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

# Zündfolge



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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 30<sup>th</sup> 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 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 May...

Lead Article..... Linda Brown  
Theme..... Trophy Design  
Meeting Date... May 13th at 7:00pm  
Location ..... Tommy's Pizza  
Address ..... 4279 W Dublin-Granville

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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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Treasurer



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Welcome to spring! It's not necessarily like any of the springs of the last 30 years for the COVVC, but we're still around and enthusiasm seems to be surging despite the last year's Covid situation. It appears this spring & summer will have some events & gatherings like years in the past. Right now the Len Immke Arthritis show is on, along with other big shows we've enjoyed annually. If anyone hears of shows, Cruise Ins, car gathering, etc.... please get them out on social media for everyone to see.

Currently we are in talks with Watkins for Volksfest 30. The athletic boosters have reached out to us and are excited about Volksfest 30. To update everyone, Watkins is finishing up building a new high school very close to the old one about a quarter mile away. We have been told that the new high school cannot accommodate our show. The big issue is our current site is undergoing major renovation construction. Our layout and accommodations have to be completely reworked. The Watkins athletic boosters are willing to accommodate us in every way to make Volksfest 30 happen. Several of us will be getting together with the people at Watkins, walk the site and see what we have to work with. I have been getting an increase in Email inquiries on the status of the show. One positive thing is we are seasoned veterans at organizing and putting on the show and can get it together fast. We will keep everyone updated on how show plans are developing.

April is our club Anniversary and we will be returning to in-person meetings! We are going to hold the April meeting outside at Tommy Pizza. That seemed to work well last year. Hopefully the weather will be dry & warm. Get your vintage VW's out of hibernation and make the trip to Tommy's. Driving a vintage VW is therapeutic in its own way. If anyone has any relics or history from the past 30 years please bring it to April's meeting. Really looking forward to seeing everyone. Let's all be optimistic things will continue to trend in the right direction. Be safe, take care, and let's get a good turnout for April's meeting.



## MEMBERSHIP UPDATE

Ryan Cisco

Hello COVVC members and welcome to 2021! I just want to give a friendly reminder to everyone to please renew your membership. I know a lot of you normally renew at our annual banquet in January, but since we did not have it this year, you will need to renew on our website or mail in your renewal.

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](http://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 8 renewals and no new members last month. Thank you for your continued support of the COVVC. Our current membership is at 155.

New members: Nathan Schwartz

Renewals: Tom Keyes, James Easterday, Ted & Janet Bailey

One of the most popular early magazines for the foreign car enthusiast was Foreign Car Guide. While the magazine did cover all foreign cars, the majority of the articles were focused on Volkswagen. They make for interesting "period" reading, and you can get a good feel for the popularity of the Volkswagen line up of the day. Of course, the ads are also quite entertaining, from the latest EMPI products, to the ever popular Judson supercharger, with a claimed 50% increase in horsepower! I have a big stack of these, and they are available for your reading pleasure. Just return in a timely manner!

**VOLKSWAGEN** FEATURED IN -  
**FOREIGN CAR GUIDE**  
 SEPTEMBER 1963 - 35 CENTS

- VW TAXI
- SALESMEN "SEE VW"
- BUS STOP
- CUSTOM OF THE MONTH
- MOST EXPENSIVE SMALL CAR
- NEW PRODUCT REPORTS

**VOLKSWAGEN** FEATURED IN -  
**FOREIGN CAR GUIDE**  
 AUGUST 1963 - 35 CENTS

- NEW YORK AUTO SHOW
- LYDIA, VW TYPE MOBILE
- ENGLISH FORD STORY
- BOOTLEG VW BEACHHEAD
- NEW PRODUCT REPORTS

ROAD TESTS:  
 SPITFIRE 4  
 MERCEDES 300SE

MARCH 1963 - 35 CENTS  
**FOREIGN CAR GUIDE**  
 FEATURING **VOLKSWAGEN**

- CAMPING IN STYLE
- TINY TOTS' SEAT BELTS
- VW DIRECTIONALS
- ROAD TESTS:  
 TRIUMPH SPORTS SIX  
 DAF DAFFODIL  
 OUR U.S. ROADS

**VOLKSWAGEN** FEATURED IN -  
**FOREIGN CAR GUIDE**  
 SEPTEMBER 1964 - 35 CENTS

- TRANSISTOR IGNITION - GOOD OR BAD?
- CAMPER FOR VW BUS
- STOP VALVE COVER LEAKS
- SUNBEAM IMP ROAD TEST
- VOLKSWEEKEND III
- GENEVA SALON
- MINI BONNET LOCK

**VOLKSWAGEN** FEATURED IN -  
**FOREIGN CAR GUIDE**  
 DECEMBER 1963 - 35 CENTS

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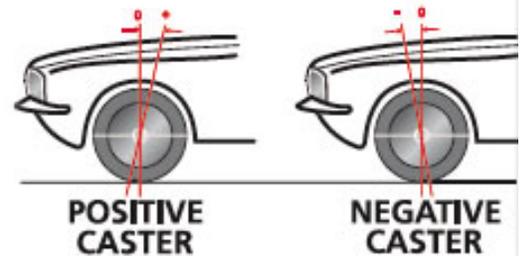
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## Front End Alignment - Part 1

This will be a multi-segment column over the next few months, my objective is to inform you what is involved in testing components and aligning a car, and how to do a rough alignment to get it close enough to drive to an alignment shop.

First, let's do an overview of what alignment is and the three common angles involved. Camber, caster and toe-in are the three most common adjustments made during the alignment process but not all are available on every car. Camber is whether the tires (front or rear) are tipped in or out at the top. If the tire is tipped in, it is negative camber, if it is tipped out, it is positive camber. If the tire is cambered much more than 1° in either direction it will lead to excessive tire wear on the inside or outside of the tread. Camber on the front wheels of older VWs (pre-66 bugs and pre-68 busses with kingpins) is not readily adjustable like it is on many older American cars. If the camber is off you should look very closely at the front end components and verify parts are not worn out. Any excessive wear will cause camber issues like kingpins, linkpins, bushings, or even bent spindles. If the link pins are out of adjustment it will cause camber to be excessively negative, more on that later. Camber on the rear wheels is due to torsion bar and ride height settings on early (swing axle) VWs and corrected by adjusting the ride height. Rear camber issues on later IRS suspensions are generally due to worn components such as trailing arm bushings or even bent trailing arms. Considerable negative camber is used on road race cars as this makes a car stick to the pavement in turns much better, but this is done at the sacrifice of tire wear.

Caster is an angle which is hard to explain as it is not readily visible, it is the angle of a line drawn through the center of the kingpin or balljoints. When I explain caster to someone I relate the head tube of a bicycle or motorcycle. The head tube is the part of the bike frame where the front forks are mounted, and is always angled strongly to the rear of the frame. This is positive caster angle. If the head tube were perfectly vertical the bike would be very unstable- you would not be able to take your hands off the handlebars and ride "hands free". This all applies equally to a car- having a positive caster angle gives the steering stability, encourages the steering wheel to return to center after a turn and stay centered when driving in a straight line. Negative caster (very unusual) causes steering to wander, shimmy, and be unstable, among other undesirable traits. If caster is an issue shims can be purchased or made to correct the angle but more than likely it is a problem with worn or damaged mechanical parts.



On many vehicles (modern or antique) camber and caster are built into the vehicle and difficult or impossible to adjust without bending components.



Negative Camber



Positive Camber



Toe-In



Toe-Out

Toe-in (or out) is just what it sounds like- when viewed from above the tires are closer together at the front of the tire than the rear of the tire. Generally, cars call for a small amount of toe-in, like 1/16" or so, this compensates for the flexing of components while the car is in motion. Toe is the easiest adjustment to make and generally available on all cars and trucks, many times it is the only adjustment readily available. There are other angles such as KPI (kingpin inclination) and toe out on turns, but we won't get into those here.

First, and most importantly, you must thoroughly check all front suspension components for wear. If anything is worn beyond spec, all of your time will be wasted trying to

compensate for it. Correct any issues before continuing. This is not a quick process and skipping or shortcutting these steps will lead to unpleasant results.

1. Have a helper sit in the car while you are underneath with a flashlight, this is done with the wheels on the ground and no jack or other support. Have your helper turn the steering wheel left and right a quarter turn briskly while you look for play in the steering linkage. Closely inspect the tire rods, drag link, and steering box pitman bushing while you are underneath. All items will be moving and rotating but not have any visible side play in them. This is a critical starting point to verify the steering linkage is tight.

2. Verify the wheel bearings are correctly adjusted. Much information has been written on this, but I adjust tapered roller bearings to zero play and zero pre-load. This means pull the cotter pin (or loosen the adjusting clamp), tighten as much as you can with your fingers and reinstall the pin. The VW service manual says up to .005" end play in the hub (drum/rotor) is acceptable but I disagree, I feel that is way to sloppy. Tapered roller bearings: for longest wheel bearing life a small amount of pre-load has actually proven to be best, but too much pre-load drastically shortens the life of the bearings. Pre-66 Type 1 with ball bearings: Adjust to factory spec with the proper pre-load. If you have a ball bearing Beetle, roller bearing upgrades are readily available. If you have an early double-locknut and lockplate setup on your car (split bus and kingpin Beetle) I suggest getting the aftermarket clamp-style adjusters from VW suppliers, I use Saco 64-01111 nuts from Pacific Customs on my busses.



I'm going to stop in the middle of this list and continue next month. Stay healthy and we'll see you soon!

## MEMORIES FROM YEARS PAST

Ted Chaney



Big Ray getting a trophy. Mark doing the honors.  
Chris Lewis in the background.



Dennis Chung getting rich at the swap.



They came from out of state.  
Al Bulgrin's car from Michigan.



Yes, we had busses too.



Note the drive-in speakers and gravel.



Cars lined up.



Gretta is thinking about it.



Troy Heitzenreiter promoting the German Air Sucker Society. Wonder what ever happened to him?



A really nice Beetle.



A really early Beetle.



Bill Duvall and Ted Chaney after a fun (?) day working on a bus



The COVVC at the Air Force Museum.



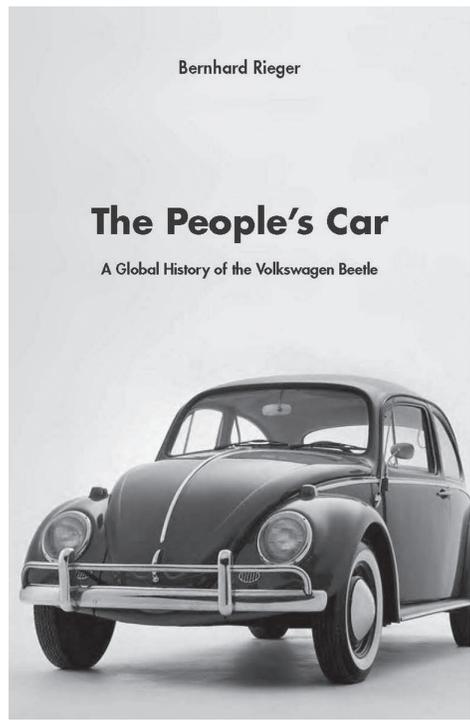
The COVVC on an outing to the Air Force Museum.



Crazy Chris Lewis taking pictures from the track at Mid-Ohio.

Much has been written (in print and on-line) about the history of Volkswagen. In addition, a number of documentaries have been produced. Across future editions of Zundfolge I will review books, websites and documentaries that I believe do a good job of explaining the remarkable history of VW.

## The People's Car by Bernhard Rieger © 2013 (335 pages)



A more recent and comprehensive account of the history of the Volkswagen Beetle than "Small Wonder". The author (a professor of contemporary and modern history at University College London) goes into well researched detail about the pre-Nazi era of European car manufacturing and how far behind Europe and especially Germany was in putting their citizens on wheels. In the middle 1920's only 1 in 44 Germans owned an automobile. This compares to 1 in 44 for Britain and France and 1 in 5 for the United States. In 1927, Americans owned 80% of the world's cars. Much is made of Germany's admiration for America's productive capacity and admiration for Henry Ford's manufacturing techniques. The Model T's success made it the first universally popular "People's Car" and to a lesser degree, world car.

Rieger does an admirable job of keeping things interesting while walking the reader through the well-known story of the Nazi's rise to power, Hitler's interest in developing a car for the masses and Porsche's ideas for the car. It was specified that "The People's Car" must be air cooled (few Germans had garages) be able to carry a family of five, cruise at 100 kmph (62 mph) and cost no more than 1000 Reichmarks. The cost was considered to be the most difficult of these to meet. The Beetle is produced, exhaustively tested and goes into very limited production before

the demands of the German war economy dictate that production be switched to the Kubelwagen/Schwimmwagen at the VW factory. The author wastes little time on rehashing WWII as this is not a military history book. He moves quickly to the story of VW's resurrection during the British occupation and its subsequent flourishing under the leadership of Heinrich Nordhoff and others. Comments about technical improvements to the Beetle are sprinkled throughout.

Where the book really hits its stride are the chapters covering the post-war German "economic miracle" and VW's part in it. Rieger goes into great detail in his coverage of the Beetle's expanding popularity across Europe and then (most improbably), the United States in the 1950's to the 1970's. I enjoyed the coverage of the Beetle's place in post-war culture around the world.

What separates this book from other histories written about Volkswagen are the chapters that cover what happened to the Beetle after production stopped in Germany in the late 1970's. Rieger's coverage of the Beetle as a true "World Car" in the later decades of the 20th century are interesting to read. Of course, he focuses on Mexico and Brazil but goes beyond them and looks at Africa and other places in Latin America.

As this book was researched and written in the early 21st century it includes chapters on the New Beetle and the strong pull of VW nostalgia and cultural memory. Those of us who are into vintage VW's understand these well.

It is easy to recommend this book to anyone wanting to know more about the history of Volkswagen. An easy and pleasurable read. The next article in this series will cover, "Thinking Small: The Long, Strange Trip of the Volkswagen Beetle" by Andrea Hoitt.

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