



## April MEETING INFO

April 14, 2022 meeting at Pizza House  
747 E. Lincoln Ave. Columbus

### COVVC OFFICERS

#### Board of Directors:

Mark Garrett	garrett48@ameritech.net	614.262.2881
Stark Hughes	covvc42@earthlink.net	614.843.0751
Kathy Kern	et4scooter@yahoo.com	614.940.8047
Mike Roecker	michaelroecker@gmail.com	216.233.4456
Mike Williams	kawasaki6r@aol.com	937.390.3794
Linda C Brown	msbug1974@gmail.com	614.253.4694
Richard Rambo	papabearr@aol.com	614.551.6621

#### Officers

Secretary	Debbie Garrett	garrett48@ameritech.net	614.262.2881
Treasurer	Todd Sichel	aafstodd@sbcglobal.net	614.252.1431
Membership	Ryan Cisco	ryancisco@gmail.com	740.709.0183
Historian	Doug Barber	brevort1@mac.com	937.974.9190
Webmaster	Ashley Cook	alcook1023@gmail.com	419.681.0518
Zundfolge Ed.	Brian Knoll	bkriderr@att.net	937.206.9293

#### Contributors

Tech Advisor	Al Moore	Columbus	aleftrick@gmail.com	740.756-9218
Tech Advisor	Bruce Amacker	Cleveland	bamacker@aol.com	440.846.3885
Tech Advisor	Bill Huntsman	Marion	vwpartsandrepair@cs.com	740.389.3187
Tech Advisor	Jim Meyer	Circleville	jemeyerz@twc.com	740.474.4410
Water Cooled	Jerry Ohara		vdubfreak@sbcglobal.net	614.471.8786
Social Media	Doug Barber		brevort1@mac.com	937.974.9190

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## Coming up Next Month

Lead Article..... Linda Brown

Meeting Date... Thurs, May 12th, 2022

Location ..... TBD

### 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. Going strong for more than 30 years 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' raising funds to benefit local charities.



### 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 @ bkriderr@att.net

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

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*It's been more than 30 years since the first gathering of VW enthusiasts at the Black Horse Inn located in Grandview. If my memory is correct there were seven of us who got together to talk about starting a Vintage VW Club. At that time there were numerous VW Clubs throughout Ohio. Air cooled VW's were still plentiful, available, and affordable to restore. There were numerous shops in Columbus that had the knowledge and experience to keep them running.*

*The good is the COVVC is still here and thriving. The bad is there are very few reputable shops who can keep them running, and the ugly is they are no longer an economical or affordable vehicle to get started into the vintage VW hobby. It's like we are slowly becoming an endangered car species. I guess that means we have to make sure we keep them going and not become extinct. Survival has its bends and twists. If anyone has any questions or interest on how this all started feel free to ask me. I can't believe it's been more than 30 years so if I can't remember all the details I will at least tell you a good story or good lie.*

*The last several years I've noticed that networking has become a lifeline for parts and repairs. Put out an email, text, Facebook post, etc.... that you are looking for something and more times than not someone will have it or a contact number of someone who has what is needed. Totally different from 30 years ago when one could drive to International Parts and walk out with the needed part, be told the correct way to install it and not belittle you too much.*

*Fortunately there are signs that spring is here. I have been out several times in my bus going distances further than the length of my driveway. It appears life has returned to some sense of normalcy and the return of car shows & cruise-ins are back. Thank goodness the scourge of Covid is in the rear view mirror. To update everyone on Volksfest 31 there is still renovations going on with the former High School now being renovated. We have had recent conversation with our Watkins contact and it's uncertain if our site will be done by August 13th. Several of us are planning a trip to the site soon to see what we have to work with. One way or another we always make it work. Last year was a new administration at Watkins and they were ecstatic with the success. We are very fortunate to have this location and an athletic booster's organization that really likes us and welcomes us back each year.*

*I also want to thank Webmaster Ashley and everyone contributing on social media on upcoming events and club news. Please let Ashley know of any car shows or events of interest and she will put on the calendar. Once again this month we will be back at our 'new' meeting location; The Pizza House on 747 E Lincoln Ave 43229. We had a nice turn-out last month and they were extremely accommodating with an outstanding server. Warmer weather is upon us, maybe some of our vintage VW's will make it past the end of their driveways for the meeting, I am Looking forward to seeing everyone for our Club Anniversary meeting on April 14th.*



## Repairing the Manx, Part 3

Last month's column left off after assembling the pistons, jugs, and heads on the 1600 I am getting back on the road in my friend's Manx. At this time I need to trim out the external items like intake and exhaust systems and do the carb. I recently did a column about the heat riser and the need for modifying the exhaust on an aftermarket exhaust system (header) so that the heat riser provides the necessary warmth to vaporize the fuel in the intake manifold. Well, let me refresh your memory and show you a picture of the modifications as they are completed.

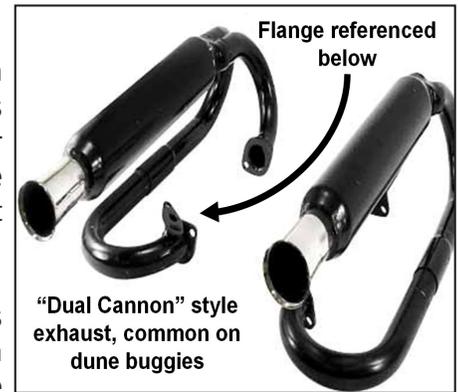
First, the Manx is equipped with a "dual cannon" style aftermarket exhaust that has the ports present for the heat riser, but they were poorly constructed and severely restricted. In addition to this, the dual cannon style header has been proven on the dyno to be the worst possible exhaust for an ACVW. This header system pairs the wrong cylinders together so the natural pressure pulses actually work against you forcing the exhaust back into the heads rather than for you, pulling the exhaust out of the heads. IIRC, dual cannons make less HP than a stock muffler does! The dune buggy guys think they look cool, and that's what the owner wants, so that's what it gets. The first thing I had to do was open up the heat riser ports to let them breathe because when the header assembly was built, only small passages were burned with an acetylene torch in between the header pipe and the riser pipe under 1/8" in diameter. There won't be much flow through there! I took a die grinder with a fluted cutting head and opened up both of these so there would be no flow restriction.

The heat riser tube in the stock dual port intake manifold also had severe restriction from carbon and rust accumulation, I'd guess about 90+% plugged up. This needed to be cleaned out before assembly so the heat riser system would operate correctly. When I'm lucky, I take a piece of wire rope and a power drill and ream the 3/4" diameter tube that is integral to the intake manifold, this cleans the carbon/rust gunk out that's blocking the passageway. Having the passageway be restricted is very common and needs to be checked/cleared every time the intake manifold is off of the car. I was fortunate with this one, as it went smoothly using a drill and several different lengths of wire rope. In many cases I've had to cut a hole in the tube, use an extremely long drill bit to clear the rust blockage, and weld the hole closed.

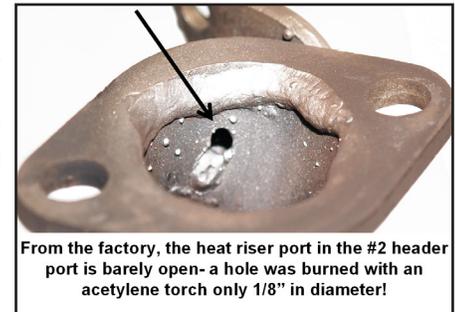
Next, a simple modification needed to be made to the exhaust pipe to enhance flow through the heat riser, I just talked about this in my column a couple of months ago. In a stock muffler a pressure imbalance exists due to the way internal pipes are arranged. If you look closely, there is a small "draft tube" connected to one of the heat riser pipes on the muffler that bypasses the muffler baffles. Bypassing the baffles causes the pressure imbalance needed to create flow through the heat riser. In aftermarket exhausts (headers) that run a single carb, a flow diverter needs to be installed to enhance flow through the heat riser under the carburetor. Without this diverter no flow will be present, and therefore no carb heat will be found!

Installing this "diverter" is quite simple, and I've talked about it before. A small flap of steel is brazed or migged into the #2 exhaust port opening to divert some of the exhaust gasses exiting the cylinder and forcing them into the heat riser tube. Very simple and effective. Promoting exhaust flow through the heat riser tube is critical to allow the gasoline to properly vaporize in the manifold and prevent the dreaded stumble/hesitation. Once this modification was completed, it was obvious it worked well because after only a minute or two of running the tube under the carb was too hot to touch.

I'll continue this story next month as I address some other problem areas while it's apart. Have fun, be safe, and keep driving those classic VW's!



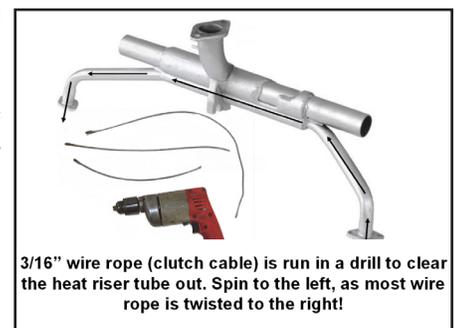
"Dual Cannon" style exhaust, common on dune buggies



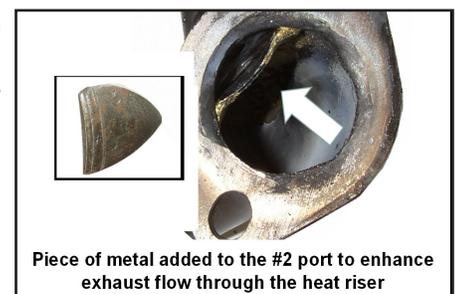
From the factory, the heat riser port in the #2 header port is barely open- a hole was burned with an acetylene torch only 1/8" in diameter!



After modification with a die grinder, the hole is now over 1/2" in diameter to promote exhaust flow



3/16" wire rope (clutch cable) is run in a drill to clear the heat riser tube out. Spin to the left, as most wire rope is twisted to the right!



Piece of metal added to the #2 port to enhance exhaust flow through the heat riser



Recently stumbled upon this on the internet - it is from 2014.  
A unique fully airbrushed VW beetle.

Check out: [www.geeknative.com/45637/herbie-goes-steampunk/](http://www.geeknative.com/45637/herbie-goes-steampunk/)  
The car was painted by Airbrush.Bathory, you can find them on Facebook



Know somebody having a Wedding or other special event? You can rent a custom VW bus photo booth.  
A quick search will find many available - credit for this great shot goes to: [theBoothBus.com](http://theBoothBus.com) - check them out!



Did you know there is a whole sub-culture out there that hate (or love) VW Beetles, and turn them into floral arrangements! No wonder original cars are hard to find!  
Credit for this one, and an interesting article can be found at: [www.balconydecoration.com/volkswagen-beetle-turned-into-a-creative-garden-planters](http://www.balconydecoration.com/volkswagen-beetle-turned-into-a-creative-garden-planters)



We've seen a Bus turned into a stationary bar in a airport, but how about a fully mobile Coffee Shop in a bus!  
Came across this one at a local food truck rally.



Are you a wood worker? This would be right up your alley - more than 50,000 pcs of hand carved oak covering every square inch of a fully driveable beetle. More pictures and details can be found here: [www.alux.com/one-of-a-kind-volkswagen-beetle-you-wont-believe-what-its-made-of/](http://www.alux.com/one-of-a-kind-volkswagen-beetle-you-wont-believe-what-its-made-of/)



Most of us have seen 'mudslayer' (a locally owned VW Double Cab) at our own Volksfest, but we wanted to include something for our water cooled fans,- How about a monster truck conversion!

*So this is one of those times the Editor gets prerogative over newsletter content, so I am running my own little piece this month. My COVVC involvement began in 2011 when I pulled a split bus from a field in southern Ohio. I'd always wanted one and searched a long time but when I finally got it home I thought NOW WHAT?? Of course like many of you I grew up around VW's, but being a while since my last project, and my first VW I started looking for local shops and resources to help me. Low and behold I stumbled on COVVC, went to a few meetings, then joined and somehow quickly became the editor of the Newsletter. (Thanks Mark) Over the last ten years or so life was, well LIFE I guess....lost a house, changed jobs, divorce (& marriage), an apartment with no workshop and so on. Now finally 10 years later my affectionately named C.C. will make her debut this year, and much credit goes to the COVVC.*



*She is a 1966 T2 13 Window Deluxe Model. My research shows she was originally sold in Westerville, and has always been in Ohio, rusting away in a field with no title after the previous owner passed away. While there were some basic changes, she was about 80% original, body, glass, seats etc., and had an engine. Of course first thing was to strip out all the old rusty and musty stuff. Over that first winter I carried the engine to the basement and got it rebuilt. Never did find a transmission shop willing to work on it, so I rebuilt that myself too. Removed the reduction boxes and lowered suspension, new brakes and other mechanicals. After a few years I was finally able to afford to get the body work done, which I hired out so it'd look good. She came back to me last winter, and I've spent the last few months wrapping up the wiring, making interior panels, floors and the million little parts that go into final assembly. She is not 'vintage' other than age but I finally got my bus, did it myself and very happy with the results.*

*The COVVC is truly what made my project happen, so I wanted to say thanks to all of you. The meetings, especially summer ones with cars onhand always kept me inspired to continue working. The discussions always lead me to research products or ideas. Members have provided contacts and websites to check out. Many years ago one mentioned the samba site - lifesaver! I've bought and received donated parts from club members, and sorry to say our tech advisors are probably ready to lose my number I called so many times. Volksfest is a great opportunity to explore other cars and talk to owners and the swap meet came in handy a few times too.*

*If you know any of our founding members, or read our club history the COVVC came together in 1991 to share resources; ideas, contacts, parts and knowledge to maintain their vintage VW cars. Now 30 years later the cars have gotten older and this knowledge and parts are even harder to come by, and most of what you find is garbage. The internet has made some things easier but we have lost much in terms of knowledge and resources. While I still consider myself a VW novice I can say with certainty that if you participate in this club, talk to its members and use its resources that we are 100% living up to that original goal still today. So whether it was hands on help, phone calls, or even just pointing me elsewhere I say thanks to all of you for instilling hope and knowledge for me to complete my bus project.*



*Lastly, I want to be clear, my VW is no more special than any of yours. I actually hope it inspires other members to write about their projects. I will gladly run pictures and articles of anyone's story and cars - just send them in! To all of those who have helped me get C.C. to this point I can never repay you, but know that I appreciate you, and I am looking forward to joining you out there on the road - FINALLY!*

## \*\*\* REMEMBER TO RENEW \*\*\*

Greeting fellow members! Are you wondering 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 1 new member join last month and 9 existing members renewed. This puts our current membership at 172. Please welcome our newest member to the club! Herman Jones

Renewals: James Easterday, John & Mary Jane Merschdorf, Pete Huey, Shawn Pike, John & Lois Hodges, Ron E. Baker Sr., Bill Granger, Rodney Vest, Karen Thurston

Thank you all for continuing to support the COVVC!

## MID-OHIO SPORTS CAR COURSE



Mark Richmond

The Vintage Grand Prix at the Mid Ohio Sports Car Course in Lexington features Car Clubs and their cars to park infield during the race weekend. This year it will occur over the weekend of June 24-26th.

We have made arrangements with Mid Ohio to have a "Car Corral" set up for the COVVC, so we need you and your cars to attend! Sunday June 26th will be a car show and during the show, cars will have the opportunity to do on-track parade laps. If you haven't experienced driving the Mid Ohio track it's pretty cool!

Pre-registration prices will save \$10.00 but Pre-registration is not necessary. Looking forward to a great time!

For complete info, pre-registration and pricing visit: <https://midohio.com/tickets/1/vintage-grand-prix-of-mid-ohio-svra>

# SAVE <sup>T</sup>H <sub>E</sub> DATE!

# Volkfest 31 August 13th



## April Meeting - Don't Forget Your T-Shirt Design Ideas!

## May Meeting - Bring Trophy Ideas

So at the last meeting there was a question and ensuing discussion about gas in our beloved VW'S. I have compiled some information from a few different sources - and I am no expert, so please don't take this as 'gospel' It is more to share and encourage you to do your own research, or talk to your mechanic because as spring driving season is on us it is important to think about the treatment of our classic cars.



It's no secret that America does not run on pure gasoline any longer. In fact, we have been regularly using gasoline-ethanol blends, since 1978. Today, almost all gasoline being sold in the United States contains ethanol. The most common blend is referred to as E10. It is comprised of a 1 to 10 (10%) ethanol added to pure gasoline. There are three types of gasoline-ethanol blends available: E10, E15, and E85. E10 is gasoline with 10% ethanol, E15 is gasoline with 15% ethanol content, and E85 is a fuel that may contain up to 85% fuel ethanol. The basic rule is E10 is ok for most everything made after 2008, but E85 can only be used safely in cars that are FlexFuel compatible. So, what about our beloved, older vehicles that were not built to have ethanol running through their veins? Well there is still a lot of debate about the problems that ethanol can cause in older cars, but here is what we do know for sure....

- Ethanol is an aggressive solvent, which means it can dislodge old build-up and deposits in the fuel system, resulting in clogged filters and screens. To solve this issue, be sure to change your fuel filters.
- Ethanol has damaging effects on many types of metal, plastic and rubber parts. Over time, ethanol will disintegrate gaskets and parts. The only real solution is to replace them with parts made of material that can withstand ethanol. Fuel lines and inner carburetor parts are the typical parts that will need replacing. Some would need to be replaced eventually anyways, just make sure to replace them with ethanol-compatible parts.
- Most classic car owners will see an immediate reduction in performance when using ethanol based gas. Because simple alcohol only produces about two-thirds of the power of gasoline when burned, all vehicles are going to notice a reduction in gas mileage. Classic car owners may not be concerned with gas mileage, but in some cases, it has been reported to reduce efficiency up to 10%. To combat this, add an ethanol fuel treatment to your gas and be sure to only use additives that do not have ethanol or alcohol in them as that will only worsen the problem.
- Ethanol gas is susceptible for pre-ignition. Due to its ethanol component, it's more likely to ignite before the piston compresses and the spark plug does its job. All it takes is an impulse such as hot spots in the combustion chamber or a spark plug that runs too hot for the application. This doesn't sound like something all that bad, but it certainly is. Pre-ignition means that the fuel sprayed into the cylinder ignites before it should thus creating an unbalance in the engine internals and putting stress on components. This leads to engine knock where the combustion process doesn't happen at the optimum time for a four-stroke cycle.
- Ethanol absorbs water like crazy! It can actually absorb water out of the humidity in the air! This means that many metal parts in your fuel system could become susceptible to rust. The solution is to replace them if corrosion occurs. The galvanic action of ethanol can also corrode unprotected steel fuel tanks.
- The shelf-life of ethanol is much shorter than pure gasoline. Ethanol gas is going to begin separating within 90 days of sitting still, it's called fuel phase separation. As the fuel begins to absorb water the gasoline will separate into layers. Gasoline will rise to the top leaving a mixture of ethanol and water at the bottom of your tank. This can be a major issue for those that must store their classic cars during the winter. It is not uncommon to have to store for more than 90 days. To avoid any issues, make sure your fuel tank is completely full at the time of storage and add a fuel additive that stops water separation.

There are lots of opinions on what the future holds for ethanol laced fuels, but one thing is for sure, it isn't going away anytime soon. Cars, boats, motorcycles, small two-stroke engines all have issues with ethanol mixed gasoline. If you must use gas/ethanol blends, be sure to treat with a non-ethanol based fuel additive to combat some of these pitfalls.

If you are one of many who refuse to use ethanol based gas in their classic cars, you are still in luck. Not only has Shell developed V-Power Nitro+ premium fuel designed especially for older cars, but you can still find ethanol-free fuel across the country. [PureGas.org](http://PureGas.org) is a site dedicated to listing stations that sell pure, ethanol-free gas across the United States and Canada. Check it out, and if you find a station please share it with your fellow collector car enthusiast.

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