

**JANUARY 2022**  
**VOLUME 31-01**

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

# Zündfolge

*Happy New Year!*

AUTOHAUS ELMSHORN GMBH



# JANUARY MEETING INFO

No in Person meeting, keep in touch online!

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# Coming up Next Month

Lead Article..... Stark Hughes

Meeting Date... Thurs, Feb 10th, 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

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Customer Assistance, Volkswagen AG  
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Happy New Year to all of our fellow COVVC family!

After a very busy 2021, it's a great time to relax a bit and enjoy the holidays.

While 2021 saw a return to many of our favorite events, including Volksfest and the Arthritis Show, the early winter season has seen the return to yet more Covid concerns. I guess we should feel fortunate that we were able to at least have a relatively normal summer show season. As I wrote in last month's Zundfolge, every show that we attended in 2021 was absolutely packed to the brim. You could sense the excitement of people actually being back among their friends in the car community. Stand outs for us include the Good Guys show at the Ohio State Fair Grounds, the downtown Delaware show, and of course Volksfest.

With the latest Covid situation continuing this winter, the decision has been made to postpone the annual January Banquet. Depending on how the spring progresses, we have talked about doing a March or April Banquet. Time will tell, so stay tuned to Zundfolge, the COVVC Facebook page and also our fine COVVC website. My instincts tell me 2022 will feel allot like 2021!

With the end of the show season upon us, now is the perfect time to get out into the garage and get that fine vintage Dub tuned up for next Spring. I personally know of several ongoing projects that will debut in early 2022.

And hey, with all of your spare time now, how about putting something together for this fine publication that you are holding in your hands? Our newsletter Brian Knoll is always looking for monthly content, so now is the time. How about a history of your current pride and joy, how you got into this great hobby of ours, past cars that got away, well you get the point. Just contribute, that's what makes our club a club! We are blessed to have Brian produce a truly first class newsletter. Give him a hand to continue.

Debi and I would like wish everyone a very Happy New year, and we look forward to another great COVVC year.

HISTORY: IT'S THE ROAD TO NOW

Doug Barber

The New York Times Features the Vintage Volkswagen Hobby

This past Fall, New York Times writer Paul Stenquist was given an assignment to do a feature article on the enduring popularity of the classic Volkswagen Beetle. The article was to appear on the front page of the Business section of the paper. Soon after receiving the assignment Stenquist began researching all things Classic Beetle. This search led him to websites and social media sources related to the vintage VW hobby.

Nancy and I were contacted via Facebook Messenger after Stenquist saw our posts on a Vintage Beetle group page. Across several email exchanges I was given background to the story, and we agreed on a time for an interview over the phone. During the interview we discussed the reasons for the continued popularity of the Beetle, the camaraderie among those involved in the vintage Volkswagen hobby, the future of the classic Beetle and its popularity among those too young to remember when Beetles were commonly seen on the road.

Five vintage Beetle owners were included in the article. I think we represented a good slice of those involved in the hobby. Each of us talked about the nostalgia factor and the oddly endearing character of our Beetles. We were delighted to see the love of vintage Volkswagens get noticed by a major publication like the New York Times.

The on-line version of the article can be accessed on the NYT site by typing, "Collectors Who Caught the Bug" in the Search box on the NYT site. (NYtimes.com) The article was published on October 8, 2021.



## Why Doesn't My Carb Work Correctly?

Once again I'm recycling an older column, the majority of this originally published in January of 2013. In this multi part series I've written a long list of reasons why you may "think" your carb isn't working correctly but it's not actually the carb. It's now time to talk about the actual carb rebuild.

I'd suggest ruling out all of the basics I've listed in the previous articles which would be low engine compression, carb heat, vacuum advance/tuneup issues, dirty fuel tank, etc. Use spray carb cleaner around the intake (especially the dual port boots) to rule out a vacuum leak, as a cracked boot mimics a carb idle circuit issue.

You are now confident your carb is sick and needs attention and you're "going inside". If your abilities are average there's no reason why you should not attempt this, as the Solexes on VW's are quite easy to rebuild. First, cover the basics- you'll need a clean, well ventilated area to work in, not in the backyard with snow blowing. You'll need to be comfortable while working, which means heat, a clean well lit work area, a fire extinguisher, an air compressor for blowing out passages, and lack of interruptions if possible. The VW Bentley service manual (not an aftermarket manual) will be an important part of this job, if you don't have one it can be borrowed from a nearby COVVC member. If this is your first carb, think about getting a junk carb from a swap meet to practice on before diving into your main carb. Disassemble the carb leaving the throttle shaft and choke shaft in place. I usually leave the accelerator pump linkage intact so I don't upset the adjustments. Check the throttle shaft for excessive sideplay, if it is present you should rebush it or find another carb to do. As you disassemble the carb and you're not confident in their location of the parts, put the various pieces in an old ice cube tray starting in order with the compartments, this will help in the reassembly process. You will now need to clean the carb with a QUALITY carb cleaner, I say this because of the tighter EPA emission laws which have made it difficult to buy good carb cleaner. If the carb isn't too bad inside you might get away with running spray cleaner through a straw to clean the passages and various components like jets and emulsion tubes. If there is considerable white gunk and residue in the float bowl, soda blasting or soaking in a caustic solution for a short time will help dissolve it. I'll cover that in an upcoming issue. If there is powdered rust and gunk in the carb bowl, a dirty fuel tank is probably the source of trouble and cleaning or replacing is in order. Cost effectively, I usually replace them rather than try to clean them out. Be sure to replace the fuel filter, I prefer they be mounted over the trans by the clutch cable and NOT between the fuel pump and carb. If the fuel inlet tube is loose, leaking, or has come out without starting your beloved VW on fire, most people will replace the carb lid (bowl cover, the upper casting that includes the choke plate). Some brave people will repair this fitting by knurling the tube with a metal file and using epoxy to retain the tube. I don't recommend this, so proceed at your own risk.

Oddly enough, I recommend assembling the carb using as few new parts as you can- I frequently use only the bowl gasket, two diaphragms, and maybe an o-ring or two. The quality of parts in an aftermarket carb kit is poor and you're better off using the original German needle and seat as well as many other parts. Set the choke so it just closes completely at room temperature but does not snap shut. Put the idle mixture screw about 2 turns out to start with. If you have an idle air screw, (34PICT) bottom it and run it out about 3 turns to start with.

Now, it's time to install and adjust the carb. Use a new base gasket and snug both mounting nuts up. Do not over-tighten! Adjust the throttle cable with someone holding the throttle to the floor- the throttle plate should open 99% of the way. If you have the cable adjusted too tight you will have short throttle cable life. Make sure you have new correct Bosch plugs in the engine, along with other good ignition components. DO NOT adjust the carb with old spark plugs as you'll have a tendency to have the choke and idle set too rich to compensate for the slightly fouled plugs. I prefer Bosch plugs, the older non-platinum style. Many other plug manufacturers have consolidated plug numbers (heat ranges) so their part number may be a compromise and not run properly in your ACVW. I've had good luck with NGKs if Bosch are not readily available. Hopefully you've already verified your base timing, timing advance, and carb heat before pulling the carb off, see the previous articles for reference. Service the air cleaner as a part of this repair. Start the engine, but here is where experience kicks in- it takes practice to hear "lean" and "rich" in how an engine runs.

## ***Got the winter time VW Blues?***

*Is it too cold to go out?*

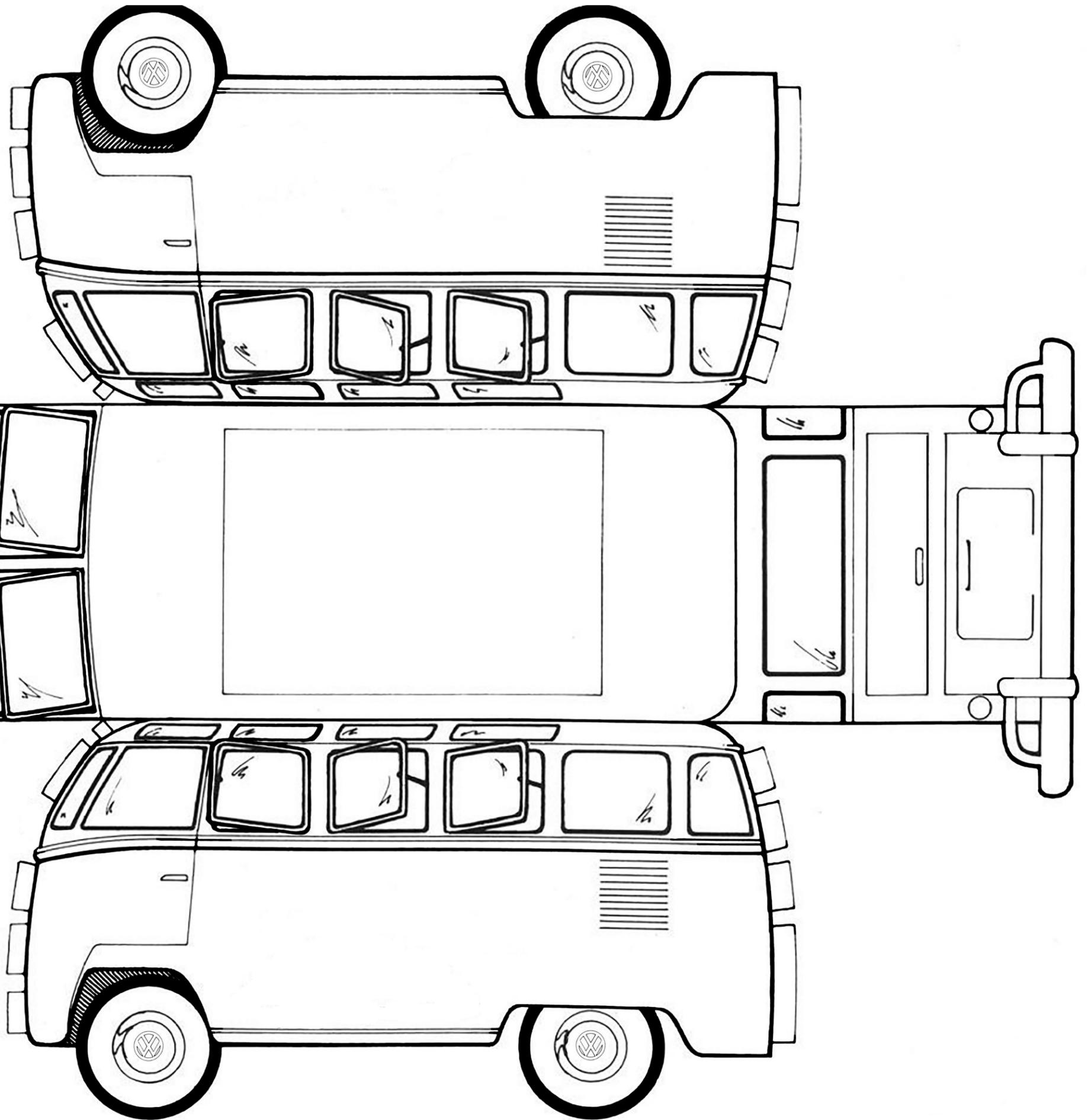
*Maybe you're on quarantine?*

*Maybe just 'working' from home,  
retired or just plain bored - whatever the reason...*

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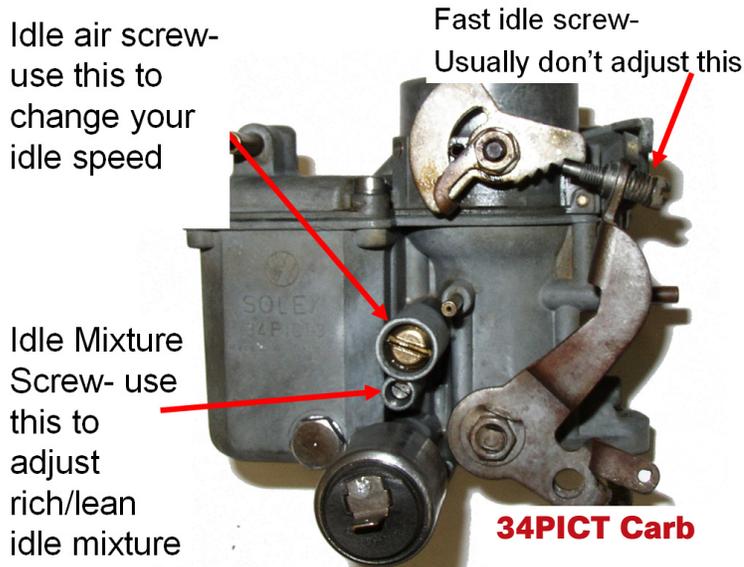




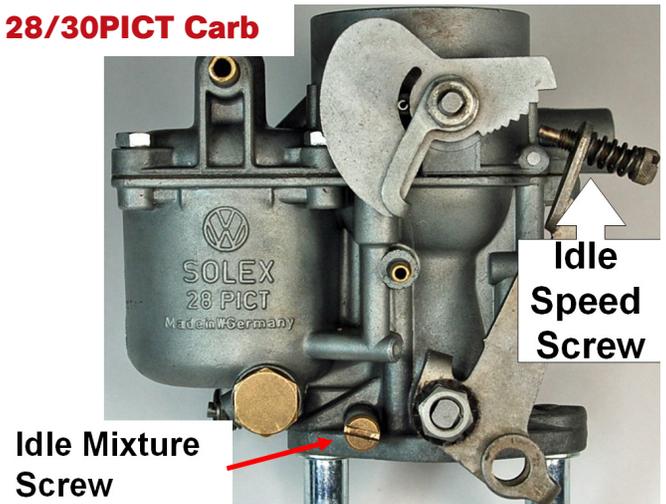
# Out and About in 2021

# VW TECH... CONTINUED

You may need to play with the choke adjustment to get it to run 90% right when cold (carbureted cars rarely run 100% perfectly when cold), and then as it warms up you'll adjust the mix and air screws if you have one. If you have an idle air screw (34 PICT, dual port/Super Beetle engine), you should NOT adjust the screw at the end of the throttle lever to set the idle speed. If it takes more than a couple of minutes to adjust the carb, you still have other issues such as a blocked passageway inside your carb that did not come clean, improper timing, or a vacuum leak problem. Most of the time rebuilding the carb will fix its issues but sometimes a passageway will still remain blocked, in this situation replacement may be necessary. Don't let the car idle in the driveway to warm up- VW recommends they are started up, be put in gear, and driven off immediately. You will foul the plugs if you try to let it warm up in the driveway before driving it! The accelerator pump should squirt from its delivery tube as soon as the throttle is opened 10%, occasionally this linkage needs adjustment but not often. Go for a road test to completely warm up the engine and readjust the idle screws when hot. Be safe, stay warm, and keep driving those classic VW's!



**28/30PICT Carb**



## 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 online on our website, 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 members join last month and 13 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 171. New members: Kurt Ludlow, William Shayler

Renewals: Ted Zombek, Patti Burns, Doug & Teresa Schleifer, Bruce Campbell, Stuart Currier, Jonathan Elwell, Ray Doner, Bruce Paul, Leo Wilhelm, Kevin Clouse, Ryan Cisco, Joel & Ann Dysart, Rob McClenaghan,

## NEWEST MEMBER



Congratulations to Ashley Cook and her family. Our fabulous website designer welcomed Holly Mae as a new addition to the family just in time for Christmas!

Welcome back everyone!! I hope all of you found that special VW toy under your Christmas tree. Santa actually left me several neat VW toys under the tree which I hope to share with all of you in upcoming articles. I also purchased from a local antique mall a really cool VW toy the day after Christmas with money I found in my stocking. The toy I'm sharing with each of you this month comes all the way from the fatherland or Germany to be precise.



This month's toy is a brown and beige colored VW bus manufactured by the Marklin Toy Company of Germany during the early to mid-1950's. The toy is constructed of cast metal and is just over 3.5 inches long. The rims on the VW are steel and the bus rolls down the road on rubber tires. The toy represents an early VW barndoor bus and has amazing outside detail. The bus has no interior which is surprising since the toy is so detailed on the outside. Marklin was also well known for their trains and tin vehicles.

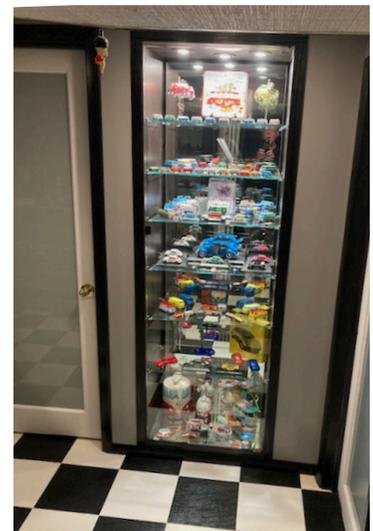
This toy is fairly rare and doesn't come up for sale very often. Consider yourself extremely lucky if you find this toy with the box. Most of these boxes never made it past day one once the child removed the toy from the box. The value of the toy in good condition with no box is around \$75 - \$125, with a boxed mint example coming in around \$225 - \$275. Marklin VW buses currently are bringing some very impressive prices when changing hands in today's market, so don't let one slip between your fingers the next time you spot one at a flea market or toy show.

**Until next month... Happy Toy Hunting !!**

## TOY ROOM UPDATE

## Mark Garrett

With my toy collecting obsession heading into its 37th year (how is that possible?!), the ongoing dilemma (as it is for all serious collectors) is space. The old basement toy room has seen several major additions over the last few years. Two years ago saw the construction of the third built in display case (which also snow balled into redoing the downstairs bathroom). Last year saw construction of seven new shelves on the left hand side of the main room. That "little" project blew up into a total redo of ALL the toys. I get tired just thinking about it. This years project isn't nearly as extensive. I have reconfigured the center island stands, which includes removing the round center table and building two new tables to make a nice long 16 foot center display. Once the custom cut mirrors are installed, the toys can go back to their respective spots..... Stay tuned for the completed pics. Happy collecting!



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