

NOVEMBER 2021
VOLUME 30-11

*Official Monthly Newsletter Of
The Central Ohio Vintage
Volkswagen Club*

Zündfolge



*Next Meeting:
November 11th at Tommy's Pizza*

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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 @ bkridr@att.net

FACTORY DATA

To obtain VW factory information send your serial number to:

Pre 1955:

VW Brezelffenstervereinigung 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 December...

Lead Article..... Todd Sichel
Theme..... Cookie Meeting!
Meeting Date... Thurs, December 9th
Location TBD
Address

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Central Ohio Vintage
Volkswagen Club
Online!



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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

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Hello COVVC members and welcome to the November issue of Zundfolge. As I write this article, I am watching the local weather report, and see that we have frost and freeze warnings that are coming our way this week. I'm not sure where fall went, so if someone finds it, let me know! Feels like we just finished up Volksfest and winter is now upon us.

And speaking of Volksfest, I would like to say a big "Thank You" to everyone that came out and volunteered this year. I know some of you did multiple shifts and some stayed all day. Your hard work and contributions to the club and show does not go unnoticed.

It was great to see that the COVVC has been well represented this past year at many local and out of town events. If you have any event photos or stories that you would like to share from this past year, please send them in to our editor, Brian Knoll, to have them placed in a future issue of our newsletter.

I hope everyone enjoyed the monthly meetings that we were having at Tommy's Pizza in Dublin. It was great to see everyone that came out over the past several months. We even had some new folks that showed up and joined the club! I think this would be a great location to continue our monthly meetings once it starts to warm up again in 2022. This month's meeting will be on Thursday, November 11th, and is being hosted by Mark & Debi Garrett at their home located at 1294 Frisbee Dr, Columbus, OH 43224. For the month of December, we will not be having a regular monthly meeting. As in years past, Mark & Debi will again be hosting a Christmas party for the club, so keep an eye out next month for more details.

Lastly, I would like to send out a big HAPPY BIRTHDAY to our very own Ted Chaney.

*Fahrvergnugen,
Ryan Cisco*

MEMBER SUBMISSION

Mark Garrett

As Fall arrives and the 2021 car show season winds down, I thought this would be a good time to reflect on the current show car/cruise in scene.

Before the COVVC existed (Yes, us old timers CAN remember that!), the local car show events were dominated by big American muscle and classic cars. The attitude was often "chilly" when we would pull in with our funny little "Bugs". When I had completed my first Beetle restoration, I debuted it at the big Jerrys Drive In show at Morse and High Streets. Knowing the lot would fill up quick, we arrived at 4:30 in the afternoon to get the prime spot underneath the big neon Jerrys sign. About 20 minutes later, a big enclosed trailer pulled in, and a pro stock style Nova backed out. And he was REALLY upset that we had "stolen" his spot! Such was the case during the late 80's and early 90's.

Fast forward to today, and its rare when you DONT see at least a couple of vintage Volkswagens at the local shows. Our popular display at the Arthritis Show in Dublin Ohio is another prime example of acceptance. So, the next time you arrive at your favorite local car show/cruise in with you fine vintage VW, take at least a few seconds to appreciate that it wasn't always this way.

Get out there and Enjoy your Vintage VDub!



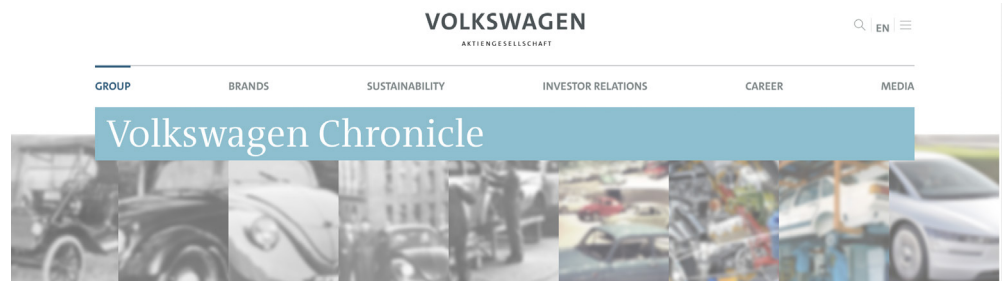
The Official History of Volkswagen
Volkswagenag.com

Authorized corporate histories are best approached with the understanding that they (naturally) tend to be self-serving. A read across VW's official history makes it clear that the company has experienced a number of successes but also...challenges. VW is forthright about this. Volkswagen's origin story is so generally well known and documented that it would be fruitless for any attempt to be made to obfuscate it. (The design contributions of Bela Barenzy are acknowledged, those of Tatra and Joseph Ganz are not. I'm guessing this is due to ongoing disputes among historians as to their exact contributions.)

Volkswagen's website presents the history of the company, ("Volkswagen Chronicle") across nine chapters beginning in 1904 (prehistory) and on up until the present. The chapters are set out to allow a chronological reading of VW's development. Readers can skip randomly to any era they are interested in. Important dates, people, technological developments, cultural impacts, etc. are highlighted with photos and some with videos. While I enjoyed reading through all nine chapters I found these to have piqued my interest most: Chapter 3 - "Founding of the Company and Integration into the War Economy" contains good details about VW's contributions to the German military during the war and it's near destruction as a result. Chapter 4 - "The Work of the British" details what a near thing it was that VW was saved from oblivion and went on to be a foundation of the post-war German "economic miracle". Chapter 6 - "Boom and Crisis in the One Product Business" covers the boom in international sales during the 1960's (especially in America) and then the sudden early 70's slump in sales. This is the era familiar to Americans and is most widely represented at VW shows.

Later chapters discuss the transition to water cooled models, the acquisition of car brands and the development of Volkswagen Group AG into one of the world's largest automobile companies. ("Diesel-gate" in 2015 is only alluded to in the section about corporate integrity.)

Anyone with in interest in the history of Volkswagen will enjoy clicking and reading around in VW's telling of its own history. The photos and videos alone are worth the time. The site address is <https://www.volkswagenag.com/en/group/history.html>



Welcome back everyone!! The toy I'm sharing with the club this month was produced by a very well-known Japanese toy manufacturer, Bandai. This toy comes from a VW collection I was lucky enough to purchase several years ago. The collection was well over 950 pieces and contained many VW toys I've never seen before. I hope to include additional toys from this collection in future articles.

The toy I'm sharing with each of you this month was manufactured by the Bandai Toy Company of Japan during the early to mid-1960s. This green friction powered tinplate VW bus is 8 inches long and represents a VW Single Cab. The toy has a very colorful tin lithograph interior insert with dashboard and plastic steering wheel. It's fun to pretend you are driving the bus to the supermarket as you push (drive) the toy around the room.

The green version of this bus is a fairly rare toy. 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 \$100 to \$125, with a mint example with no box coming in around \$350 - \$375. It's not uncommon though to see this toy sell well above these figures when collectors get into a bidding war over the same car. Until next month... Happy Toy Hunting !!



PHOTOS FROM OUR LAST MEETING



Carb Heat and Fuel Atomization

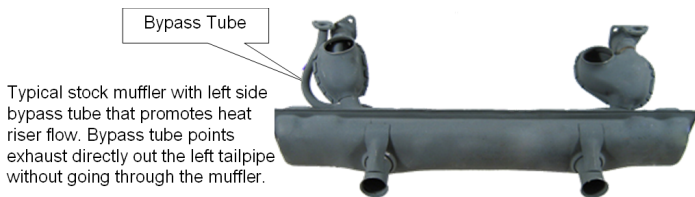
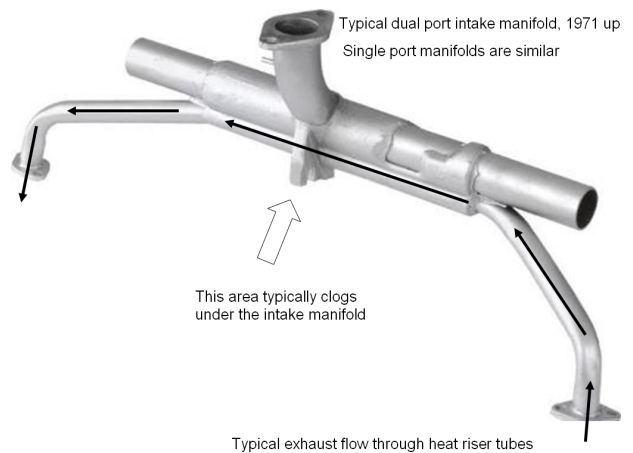
This article originally ran in the November 2010 edition of Zundfolge.
It's a good idea to revisit these principles in cool weather!

It's getting colder outside. Why does my car stumble when I accelerate?
 A short discussion about fuel atomization and carb heat. (Part 2)

In last month's article I talked about the air cleaner's pre-heat system and how important it is for proper fuel vaporization. Without proper fuel vaporization our cars will stumble, hesitate, stall, give poor fuel economy, and pollute the atmosphere.

This month I'll talk about the other half of the system, the heat riser tube under the intake manifold. The heat riser tube which runs under the intake manifold is also critical for fuel vaporization and therefore engine performance. This tube draws exhaust from one exhaust port and routes it under the intake manifold, warming the area and promoting fuel vaporization.

There is an important feature in the design of a stock muffler which encourages flow through this tube. This feature is the absence of restriction on one end of this tube. In the factory muffler, one end of the heat riser tube is fed directly by the exhaust port, and the other end of the tube bypasses the muffler totally and is fed directly to the tailpipe on the left side (most cars). This causes a pressure differential which promotes flow through the tube and therefore warming the intake manifold. This also causes the "Pfft-Pfft-Pfft" sewing machine noise we associate with VW's, as a small portion of exhaust is exiting the left tailpipe unmuffled.



This design feature is missing in nearly all aftermarket exhausts, so if you have a header system you probably have nearly zero flow through the tube. (More on that in a minute) This tube commonly clogs with carbon or rust under the carb, blocking its flow entirely. When this happens the driver will never be happy with the engine's performance and many parts are frequently replaced because of it being restricted. I believe that a large percentage of carburetor replacements are due to this tube being clogged. To check it for clogging is best with an infrared gun but be careful this tube can be HOT! The exhaust flow is usually right to left but may be the opposite depending on what type of muffler you have. That means one side of the tube will be hotter than the other in normal operation. Take the car for a 20 minute test drive, and quickly get out and check the temps



of the heat riser tubes under the manifold, as close to the center of the engine as possible. One side should be very hot, commonly 200°+F and the opposite side might be 50° cooler, this would indicate the system is working. If the tubes are cool, under 100°F, the tubes are blocked or otherwise not working. Reasons this system may be inoperative can be carbon blockage, rust blockage, improper small gaskets used near the exhaust flanges, or using an aftermarket header.

VW TECH... CONTINUED

If you have a stock engine and stock muffler and the tube is cool to the touch, most likely your tube is clogged and the engine will likely have to be removed to clear the blockage. Single port engines may have the intake manifold removed with the engine in the car, but on most later dual port engines this is not practical due to the later "doghouse" oil cooler design. If the riser tube is clogged you may try several different methods to clean it but all of them require the manifold to be removed from the engine. If you suspect a clogged heat riser, remove the manifold from the car and attempt to blow through it by mouth, it should be clear. If it is clogged with carbon, soak it with carb cleaner in hopes that the carbon will soften up. Use a piece of wire rope (old clutch cable cut off works well) chucked in a power drill and attempt to run it through the tube to clear it. [Run the drill backwards, most wire rope is wound to the left ;)] This may take some time so be patient! If the tube is clogged with rust it will be more difficult to open up, and the "drill cable" method may not work. In severe cases I have had to cut the tube open and use an extremely long drill bit to clear the rust clog. After clearing the tube I welded or brazed the access hole closed.

Most (all) performance exhausts do not flow well through the pre-heater tubes under the intake manifold because of this lack of pressure differential. This is because they do not have the long tube bypassing the muffler on the left (usually) side that the stock mufflers have. Without this there is no pressure differential and without pressure differential there is no flow. I tried something that works well and thought you might like to hear about it, this will apply to any ACVW with a single carb and a performance exhaust. This problem on aftermarket systems can be proven by taking temp readings at the heat riser tube. On my 2180 these tubes were hot near the head flanges, and 4" from the flanges the tubes were barely 120F (before the modification described below).

I welded a little "scoop" inside the exhaust pipe just outboard of the #4 port flange. The scoop creates a positive pressure differential, encouraging exhaust flow through the riser tube to warm the air/fuel mixture. The scoop is a small 3/4" wide x 1/2" piece of scrap steel welded inside the flange on the trailing side of the pre-heat hole. The result is considerably better flow through the riser tube without going to the trouble of bending up a complete bypass tube and welding it so it points out the tailpipe (like the OE). I'm using a 1 1/2" primary header pipe so the flow restriction caused by the scoop is not a concern.

Small tab welded in #4 exhaust port creates a diverter to encourage heat riser flow under carb



I just thought I'd pass this on as a possible tip for those few of us who prefer center carbs and headers. My 2180 with a Zenith 32NDIX runs terrific, mostly due to jetting, but also due to LOTS of heat, as stated above. I do have a W110 cam which lowers intake vacuum, making vaporization worse and aggravating cold startups.

I took mine for a ride and shot the intake manifold with an IR gun after this modification. The bottom of the intake manifold near the preheat tubes was about 180F and the plenum just under the carb was 105F on a 80F ambient day. The preheat modification definitely works well on the 4-into-1 header I am running. This engine runs absolutely perfect with no hesitation, bog, "soft spot" or idle problems at all. It pulls strongly from a nice low RPM and is really a pleasure to drive, even when the weather is cool. I do recommend a choke strongly for a center mount carb, also.

Have fun, stay safe, keep warm, and keep on driving those classic VW's!

MEMBERSHIP UPDATE

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.

We had 2 new member join last month and also 2 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 181!

New members: Jason Crawford, William Payne

Renewals: Christopher Kinight, Andre Prenoveau

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