

NOVEMBER 2021
VOLUME 30-12

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

Ündfolge

**HAPPY
HOLIDAYS!**

*Next Meeting:
December 9th - Cookie Meeting*

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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 January...

Lead Article..... Mark Garrett
Theme..... Year in review (No Banquet)
Meeting Date... Thurs, January 13th
Location TBD
Address

Keep up with the
Central Ohio Vintage
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

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PARTY CANCELLATION



Mark Garrett

After much consideration this past weekend, Debi and I have decided to cancel the upcoming, December 4th Christmas party. With the Covid rates rising drastically, we believe it is the safe approach to take at this time. With the Christmas season upon us, take this time to enjoy your family friends in a safe way, and let us all look forward to a (hopefully) safer 2022.

SHOW SEASON WRAP-UP

Mark Garrett

What a year! After a year off, the 2021 show season didn't disappoint! Gertrude, Debi and I attended nine shows this year, and without fail, every one was filled to the brim and then some. Both the all makes cruise ins and VW specific shows were spectacular, with overflowing car counts and wall to wall spectators. Also amazing was the fact that after that many shows, there were always many cars that I had never seen before. The Columbus and central Ohio area is blessed with a very robust car culture.

Enjoy the pics, and be planning now for a fantastic 2022.



Why Doesn't My Carb Work Correctly?

(The first in a multi-part series, this originally ran in November of 2012)

*I'll continue my last topic of carb heat by expanding the discussion to include the carb itself. This is probably the most common diagnostic problem asked of me. Many guys can get the engine together and other driveline issues sorted out but struggle with getting the engine to run right. First of all, what does a carburetor do? **It vaporizes fuel.** If the fuel is not vaporized, **it will not burn**, resulting in a variety of complaints from the driver such as hesitation, stalling, spitting back or backfiring, poor fuel economy, fouled plugs, and etc. If the fuel doesn't burn properly in the cylinder it goes out the tailpipe as unburned hydrocarbons, which is smog and upsets the environmental crowd. To properly vaporize fuel on a VW, you must have:*

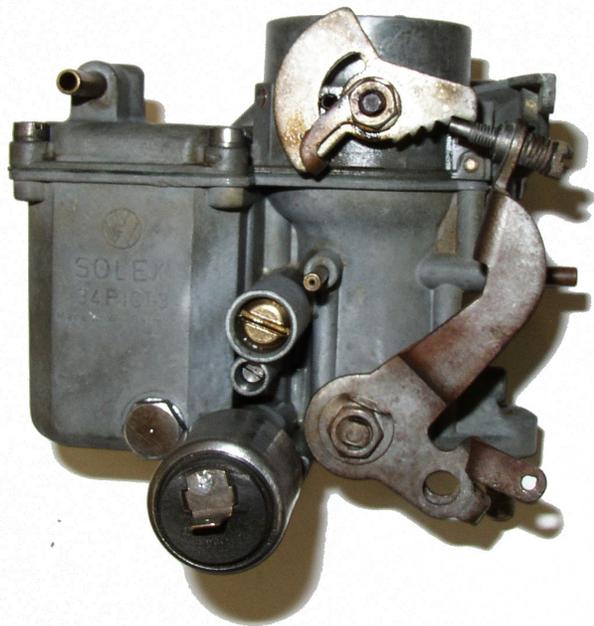
- -Good engine vacuum (tight engine- rings and valves),
- -Good Carb/Good Fuel, and
- -**Heat**- covered in detail the last two months' articles

Without the above three items the carb delivers fuel in small droplets and the car runs like a turd. I'll break these items down over the next couple of months and address them individually.

What commonly goes wrong with a VW carb?

1. Leaks (needs to be rebuilt)
2. Bad accelerator pump diaphragm (leaks)
3. Dirt in venturi from neglected/missing air cleaner (very common in VW's)
4. Water, corrosion, gunk, varnish and stale fuel in the gas tank, transferring to the carb, which clogs the passages. (Common in a car that is not driven weekly)
5. Misadjusted linkages (usually from someone who doesn't know much about carbs, trying to "fix" the way it runs)
6. Rebuilt by someone who knows less than nothing about VW's
7. Rebuilt by someone using aftermarket parts
8. Adjustments made by someone who is unqualified
10. The idle solenoid has wobbled loose, wrecking the threads in the main body of the carb
11. Throttle shaft is worn out
12. Poor intake heat (under the manifold)
13. Poor/no carb heat riser in the air cleaner
14. Fuel filter mounted inline and pulled inlet fitting loose, burning the car to the ground
15. Engine worn out, not producing vacuum, causing low vaporization of the fuel
16. Vacuum leaks at the carb base or intake manifolds or intake boots
17. Timing advances not working correctly, mimicking bad carb
18. Timing advance sticking in the advanced position, mimicking a sticking high idle
19. Choke not hooked up/set wide open/no electrical feed
20. Not driven regularly
21. All of the above!

My experience is when I tear down a VW carb, more than half of the time there's junk in the float bowl that has caused corrosion in the castings and junk to block the passageways. Two-thirds of the time the carb heat is not working properly, which will make the driver think his carb is faulty. Sometimes the carb is just out of adjustment, but this is usually not the largest problem. If you spend more than a minute playing with the adjustment of your carb, your carb probably does NOT need adjustment, you probably have other "issues" like the carb needs to be rebuilt or a number of things from the list above.



Many times other problems mimic a bad carb, like faulty carb/manifold heat, faulty ignition advance, or a carb and distributor that are not matched properly for each other. I suggest strongly that a typical street driven VW with a Solex carb should use a stock style distributor WITH VACUUM ADVANCE. I see this time and time again- guys pull the stock VW distributor out, put an offshore Bosch 010/019 look-alike knockoff distributor on it because they think "that's the way to go". The problem is twofold- the offshore knockoff distributors have horrible quality control while being built, which results in massive timing variation in the finished product, and the timing advance is whacked out terribly as it comes out of the box. Adding to this is that you've now removed the much needed vacuum advance. To paraphrase, that means your shiny new distributor makes your

car run like crap. The Germans knew what they were doing and their distributors work very well when mated to the proper engine and carburetor. I did have a Pertronix distributor in my 2180 for a while, and I was amazed how terrible the advance curve was on the unit as it came out of the box. (More on that later)

How to figure out why your car doesn't run correctly:

Frequently the engine is low on compression when someone is complaining about their carb. **Step one is to get back to the basics and do a compression test!** I can't stress this enough, you need to start at ground zero and build up from there. You will never be happy with your carb if your compression is low. Why? You need vacuum to vaporize the fuel! Low compression = low vacuum = no vaporization = guy complaining that his carb doesn't work right when there might not be anything wrong with his carb. Aircooled VW's have a tendency to burn valves, lose compression due to worn rings, loosen cylinder heads up, etc, all causing low compression. If your car doesn't run correctly, and you haven't done a compression test in the last month, start there. Remember, people will always blame their carbs when the engine doesn't run right, and the base engine condition will commonly mimic a bad carb. Now is a good time to do this compression test, because you can resolve yourself to the fact that the motor has to come out this winter and be freshened up inside. How do you do a compression test? Cruise down to the local parts store/Harbor Freight/WalMart and buy a compression tester if you don't already have one. Even the cheapie testers at HF work surprisingly well and their accuracy parallels my Snap-On tester. Remove all four spark plugs and don't get too worried about the color of them, unless they are completely covered over with gunk to where you cannot even see the electrodes. ACVW's have a tendency to run rich and make the plugs black so I don't get worried about that. If I pull black plugs out of my newer car, I get upset. Next, screw the tester into the spark plug hole. Now, hold the THROTTLE OPEN (gas pedal to the floor) and crank the engine for 10 "hits" or 10 seconds. Record the number on a piece of paper and go to the next cylinder. A good 1600 will have about 130lbs in each cylinder with the low limit about 110lbs, and the readings should be within 10% of each other. If your readings are not in this range it will compromise how your engine runs dramatically. If your numbers are hovering around or under 100lbs, you will probably not be happy with how your car runs no matter how many carbs you put on it.

More on this next month when I continue this topic. For now, have fun, and have a great Christmas season!

Welcome back everyone!! The toy I'm sharing with each of you this month is one which got away from me recently on a popular Internet auction site. I'm still kind of bummed I wasn't able to purchase the toy; but I'm sure the lucky bidder has a special place in his or her collection for this neat little VW toy. Oh well- maybe someday. However, I thought it would still be neat to write about the toy in this month's article.



This month's toy is a light blue colored convertible VW beetle produced by the Bandai Toy Company of Tokyo, Japan during the early 1960's. This battery operated toy is constructed of tin and is about 10 inches long. The driver sitting in the beetle has such a cute expression on his face. He seems to be really enjoying his convertible Volkswagen as he drives down the road. I can just imagine being 9 years old again and opening this toy up on Christmas morning. To be young again!

This VW beetle is as rare as they get. I've never seen another example of this toy in my 30 years of collecting. The Big Book of Tin Toy Cars also doesn't list the toy. Consider yourself very lucky if you find the box with the toy. Most boxes never make it past day one once the child removes the toy from the box. Now hold on to your pants for the selling price folks. Once the dust cleared from all the last minute bidding, the selling price was close to \$700. Along with myself; seems like a few other individuals would rather invest in VW toys opposed to gold and silver. At least you can play with your investment and they don't weigh as much!

Until next month Happy Toy Hunting!

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 1 new member join last month and 7 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 182.

New members: Jordan Koegle
Renewals: Mark Richmond, Tina Gibson, Rodney Vest, Woody & Donna Lowe, Andrew Lyles, Steven Adams, Ron Harrison

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