelphia 76ers' Wilt Chamberlain into the front seat of a Volkswagen.

So if you're 7'1" tall like Wilt, our car is not for you. But maybe you're a mere 6'7".

In that case, you'd be small enough to appreciate what a big thing we've made of the Volkswagen.

There's more headroom than you'd expect. (Over 37 1/2" from seat to roof.)

And there's more legroom in front than you'd get in a limousine. Because the engine's tucked over the rear wheels where it's out of the way (and where it can give the most traction!).

You can put 2 medium-sized suitcases up front (where the engine isn't), and 3 fair-sized kids in the back seat. And you can sleep an enormous infant in back of the back seat.

Actually, there's only one part of a VW that you can't put much into. The gas tank.

But you can get about 29 miles per gallon out of it.

