

JUNE 2022
VOLUME 31-06

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

Ündfolge



Meeting Reminder: June 9th

*Weather Permitting join us with your Vintage VW
for another 'parking lot' meeting*

MAY MEETING INFO

June 9, 2022 meeting at Pizza House
747 E. Lincoln Ave. Columbus

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VW's Owned:

Complete and return your \$25 Check payable to COVVC to:

CENTRAL OHIO VINTAGE VOLKSWAGEN CLUB
5577 Mesa Falls St. Dublin, OH 43016

Coming up Next Month

Lead Article..... Debi Garrett

Meeting Date... Thurs, 14 July, 2022

Location Garrett's Residence

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 @ bkridr@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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Volkswagen Club
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Hello to all of our COVVC members! I hope everyone had a happy and safe Memorial Day holiday. I would like to take this moment express my appreciation for those that have paid the ultimate sacrifice for our freedom, and that they will never be forgotten.

Looks like summer has arrived with a vengeance here in central Ohio. Not really sure we had much of a spring to enjoy. I hope everyone now has their vintage VW out of hibernation and has been able to enjoy some windshield time. It has been nice to see those VW's coming out to our monthly meetings at the Pizza House. If you have not been able to attend this year, I would definitely recommend you try to come this month. We have had a great turnout, lots of VW's showing up for the parking lot meetings - we've stopped traffic with on-lookers!, and pizza house has great food too!

Last month Linda led a good meeting and we got alot done, approving the designs for our Volksfest T-shirts and trophies and Brian has been getting those started. Looks like we are on our way to being ready for the show. Well almost.... **Now we need VOLUNTEERS!!** You know you want to sign up, you will have fun! Please watch your email inbox for an email from SignupGenius.com. We will be using this site for the volunteer signup. For those that have signed up before, this is the same one we have used the past few years. As always, for anyone that prefers not to use the site, you can always email me directly or call/text me and I will manually put you on the list. Email: ryancisco@gmail.com / PH# 740-709-0183. Same as with past shows, we will need volunteers to work the car show entry gate taking money, spectator(back) gate taking money, assist with registration, t-shirt/merchandise sales, membership signups and renewals, and assist Stark Hughes with the swap area. As always, we will break up the shifts in 2-hour segments so that it does not take up all of your day. If you have any questions about what any of these positions entails, please reach out to me. If everyone chips in just a little bit, it makes it much easier for us to put on this great show.

So enough about all of that important club business stuff, now it's time for me to have fun with this article. I have been with the club since 2013. Some of you know that I have a passion for buses in general, that includes VWs. But I have been looking and contemplating buying a Crown Super Coach school bus for a long time. Well, that day finally came on March 10th of this year. With these buses being built and sold on the West Coast, there are very few back here in the East. Of all places, this one was located just outside of Portsmouth, Ohio. A friend of mine found the listing on Facebook Marketplace and sent it to me back in November of last year. I called up the guy that had it and we had a good hour-long discussion about it and buses in general. With the holiday season coming, I decided to pass on buying it at that time. Several weeks later the listing was taken down, so I figured he had sold it. Then this past February, my same friend sent me the listing again, it had not been sold. I called the seller again and setup a time to check it out. So, I took a drive to Portsmouth and looked it over and took it out for a test run. I immediately knew I had to buy it. So, after working out details on storage, insurance, and money, I finally took possession on March 10th.

So, at this point, if you are still reading my article, I will give you some specs on the bus. It is a 1988 Crown Super Coach school bus, built in May of 1988. The bus is 38 feet long. It has an unladen weight of 21,840 lbs. and a GVWR of 37,400 lbs. It is powered by a 2-Stroke 6L-71 Turbo Detroit Diesel, also known as the "Screaming Jimmy," that sits horizontally amidship. The transmission is an Allison MT 647 automatic. I really wanted a five-speed manual, but they are more difficult to acquire these days. The odometer is reading 511,000+ and counting. I have been taken it to a few car shows this past month and it has gotten a lot of visitors. And so far, it has won 2 awards at the shows we went to. I was also able to make an appearance with it at Cars & Coffee on Saturday, May 28th, and got lots of looks there too. I just hope I left enough room for everyone else, since it did take up 5 parking spaces.! Thanks for reading my article, even though I know it was not about a VW bus. See you on Thursday at the meeting!



MEMBERSHIP UPDATE

***** 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, 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 3 new members join last month and 4 existing members renewed. So current membership is at 173.

New members: William Steffan, Tim Ruggles, Cory Cornwell

Renewals: Michael Jaycox, James Stefan, Rodney Brandt, Tom Holian

Please welcome our new members to the club!

Another Split Bus wins a trophy!
So Ryan's HUGE, 88 Crown Coach School bus has joined us at a few local shows and it is a fan favorite!



VOLKSFEST

CENTRAL OHIO VINTAGE VOLKSWAGEN CLUB

August 13th 2022

31

Saturday ~ August 13, 2022

10am-4pm Rain or Shine!

Watkins Memorial High School

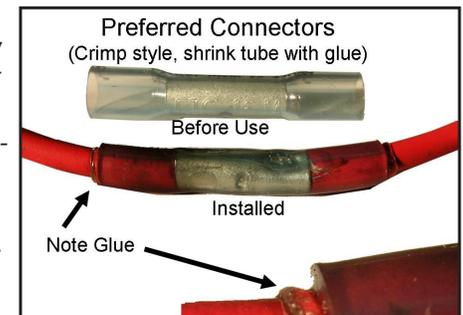
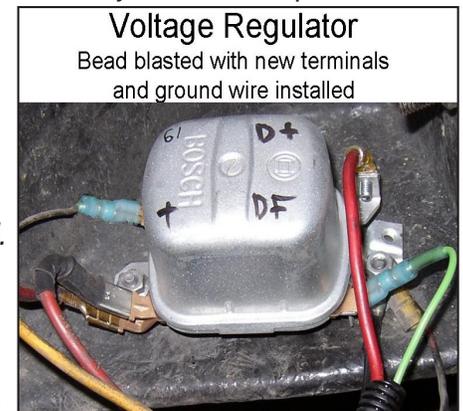
Vintage Buses, Beetles, Ghia's & More! Cars for Sale and large Swap Meet

Spectators Welcome! 10am - 4pm
(Show Car Registration/Swap set-up @ 8am)

Repairing the Manx, Part 5

In this multi-part series I've done a minor top end overhaul on a 1600 dual port engine, test run it, and now it's ready to be reinstalled into the Manx. There are some details that need to be taken care of first while the engine is out, like doing some wiring repair to delay the wiring harness replacement that is badly needed on this buggy. When I ran the engine prior to removing it, the Generator light would not go out upon starting the engine like it is supposed to and the charging system was not functioning. Battery voltage was tested at 12.6v and dropped to 12.2 when running, when it should climb to 14.5v when the engine is revved up. While the engine was out I tested the generator and regulator by using them on my test bench and everything worked properly, which tells me the problem is in the wiring in the car. The harness in this buggy is an original re-purposed Beetle harness and overdue for replacement. It has numerous repairs, corrosion, loose terminals, frayed wires and every telltale that replacement is needed, but the owner's budget may not accommodate that at this time.

Before installing the engine I took the time to bead blast the voltage regulator terminals to remove all grunge and corrosion. I also removed all wires from the regulator and installed new terminal ends on them. In a perfect world, every connection would be soldered with shrink tube to protect it, but in the real world I use sealed crimp splices, but not the typical cheap non-sealed splice that is usually found in the automotive world. These sealed splices not only keep moisture out, but also provide extra mechanical support for the wire and terminal assembly. There are two different types of heat shrink terminals, the type without glue (common) and the type with hot melt glue built into them (commonly marketed as marine grade). The marine grade terminals have shrink tube that contains a hot melt glue which, when heated, oozes from the connector providing a great moisture proof connection that provides excellent resistance to vibration as well. The first operation is to strip the wire and crimp the splice like you are familiar with, but then a heat gun, pocket torch or cigarette lighter is used to shrink the tube, which includes melting the glue to permanently seal the connection. When you are shopping for crimp terminals, these are more expensive, but they are worth it! I installed several thousands of these when I had the truck shop and the durability is wonderful, over decades of use I remember only a couple of failures due to extended exposure to road salt. I will not use regular crimp connectors where they are exposed to the weather, and I commonly will even use the shrink tube connectors in dashboard or other dry areas because of their mechanical strength. Even in my current shop where I no longer do retail repairs and only minimal amounts of wiring, I keep several large assortment trays of these sealed connectors in stock in sizes from red (18-20 ga) to yellow (10-12ga). Yes, these trays amount to over \$2000 stock in terminals alone.



*I also strongly suggest avoiding some other terminal connectors like ScotchLocks. ScotchLocks are a temporary wire repair that is not reliable enough for permanent use due to several factors- first they have zero resistance to corrosion because the metal cutting blade is exposed to the elements. Second, the metal cutting blade will actually damage or cut the copper strands as it is assembled. Third, the assembly manner weakens the wire causing excessive flexing at the point where the ScotchLock is connected. If you own a trailer, chances are good it was wired from the factory with ScotchLocks. I have purchased several new trailers, most of which were custom built for me to specification. When I ordered them, I asked the trailer shop if I could spec out how the wiring harness was constructed. The trailer shop owner said that over the many brands of trailer he represented, all of them used Scotchlocks! Upon the receipt of every new trailer I purchased, I immediately spent 4-6 hours rewiring each one eliminating all of the ScotchLocks with sealed marine connectors. This time was well spent, as I have never had a wiring failure on any of my trailers. Another style of connector which I disapprove of is the solder-built-into-shrinktube connector. On the surface it seems like this is a great idea- high temp shrink tube with strips of solder built inside. When the connector is crimped and heated, in theory the solder "should" melt and make an excellent electrical connection sealed with a shrink tube. The problem here is that the solder joint is not visible while the shrink tube is heated so the technician has no way of knowing if the solder has actually performed as designed- melted, and attached itself properly to the wire. **(Continued on Page 6)***

VW TECH... - Continued

The second problem is the operating temp- it has to be just right to melt the shrink tube and solder but not hot enough to damage the shrink tube. This means a very low temp solder. You also can't use flux with these. When I had the shop we had a bastard electrical problem which was traced to the electric fuel pump shutting off when the car warmed up. The problem was traced to one of these solder-built-into-shrinktube connectors that would electrically open when warmed up, causing the car to stall and be towed in. This brought us to testing some of these connectors in the shop, and we found a large percentage of the time it was easy to physically pull these connectors apart because a proper connection had not been made when the assembly was heated. For this reason I will not use this type of connector.

On the Manx, I inspected the wiring from the regulator to the generator and replaced all of the terminals with sealed connectors because the regulator is mounted above the right rear tire and exposed to the elements. I also replaced the ground wire that goes from the generator housing to the regulator base, which is extra critical on this car because it is bolted to a fiberglass body that provides no ground at all. In addition to this I also serviced the ground strap which connects the transmission nose cone to the pan of the chassis itself, making the biggest ground of all- a high amperage connection from engine to frame that not only grounds the lighting but also carries starter current that can be hundreds of amps. On this Manx, the ground strap was in terrible shape- one end had completely mashed out and opened up where it was not properly clamped in place and probably not making a good connection. Fortunately I had a good used one in my spare parts department (pile of junk) which looked like new after I bead blasted it. I used a wire wheel cup on a power drill to thoroughly clean the mounting surfaces on the trans where it bolts, and on the frame area where the other end is connected. This is an extremely important strap! I also used several feet of Polyloom to protect wire bunches from vibration and abrasion wear, a small piece of this is visible in the voltage regulator photo.



Now that the wiring is functional, the engine will be installed back into the car, which I'll cover next month. Be safe, have fun, and keep driving those vintage Volkswagens!

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>

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