

**MARCH 2021**  
**VOLUME 30-03**

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

# Zündfolge



**HAPPY**  
*St. Patrick's*  
**DAY**

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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 @ bkriderr@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 April...

Lead Article..... Stark Hughes  
Theme..... Anniversary  
Meeting Date... April 8, 7:00 (tentative)  
Location ..... Tommy's Pizza  
Address ..... 4279 W Dublin-Granville

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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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As I sit down to write this month's lead article, I began to think back at all the ones that got away. No.. I'm not talking about the football games we lost at the last minute while playing as an athlete or the girlfriends in high school that came and went; but rather the Volkswagens that somehow never became part of my life. Don't get me wrong, I'm very blessed to have 10 VWs in my life (63 ragtop, 67 Euro, 55 single cab, and a 56 oval to name a few), but there are still a few cars I still think about on occasions.



The first vehicle was a 1958 VW Karmann Ghia. My father first introduced me to this specimen back in the Summer of 1988. She was stock with black paint and a red interior. I remember coming home from school and walking into the kitchen as my father said, "I have something for you in the garage". I quickly proceeded to the garage to see what all the hype was about. As I opened the door, there sat the car. Being new to the VW scene, I knew very little about a Karmann Ghia. At that time, I had just finished the restoration of my 1974 beetle. The strange shape

of this car really didn't appeal to me as a teenager. I was still in love with the shape of my first beetle. I had no interest in this car and quickly informed my father I didn't want anything to do with the poor Ghia. The car was sold to an older gentleman several weeks later. I lost track of the car over the years and often wonder where it might be at this moment and the value of that gem that I let slip away from me.

The second vehicle was a 1957 VW "23" window bus. The exact same model that today is still commanding over \$100,000 on a regular basis at elite car auctions. It was 1992 and I had just finished college and was starting my first job in IT. I was cash strapped, living at home with my parents, and waiting on my future wife to graduate from nursing school as we planned our future together. My future father-in-law worked for an auto recycling center and I always got first pick on any Volkswagens that came into the business. I remember one day while visiting my girlfriend, her father told me about an old bus with a sunroof that had arrived at his place of employment. Several days later I looked at the bus; which was all there, but very rough. Not having the space nor the money to get the bus road worthy, I decided to strip the bus for parts. What many of you may not know is that I paid for much of my college by reselling VW parts and vehicles. I rented a small single car garage from an older lady to house all the parts. Many times, I would buy a complete car and either resell it or part it out. What was left of the body was sold for scrap. To this day, I still don't understand my thought process concerning the bus. I should have kept the bus complete and rented another storage space. Live and learn I guess. I do however still have all the glass and many other parts from that actual bus.

The last vehicle that still haunts me is a 1962 VW double cab bus. The year was 1995 and I was recently married with my first home. Money and space was tight to say the least. I was contacted by a dear friend concerning a large collection of Volkswagens that were being sold by an older gentleman who was in failing health. I had known about the collection for about 10 years and was very excited to get first choice of the vehicles. There were 3 vehicles I was very interested in after looking at the collection. A 1963 ragtop beetle, a 1967 Euro beetle with 10,000 original miles, and the 1962 double cab bus. I quickly made a deal on my 1963 ragtop with 28,000 original miles on the clock. The 1967 was the gentleman's favorite car and was not for sale. I later purchased the 1967 after the gentleman passed away. The car is very special to me and will never be for sale. The 1962 bus (40,000 miles) at \$6500 was a bit overpriced in my opinion so no agreement was made. I believe money and space came into play on the bus. I still shake my head to this day on that one. If I could only go back in time!!.

As I close out this article, I ponder how many stories like mine could be shared by other members within our club. I challenge each of you to put your memoirs to paper and share them with us. Share a story about a parts adventure, a collection of toys you might have bought, the restoration of your VW, or even the ups and downs of owning a VW. I'm sure everyone; especially me, would really enjoy reading them.

Hello to all you VW enthusiasts. I hope everyone is doing well and being safe out there. This past year was very tough on everybody, so with daylight savings now in effect and spring time coming, it's time to start meeting again. I'm hoping for our first meeting to be on Apr. 8th weather permitting at Tommy's Pizza at 4279 W. Dublin-Granville Rd. Their number is 614-764-3999 in case you want to call your order in before you arrive. I hope to see every one there and enjoy the evening together.

On another note we have quite a few members and we would like to see stories from all of you about about your car or bus - heck any VW is what we would like to hear about, it doesn't matter. Just tell us your story and maybe share some pictures. I'm asking for you to sit down and write a short note where even looking for water cooled stories. Not a great writer? Neither am I! Our editor will help you out and make you look good. So, let's fill up the pages of Zundfolge! You can email our Editor, Brian Knoll: [bkrider@att.net](mailto:bkrider@att.net)

Thanks to all of you for all the support you give the COVVC. PEACE OUT!

## LET'S TALK TOYS!

## Mike Williams

Welcome back everyone!! The toy I'm sharing with each of you this month was picked up a few months ago at a local toy show. I'm always on the lookout for unique VW toys and believe me; this month's toy fits the bill. The gentleman I purchased the toy from was a retired car salesman who used to sell Volkswagens in Ohio back in the 1970's. The gentleman stated he is beginning to thin out his VW collection. I was in the right place at the right time to say the least. I purchased many other VW toys from this gentleman I hope to write about in future articles.

This month's toy is a red VW beetle produced by the Estrela Toy Company of Sao Paulo, Brazil during the late 1960's. This battery-operated toy is constructed of plastic and is about 10 inches long. The toy is based on a late 1960's VW beetle and was produced to represent the Brazilian fire department. When turned on, the toy does a figure eight pattern while making a siren sound and the red light on top blinks. The chrome five spoke Empi wheels gives the toy a sporty look. Just imagine riding around as the fire chief in this ride. The company also produced a yellow police car and a white ambulance. I'm still looking for the police version.

This VW toy is somewhat rare. I've only seen a few examples of this toy in my 30 years of collecting. I've also only seen a few white ambulances and no yellow police versions. 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. The value of the toy in good condition with no box is around \$35 to \$45, with a mint boxed example coming in around \$125 to \$150.

Until next month... Happy Toy Hunting!!



## Repairing worn hinge pins part 2 - Continued from last month:

It's common for the front hinges to be worn considerably and a new pin is still sloppy in the hole. There's two fixes for this- WW offers oversize pins to correct wear, but you'll have to drill or ream the holes larger. Beware the sizes are funny and you might need "letter" drills to get the correct size. Micrometer your pins to find what you need- 8mm is about .315", 5/16" is almost the same at .3125" Try to get the shank with the tightest fit. Harbor Freight has letter drills, but a good set is over \$100. Individual bits can be bought online from Amazon or Ebay. Letter "N" measures .302", "O" is .316" and "P" is .323" if you're going oversize. WW sells oversize reamers but they're not cheap. Their oversize pins are .317" and .321". WW also offers oversize mirror arms for \$15 in .321" diameter. This (and a "P" drill) may be your cheapest route for the upper hinge if you don't have torches and a drill press. I have a mirror arm on one of my busses that's an oddball non-standard size (.305") so measure yours before making any decisions.

If the wear surface is oblong or egg shaped, you can go oversize with the pins above or re-fit the stock size pin using braze. I like this idea because it not only restores the pinhole back to the original German size but gives the pin a brass surface (or built in bushing) to ride on. Put the hinge in a vise and heat it while feeding brazing rod into the hole. It's not necessary to completely fill the hole (although you can if you like) but just coat the inside of the hole where the pin rides. Using the appropriate bit in a drill press drill the hole back to the proper size. This is actually pretty quick if you have torches and a drill press at hand but I wouldn't try this with a hand drill.

On a splitty the upper hinge pins should be your mirror arms unless you have cargo or truck mirrors. These will usually be simple to disassemble and not need a torch, but on these old busses never assume anything.

Generally it's a simple matter to pull the mirror to split the hinge. The lower hinge on a splitty will probably require heat to extract the pin. I lay the door on my workbench, good side down, and clamp the hinge in the vise. Once the outer two portions of the hinge are glowing I'll take a pin punch and knock the pin loose. I caution you about doing this without having the hinge in a vise as you can easily tear the welds loose holding the hinge to the door frame if you beat on it without support. Once again, this repair will be considerable using a mig welder.



Heating cargo door hinge to extract pin. Secure the hinge in a vise as hammering may tear the hinge from the door frame!



Lube hole drilled in front door hinge for application of grease or oil.

Lubrication of the latch is important, especially on early ice-pick latch busses. Use a good quality spray grease and thoroughly lube the latch "slant block" while moving the parts back and forth to work the grease in, it will make a big difference in how the door closes! On non ice pick latches, work oil or grease into the pivot area behind the rotary latch. This will take a minute, take your time. If you have time, remove the door panel and thoroughly lube the latches, it's worth the effort. I mentioned last month about adding a lubrication hole on the inside area of a hinge to add a few drops of oil with the door open.

### 1. Split bus cargo doors

The cargo doors are similar to the procedure above. The screws, nut plate warnings and torch probably apply, but some of these will come apart without heat. I generally drill them out to 1/4" and use 1/4" x 2" clevis pin or split roll pin from the hardware store for replacement. An option is to use a piece of heavy string/light rope threaded through the center of the split roll pin with a knot tied at the top to prevent it from dropping through. Soak the cord with oil and it will lube the hinge for years.

## 2. Split bus engine lid

Everything above applies except the screws are 6mm and #2 Phillips instead of 8mm and #3 Phillips. These smaller screws have a tendency to snap off in the nut plate due to their smaller size and exposure to the weather. If they turn a bit, work them back and forth just a bit while applying penetrant to loosen the threads. They break fairly easy! Cutting open the engine (forward) side of the horizontal pillar will allow access to removing the nut plate for repair. Use a cutoff wheel for this, but once again, a mig will be needed to close the access hole you've made, and having the engine and fuel tank out is a wise idea.

Most bus owners would simply shell out the \$15 and buy



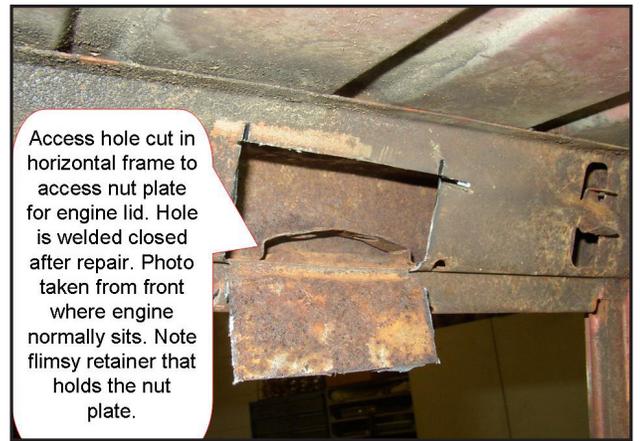
Fitting 1/4" clevis pin to cargo door hinge.



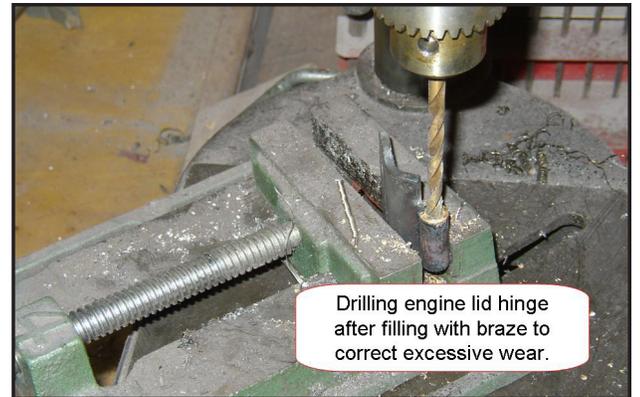
Drilling cargo door hinge oversized to 1/4"

a new hinge but I'm a purist and prefer to waste an hour or two and re-pin the original German hinges. For the hinge itself I drill it out to 15/64" and use a piece of .225" mild steel rod to replace the hinge pin. I usually tack the end with the mig or braze to retain the pin from sliding out.

The front doors and cargo doors can be VERY labor intensive to re-pin and align. Re-pinning is not a huge deal, maybe a couple or few hours, but if you need to re-heat and bend the hinges a few times to get the gaps right you'll end up having a LOT of time in it, and that's if the nut plates cooperate. If the nut plates fall down you have the beginnings of quite a project so plan your time accordingly. This is a great winter project. Stay safe and get your shots. Things will hopefully return to a new normal by spring. See you then!



Access hole cut in horizontal frame to access nut plate for engine lid. Hole is welded closed after repair. Photo taken from front where engine normally sits. Note flimsy retainer that holds the nut plate.



Drilling engine lid hinge after filling with braze to correct excessive wear.

## 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:

Renewals: Mark Baranoski & Emily Eby, Ray Doner, Tom Holian, Bill Granger, Mike Roecker, Brian Pigg, Jim & Pat Meyer, Ron E Baker Sr.

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