

Spring Time - Right Around the Corner!



From the Samba.com

CENTRAL OHIO  
VINTAGE VOLKSWAGEN CLUB  
655B Providence  
Columbus, OH 43214

March 2011  
Volume 20 - Issue3

# Zündfolge

Official Monthly Newsletter For The



## Toys, Toys, Toys!

### Thoughts From Your COVVC Boardmember

By Michael Williams

Hey everyone! I wanted to start out by saying "Thank You" again to the club for presenting me with a club contribution award at the January banquet. It's my pleasure to write the "Let's Talk Toys" article each month for the newsletter. I also look forward to chairing the March meeting which will be the club's annual toy meeting. I'd like to remind everyone to bring their favorite VW toys to the meeting to share with other members. We'll also conduct a "miniature" toy show with awards presented to the top three toys based on member vote. I know I can count on Mark Garrett to bring some really cool toys to the meeting. After the meeting, Mark and Debbie Garrett have invited

everyone to their home to check out their amazing toy collection. I look forward to seeing Mark's collection for the first time and I promise I'll be one of the first in the driveway after the meeting!!

Staying with the toy theme for this article, my seven year old son Matthew and I just returned this afternoon from a toy show at Hara Arena in Dayton, Ohio hosted by my good friend John Hodges. I was lucky to score a few nice VW toys which I hope to write about in future arti-

continued on page two ➡

### COVVC Board of Directors & Officers For 2011



Back row, left to right, Tom Knott, Pete Knoll Jr., Michael Williams, Tom Kern, Pete Knoll Sr., Rich Berkheimer, Stark Hughes, Bob Albright and Marilyn Allen. Front row, left to right, Tina Gibson, Linda C. Brown, Ann Gillman, Brenda Agan, Mark Garrett and Todd Sichel.

### FEATURED IN THIS ISSUE...

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Next Monthly Meeting -  
7:30pm Sharp!  
March 10th, 2011

Next Monthly Meeting - March 10th, at the Columbus Maennerchor, 966 S. High Street

**21st Annual Central Ohio Vintage VW Club**

# VOLKSFEST



**August 13th - 2011**

Watkins Memorial High School - Columbus, Ohio

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The t-shirt design for Volksfest 21 was voted on at the February meeting. The Winning design, shown here, was submitted by Mark

Garrett. Thanks to everyone who took the time and effort to bring their designs! Our club has some very creative and talented folks! With the design finalized, we will be taking orders for the event t-shirts, and the show flyers will also be available soon. Volksfest 21, the BEST YET!

cles. Matthew also found a few nice toys to add to his collection of monster trucks. Several vendors also allowed Matthew to pick out a Hot Wheel for just coming to the show. WOW... must be nice!! Anyway, at the end of the day, it's a nice feeling to pass my love of toys on to my son. What has surprised me the most at toy shows in recent years is the price of VW toys. Some of the older VW toys from the

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## Mail In Membership Form

To join the COVVC, fill out this form and mail it to: COVVC, 655B Providence, Columbus, OH 43214. Include a check or money order made out to the COVVC. Club membership is \$15 per year.

Name \_\_\_\_\_  
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## Club Officers & Media Staff For 2011

### Board Of Directors

Brenda Agan	bagan@insight.rr.com	740-548-6522
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## Factory Information

To obtain factory information on your pre 1955 VW, send your serial number to:  
VW Brezelffenstervereinigung e.V.,  
Ernst Reter Hagen, Amselweg 4, D-3073 Liebenau, Germany

For post 1955 VWs, send your serial number to:  
Customer Assistance, Volkswagen AG  
Postfach, 3180 Wolfsburg 1, Germany

## Zundfolge

is published monthly by the Central Ohio Vintage Club. Members are welcome to submit articles and photos for the newsletter. Classified and wanted ads are free to members. Ads will run for three months. Mail Zundfolge submissions to Mark Garrett, 1294 Frisbee Drive, Columbus, Ohio 43224, or e-mail to garrett48@ameritech.net. Deadline for submissions is the 15th of each month.

## Visit

the Central Ohio Vintage Volkswagen Club's website at <http://www.COVVC.org>



# Classified Ads

**For Sale - 1984 VANAGON Kombi.** One owner, approximately 70000 miles. Body good, needs some mechanical work. Has not been used much for 15 years. Would like to get \$5000 – make an offer. 614 890-4711 01/11

**For Sale - 1973 Karman Ghia coupe,** auto stick shift. Needs complete restoration, make offer. 937-335-2491 12/10

**For Sale - 1956 VW Bug sedan.** Ready to restore Solid..complete..NOT running. Photos available.Want to trade for decent mid 60's Bug George Watson, 330 426 3328, East Palestine, OH. PH 330 426 3328 11/10


**For Sale - 1984 Rabbit Convertible.** 5 Speed. Many new parts, all with documentation. White paint, like new. Motor has 72,000 miles on it. Top has no damage, comes with boot. Has new dash 9must have had sun damage. I am the second owner. \$2800 OBO. PH 330 426 3328, George Watson, East Palestine, Ohio 9/10

**For Sale - Super Beetle.** Call Pat at 614-453-5128 for details. Car is in Heath,Ohio 9/10



**For Sale - Two Good Volkswagens At A Fair Price.** All offers or trades considered. Call me and I will mail descriptive fliers.

- 1) 1981 Westfalia Vanagon Pop Top Camper. Asking \$6,200.
  - 2) 1982 Rabbit Convertible. Asking \$3500.
- Great drivers or very presentable at car shows. Both need sold, "Old age" and too much in the barn! Call Don Bowker at 330-274-8872, before 10 P.M. **Lets talk** 9/10



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**For Sale - VW Westfalia camper,** perfect winter project! Moving, must sell. Make Offer. Call Bill at 614-329-5649 10/10



**For Sale - Entire Toy Collection.** Would prefer to sell as lot, and not split up. Contact Carl Dewhurst at 614-830-0111 for details and description of toys. Have new project that needs financing! 9/10



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1950's through the 1970's continue to bring a premium price despite the current health of the economy. This just goes to show you that Volkswagen still has a strong cult following after all these years.

On another note, I want to thank everyone who contributes to our club. Please give yourself a pat on the back. You are what makes this club function!! Please read Tina Gibson's meeting minutes inside the newsletter to get a detailed description of the February

## Toy Room Open House

by Mark and Debi Garrett

*After the March toy meeting, the miniature fun continues, as Debi and I will be hosting a toy room (and garage!) open house. All are invited to check*



*out the ever expanding toy room! Everyone attending will be treated to the always fun record playing Bus. Seriously! Heres a couple of photos, just to wet your appetite.*

meeting. Before closing my article for the month, I'd like to challenge every club member to write an article for the

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newsletter. I'll even help you out with ideas. Write about your first VW or the VW you had in high school or college. Write a story about the first VW restoration you did or the first VW vacation you took. Maybe you took a VW to the prom or spring break. Tell us about the VW you wish you still had. We want your stories, so start writing!! I promise I'll be writing a few stories in the near future which will make you reminisce. Until then, I'll see you at the March meeting...



## MONTHLY MEETING MINUTES

by Tina Gibson, Secretary

February 10th, 2011

**OFFICERS:** Marilyn in Charge, Tina, Linda

**MEMBERS/GUESTS:** 28

The meeting was opened at 7:30 by Marilyn in Charge who welcomed everyone to the February meeting.

The T shirt designs are on display to be voted on tonight. Also a T shirt display of old show shirts.

New Members: Franklin Smith

Marilyn thanked the February newsletter folding team. March newsletter folding will be Maenchor hosted by Linda and Marilyn.

Treasurer report – Mark standing in for Bob reported a balance of \$7989.44 in the bank as of January 31, 2011. Said we

have made \$47,100 in contributions to Kids n Kamp to date.

A VW bus lamp is being raffled off in March with proceeds to Kids n Kamp. Tickets are \$1.00.

Membership – Linda reported we currently have 240 members.

Historian – Marilyn said to be sure to wear your name tags. Marilyn said the Maenerchor sent a letter of thanks for our ads in their brochures. She reported the current building has been sold to the Columbus Schools. It will be torn down. Maenerchor plans to renovate the house on the corner as the new meeting house. It will be a "house of German heritage".

Marilyn said she doesn't think the new Maenerchor house will be ready to occupy in August but said we can meet at Maenerchor temporary meeting space.

Marilyn introduced Mark Richmond's guest speaker, Kevin Rhodes from the Buckeye Miata Club. Kevin said their charitable project is the Hole in the Wall Paul Newman camp for seriously ill children. There is a camp opening near Mt Gilead, Ohio at Flying Horse Farms. Kevin showed a short film on the Farm and said that they are having a car show at the Farm on June 11th and would like to invite members of our club to attend. There are 300 spots available. Registration is \$25 and includes t shirt, breakfast and lunch, raffle, tour of the facilities. Registration will be available on line. Check [www.flyinghorsefarms.org](http://www.flyinghorsefarms.org) for more information. There also is a Club sponsorship for \$500.

Mark read a thank you letter from Kids n Kamp for our donation.

Tom Kern said next weekend there will be a bus event at a warehouse on 19th St to fix your bus. Tom has a phone number or check Leak Oil Web site. Net. Also next month in Ky is the full moon campout Web thru Sun. This event also is listed on the Leak Oil web site of the Full Moon calendar.

Brenda said the winner of T shirt design is Mark Garrett's design. Thanks to all submissions.

Registrations are already coming in for the Arthritis show.

Marilyn said the March meeting will be the toy meeting. Mark said if time allows, his toy room at his house will be open for tours.



## LIFE IN THE PAST LANE

by Marilyn Allen

Continued from February 2011

The seventh item on the survey at the March, 2001 meeting that stated that there should be less talk from the president was not as stated in the

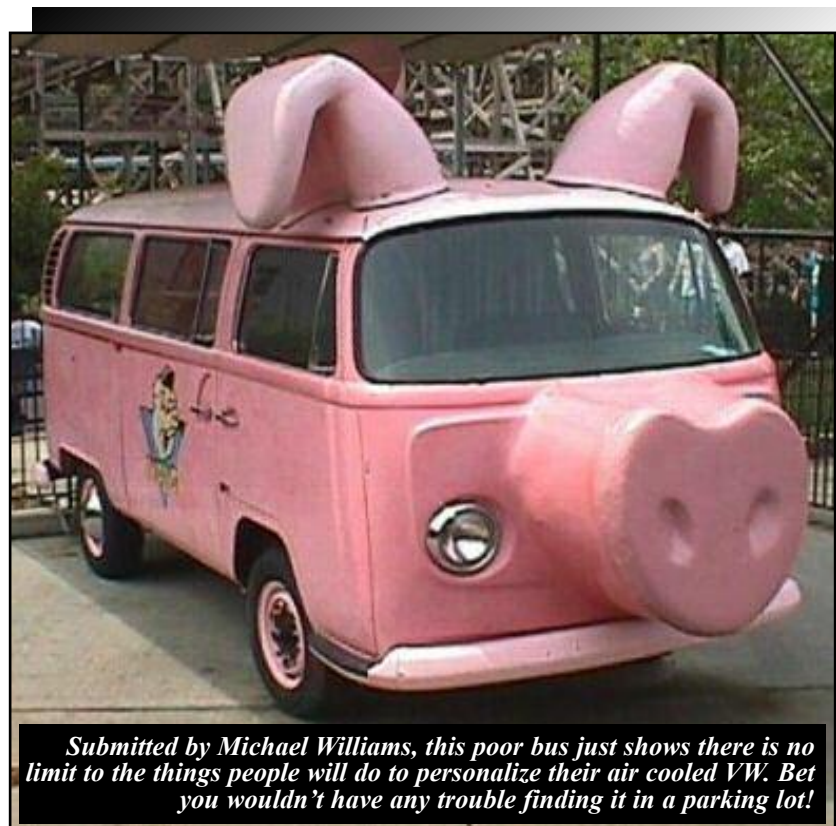
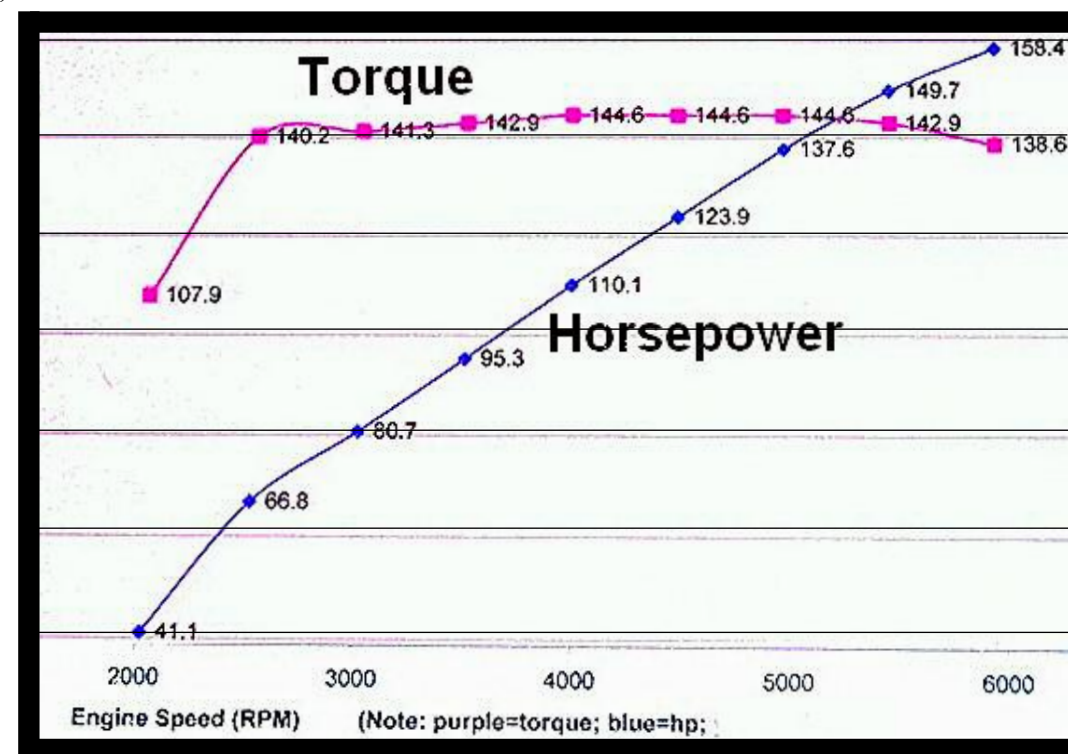
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engine? Well, only small improvements can be made without a total overhaul. To increase torque on a reasonable budget you can install a performance exhaust system and more carburetion but this may add only 10-20% on a stock engine. To get "real" amounts of increased torque you'll have to go inside- such as increasing the displacement by installing larger piston/cylinder assemblies, a stroker crankshaft, high lift/duration camshaft and other typical performance goodies. Installing a longer stroke crankshaft will give more leverage for the piston to turn the crankshaft. Increasing the piston bore size will also help by increasing how much "push" there is on the crankshaft throws. In the accompanying chart, notice how much torque and HP are made at 2000RPM on a modified 2276 VW engine- the torque at 2000RPM is 74% of its maximum, but the horsepower at 2000RPM is only 25% of its maximum. Also notice that at 2500RPM the engine makes nearly 100% of its torque. Going to forced induction (turbocharging or supercharging) is another way to increase both torque and horsepower dramatically but the cost and complexity of the system goes up accordingly.

Volumetric efficiency is how much air/fuel mixture you can get into the cylinder, meaning filling a quart cylinder with a quart of air/fuel mixture during the intake stroke. Most of our engines are naturally aspirated (non-turbocharged) where the piston's downward stroke develops the vacuum needed to pull the air/fuel mix into the cylinder. In a perfect world engines would have 100% volumetric efficiency, meaning you would completely fill the cylinder between (approximately) TDC when the intake valve opens and (approximately) BDC when the intake valve closes. Because this intake cycle happens so fast, it is difficult or impossible to get 100% volumetric efficiency in an old engine design like ours. Things are happening REALLY fast inside a running engine, at 600RPM the intake stroke lasts about .05 of a second. That's five one-hundredths of a second at idle! At 6000RPM the intake stroke lasts just .005, or 5 thousandths of a second! The basic objective is to fill the cylinder completely full of air/fuel mixture in this short time but this rarely happens in an air cooled VW without forced induction. Usually the volumetric efficiency of our engines runs in the 70-90% range, but can greatly exceed 100% with turbocharging or supercharging.

Torque will also be stronger when the velocity of the air fuel mixture is increased at low speeds- this helps volumetric efficiency which would otherwise be somewhat lacking at that speed. The "single port crowd" sometimes argues that their engines have more torque than dual port engines because of the faster velocity of the air/fuel mixture in the smaller intake design. I've owned both and won't argue that a properly tuned single port IS a torque monster, and a dual port engine may have less torque off the line than a single port, but more power higher up in the RPM range. Velocity is important for torque, so a smaller intake manifold and smaller carburetor may frequently enter into this equation on a larger CC engine like my 2180 with a small Zenith 32NDIX carb. There's an old adage- speed costs money, how fast do you want to go? I'm not going to write how to build a performance engine here as this column isn't large enough!

If you want to experience true torque, take a modern VW TDI or similar diesel for a test drive. Diesels produce massive amounts of torque at the low engine speeds that we cruise at- usually 1500-2500RPM. Many times the HP rating of a diesel is very low compared to a similar gas engine but the torque is rated much higher, and the maximum level comes at a much lower engine speed. The acceleration of a modern diesel is infectious! Because of this different torque curve and the fact that diesel fuel has about 12% more BTU's of energy in it than gasoline, diesels also get considerably higher fuel economy than a similar gasoline engine. Have fun, stay safe, and keep driving those classic VW's!



Submitted by Michael Williams, this poor bus just shows there is no limit to the things people will do to personalize their air cooled VW. Bet you wouldn't have any trouble finding it in a parking lot!



Holcomb. another first. On Sunday there was a planned tour of a winery to end the weekend's festivities. Mark's wife had decided to skip the winery and head home. She called at around 8am from Paso Robles and said that it was already 100 degrees there ( It was forecast to hit 112) and we should take the Pacific Coast Highway. Excellent advice which made for a beautiful ride home with spectacular scenery and much cooler temperatures. Lunch was on the waterfront at Morro Bay which was absolutely gorgeous.

Following the Solvang weekend, I rode to Montana with Greg and Bettina. A much longer trip than I had imagined (1100 miles). While in Montana, I visited Greg's father's ranch, Yellowstone National Park and the

biggest VW scrap yard that I have ever seen.

At Yellowstone, I was able to have a short visit with COVVC member, Kevin Wells. I have included a couple of photos of the scrap yard, but they don't do it justice. It was so spread out that I just could not seem to get a good picture.

This was one of my better trips ever!!



Several of Mark Merrill's amazing vintage collection, above, below and middle botom.



The Swiss made Enzsmann.



Type Two fire truck with pump.



Ultra rare Rometsch.

## Horsepower vs. Torque- Don't Get Confused!

by Bruce Amacker

The typical consumer is very confused about these terms. Stop down at your local watering hole and scope out the guys with the new muscle cars in the parking lot, every one of them knows exactly what the HP rating is on their engines, but few have the torque number memorized. Automakers tout the horsepower numbers in their auto ads, and Detroit is once again in a serious horsepower battle like it was in the late 60's. Most people look at the HP rating of an engine and stop there, but horsepower is not where it's at-

torque is where it's at. In my opinion, horsepower is roughly equated to top speed and torque is equated to acceleration.

Now what are we going after in your typical daily driver- acceleration, or top speed? I doubt the majority of you are running your engines constantly at 4000-7000RPM, which is where peak HP is probably made. The majority of us are running our engines at 2000-3500RPM, which is where torque peaks at. Horsepower is not what pulls you from traffic light to traffic light, torque is.

The next time someone asks you, "How much HP does it make?" tell them, "I don't know, but it sure makes a lot of torque!" So, how do you increase the torque on a stock

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## Let's Talk Toys!

by Michael Williams

Welcome back everyone!! As you know, the theme for the March meeting will be TOYS!!.. I want to remind everyone to bring their favorite VW toys to share with other members. We'll conduct a "miniature" toy show with awards given to the top three toys based on member votes. I can hardly wait to see all the cool VW toys at this month's meeting.

The toy I'm sharing with each of you this month has been in my collection for close to 20 years. This month's example is a beige colored VW beetle manufactured by the Pepe Toy Company of Portugal during the late 1960s. The toy is constructed of plastic and is about 8.5 inches long with the graphic "BRIGADA DE TRANSITO" on the front hood and rear deck. Brigada de Trânsito (BT) is a Portuguese special traffic force, from the Republic National Guard (GNR), which controls the traffic out of the urban areas; they can in some cases act in cities, if they catch violators in those areas. The toy is friction powered and produces a wailing siren sound when pushed forward.



This toy is fairly rare and doesn't come up for sale very often. It's even rarer to find the toy's box. The value of the toy in good condition is around \$45, with a boxed mint example coming in around \$100 - \$125. Pepe has produced several different colors and variations of the VW beetle and bus. A hint to all you VW toy collectors out there; Pepe VW toys are still very reasonably priced and look to be a good investment far into the future.

Until next month...  
Happy  
Toy  
Hunting !!

February column the last item on the survey. The last item on the survey concerned a club social committee. It was concluded that there would be no social committee. Events should be planned by individual members.

The next item on the agenda was a need for a mission statement. The mission statement would state the direction of the club. The functions of each officer would also be written down and kept with the mission statement. This material was to be kept in a notebook.

The emphasis of the April, 2001 meeting was the upcoming 11th Volksfest. The Volksfest was to be held on August 11, 2001 at the Watkins Memorial High School. 77 people attended the April meeting. Show fliers were available. Members signed up for unusual sizes of the shirts. The shirts were \$10 dollars before the show and \$12 at the show.

A special guest was at the April, 2001 meeting. It was Mark Jones from Byers. He presented the club with a check for \$1500. He said that Byers enjoyed working with the club and was looking forward to the show at Watkins.

About the August Volksfest, Marilyn Allen passed around the volunteer notebook. Tom Kern announced that VW Trends had our show on the calendar.

It was decided that everyone coming to the show would receive a hand stamp so they could come and go as needed during the day. It was hoped that this stamp would make the job easier for people who were at the gates.

It was decided that.....  
to be continued.....



# Ted's Western Adventure

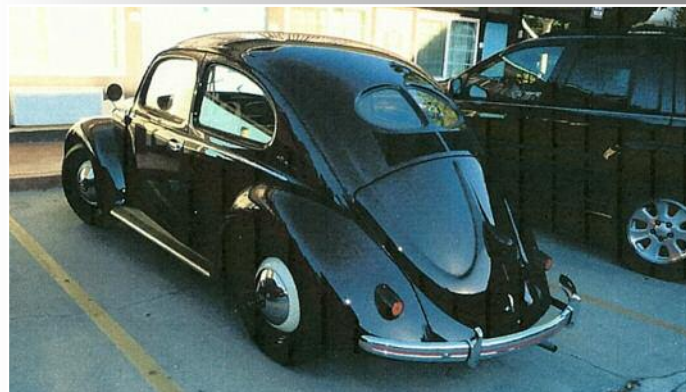
by Ted Chaney



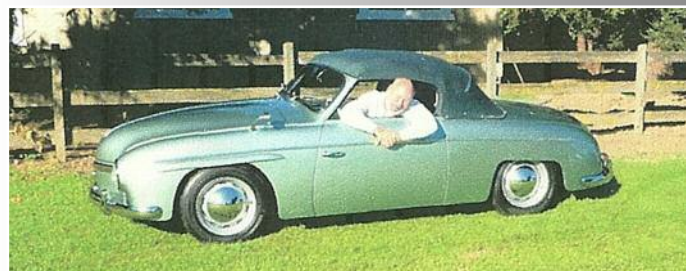
Lovely 1950 Porsche 356.



Impressive line up of split window Beetles.



Classic split window beauty.



Bill Bowman acting silly!



Greg preps for the show.

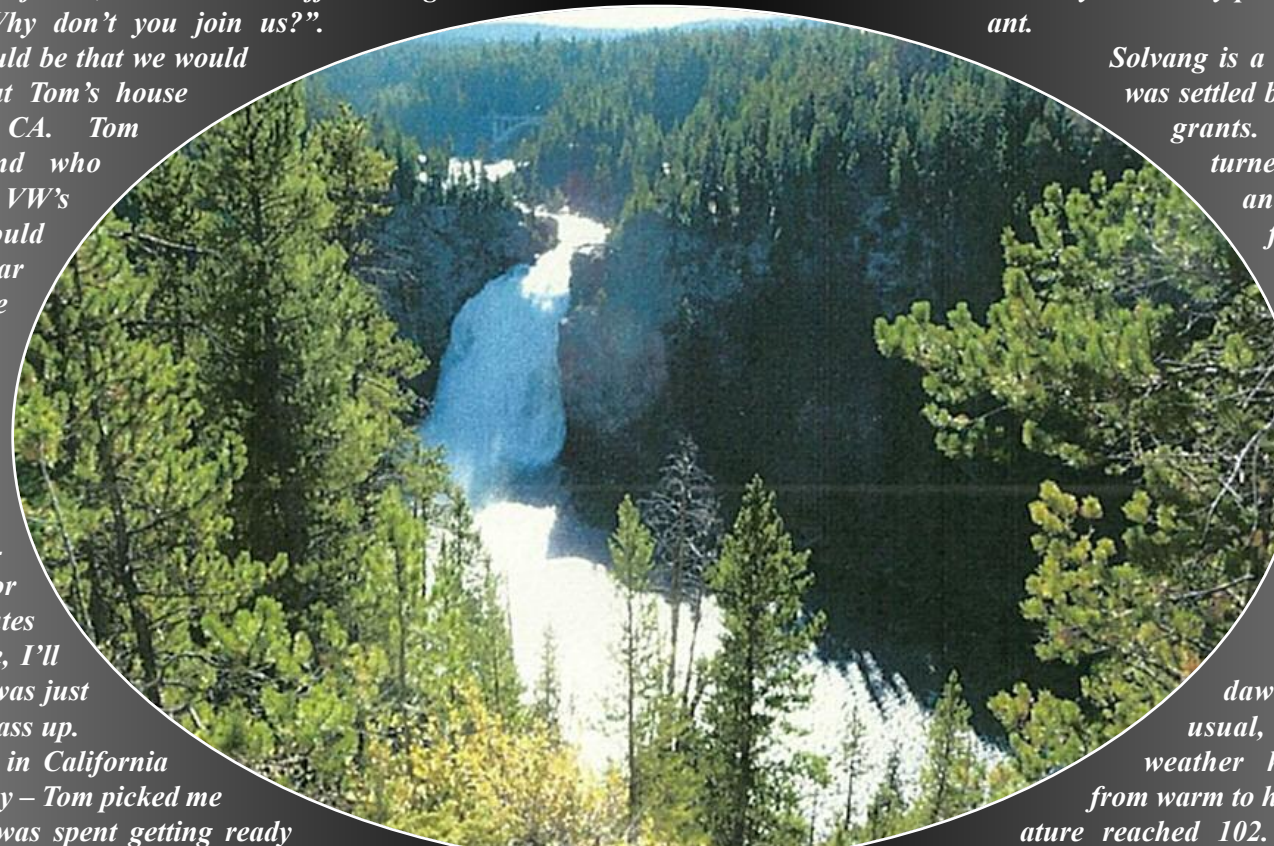
Well, I had been wanting to travel west to visit friends for about 5 years, but something always got in the way. Now I was in the airport in late September and it was finally happening. Originally it was to be a driving trip in my trusty (most of the time) camper. But that all changed when my friend Greg DeBoer informed that this was the year for the bi-annual Solvang VW Show in California and he was going with a mutual friend, Tom Niedernhoffer. Greg continued, "Why don't you join us?". The plan would be that we would rendezvous at Tom's house in Oakland, CA. Tom has a friend who owns several VW's and he would provide a car for us to use and we would caravan to Solvang. Well, I gave this idea careful consideration for about 5 minutes and said fine, I'll be there. It was just too good to pass up.

I arrived in California on a Thursday – Tom picked me up. Friday was spent getting ready for the trip to Solvang – roughly 300 miles. Early Saturday morning we went to Mark Merrill's (the friend with all the cars) facility in San Jose where we were presented with our rides for the trip. Mark's facility is unbelievable. It is a rather large industrial building consisting of 3 sections: a lounge area in front, a museum containing about two dozen restored vehicles mostly VW's and Porsches, and a shop area with a machine shop and lifts, etc. Mark had pulled about a half dozen VW's out of the museum for us to use. Bowman and I shared a 57 beetle with only 36000 miles on the clock. It was perhaps the least exotic car of the group, but it was probably the best running and driving car. It was like a new car. A few people showed up in their own vehicles, and we were off. The cars that I remember in our caravan

were: our 57, 52cabriolet, a Rometsch, 46 beetle, 56 sunroof, and 56 cabriolet.

We traveled about 40 miles and stopped at a ranch where we were treated to a big breakfast spread on the patio. The weather was beautiful, of course – warm and sunny.

We were treated verry nicely on this trip – there was a break with snacks of fruit and cheese on the way. We toured down to Solvang on two lane roads off the beaten path past ranches and vineyards – very pastoral and pleasant.

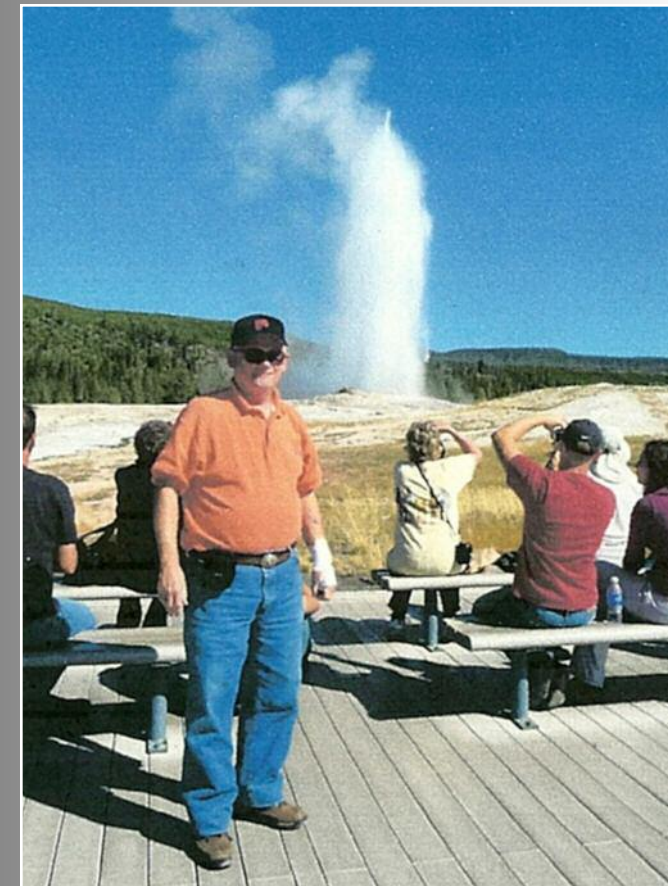


Solvang is a small town that was settled by Danish immigrants. It has been turned into a pleasant tourist trap filled with quaint shops. Greg's wife, Bettina, who is from Denmark was in heaven. On Saturday we didn't see her until the stores closed.

Sunday dawned sunny as usual, but now the weather has progressed from warm to hot. The temperature reached 102. The Solvang show is held on the grounds of a Mission – quite scenic. It was not as large as our show but it contained some pretty unusual cars. There were rows of split window beetles, 2 Rometsches, some type 3 Ghias, and 2 Enzsmann's I had never even heard of an Enzsmann – they are Swiss with an open body reminiscent of an airplane fuselage on a VW pan. I was also impressed by a 1950 356 in the parking area. An added attraction on this day was a vintage camper meet in a camp ground just out of town. Of course we had to take it in, as well. How about a 1925 Reo Camper? Or a Yellowstone Bus?

There was a banquet following the show. I rode to the banquet in an Australian Country Buggy piloted by Brian

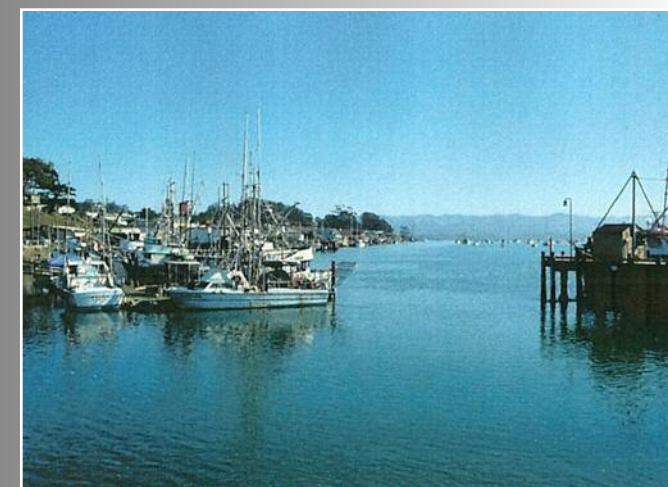
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Two old faithfuls!



Vintage camper.



Scenic bay.