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

Zündfolge



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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 June...

Lead Article..... Linda Brown
Theme..... Club Picnic
Meeting Date... June 10th at 7:00pm
Location
Address

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Central Ohio Vintage
Volkswagen Club
Online!



facebook

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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A MESSAGE FROM A BOARD MEMBER

Linda Brown

Well, the time has come again to write an article for the "Zundfolge".

Although we are still in the middle of the Covid-19 Pandemic, there is more hope in the future. The push to vaccinate has given some a sense of freedom: the freedom to wear masks less, to be able to visit with family and friends, and the joy of meeting in small groups. Travel is now open by way of car, train, or plane. Once again, we can enjoy the almost forgotten pleasure of going out to eat in a restaurant or outside the patio.

The weather at the time of this writing is in the 80s. For me the snow fall of last week is a distant memory. Hopefully, "Spring has Sprung". It's time to get our vintage vehicles out of their winter hibernation. It means attention to the inner workings of our cars, and a great deal of attention to the outside of our babies. That means washing, waxing, and detailing the outside. Now they are ready for club meetings, cruise-in special events and shows.

The fate of Volksfest 30 is still being determined. The layout of Watkins Memorial has changed due to construction in the immediate area. There is also construction of the new high school a short distance away. The Board will continue to work with the Booster Club for a positive outcome.

Our next meeting will be at "Tommy's Pizza". The address is 4279 W. Dublin-Granville Road, (614) 764-3999 in case you wish to order ahead of the meeting. The date will be on Thursday, May 13th at 7:00 PM. Don't forget to wear your name tag. See you there!

VOLKSFEST UPDATE

Stark Hughes & Mark Garrett

We recently visited the Watkins show site and had an in person chat with Scott from the athletic boosters. They are quite excited about reviving Volksfest for 2021.

The big change will be that we will not have access to the high school as in years past. The revised layout will see the normal location for the swap meet, show car parking will flip over to the front spectator parking area, and the spectator parking will be in the north most parking fields. Watkins will set up the big tent for food concession, and restrooms will be available at the back section of the show car area. The club will still need to secure several porta pots.

Obviously with the layout changes, there will be new details to iron out leading up to August 14th, but nothing that this veteran group of COVVC members cant handle!

Stay tuned for updates during the next few months, but as of right now, Volksfest appears to be a GO!!!

MEMBERSHIP UPDATE

Ryan Cisco

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 6 new members join last month and 12 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 147.

New members: Tyler Lathrop, Steve Yontz, Richard Ruano, Dominique Vasseur, Dale White, James Stefan

Renewals: Ted DiBiase, Rodney Brandt, John Hodges, John & Mary Jane Merschdorf, Carol Wilson, Steve Ciccarelli, Pete Knoll, Gary Hatch, Mike Rowlee, Michael Elam, Brett & Kate Porter, Brue Hoyt



Late model style wiper blades just don't have the correct vintage look for Gertrude!



A comparison of the correct style blades to the modern style.



A before and after shot of the modified wiper arm.



A perfect time to lube those wiper shafts.

Finally, a Gertrude project that didn't require days and days to complete! Less than 2 hours, start to finish. When Dad restored Gertrude back in the 70's, he updated the electrical system to 12 volts (thanks Dad!), and also installed a late model wiper motor assembly. With that comes the late model wiper arms and blades. The latest wiper blades that I could source were just really out of place and didn't have the correct vintage vibe. I decided it was time to see if I could adapt the correct style wiper blade to the existing arm. With a quick cut and slight bend, the



The finished product, period correct wiper blades with that vintage vibe!

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The BID Goes On...



LOT T4
1965 Volkswagen Beetle Coupe
2276cc

\$14,850



LOT T11
1969 Volkswagen Beetle
1600cc, 4-Speed

\$8,250



LOT T54
1965 Volkswagen Custom
Custom Build

\$18,700



LOT T57
1977 Volkswagen Beetle
1,500 Miles, Sunroof

\$13,750



LOT T184
2013 Volkswagen Beetle Convertible
2.5L, Automatic

\$4,950



LOT T207
2012 Volkswagen Jetta Sedan
2.0L, Automatic

\$38,500



LOT S203
1959 Volkswagen Transporter Single
Cab Pickup

\$99,000



LOT S96.1
1964 Volkswagen Type II Samba Bus
2332cc, Ground-Up Restoration

\$6,000

The BID Goes On...



LOT F54
2002 Volkswagen Beetle Turbo S 25th
Anniversary
1.8L/180 HP, 6-Speed

\$22,000



LOT F96.1



I had never heard of Bad Camberg, either the city or the car show, until fellow members of NEATO (Northeast Association of Transporter Owners) started talking about going to Germany to attend this event which was to be held in June of 1991. Their original plan was to ship our busses to Germany, tour Europe and take in the Bad Camberg show. However the tour never got organized.

In the meantime, a friend and fellow VW enthusiast had immigrated to Denmark and was homesick. He was begging me to come over and go to Bad Camberg with him. We did not know much about the show, but he heard that you needed a VW manufactured before 1958 to be in the show. I was just looking for transportation, but unbeknownst to me, he was looking for a car that would qualify to be in the show, which he found and I bought. That is how I ended up with a '54 Beetle.

Sue and I flew to Hamburg, where Greg (the friend) met us and took us to Denmark to meet our new, old car. I was surprised by this, but Hamburg was closer to Greg's house in Denmark than Copenhagen.

Well, we got to Bad Camberg, but man, it took a long time in a '54 Beetle. On the morning of the show, we got up early and went immediately to the show grounds. We were the first ones! At the gate we were greeted by a man with a list who did not speak English. He kept looking at our license plate and checking his list. By now a line had formed behind us and people were getting impatient (typical for Germans). Finally, the gate keeper threw up his hands and waved us in. We later learned that entry to the show was supposed to be by invitation.

After the show, we toured Europe for 4 more weeks in the '54. Quite an adventure!



My '54

Here are some pictures from the Bad Camberg show:



Greg's farm house in Denmark



Even Lufthansa got in the act



Another special bodied VW. No it is not a 356. It is a Danhauer-Straus, modified in Switzerland. In my opinion, it is the most successful of the early special bodied VWs.



Avery early Beetle



Schwimwagen. Those German soldiers must have been short and agile. These are sooo cramped.



High roof bus



Another special, name unknown



Willi Lottermann was an elderly VW dealer who organized and hosted the Bad Camberg Show. This is one of their early service vehicles, a barn door panel van



VW's view of the future in 1991



An East German copy of the VW bus



How many 4 door Beetles have you seen? These were modified by Romestch to be used as Taxis



Hebmueller, a 2 seat convertible on a VW pan. Not many of these were made.



A beautiful barn door deluxe from Sweden



This strange vehicle was used to move materials in the VW plant in the early years



Romestch cabriolet, also on a VW



Einsmann - Another VW with a special body

Front End Alignment - Part 2

Last month I did an overview of an alignment and the common angles we'll address. I talked about checking the linkage and verifying the wheel bearings are adjusted correctly. I'll continue this month with procedures:

1. Lift the vehicle or jack it up and place on stands under the frame or front axle beam. Grab each front tire at the 6 and 12 o'clock position and use considerable force to try and create movement. There should be no play or movement in the wheel. If there is play, determine if it is in the wheel bearing or a suspension component and correct it. A prybar placed under the tire and used to pry the tire up and down may show looseness in the balljoints or other components.

2. Grab each front tire at the 3 and 9 o'clock positions and use force to create movement. At this time your tierods will be moving back and forth, along with the linkage and steering box, which is normal. Verify there is no play in the balljoints or kingpins. Even though you did this when the car was on the ground (in my previous column) it's a good idea to do it again. If there are sloppy parts all time spent will be wasted. Worn components can cause a variety of complaints- shimmy, noises/banging/clunk, wander, poor steering control, tire wear and etc. Obviously, if anything is worn, a proper alignment cannot be done.

3. There is a term called "tracking" that is how a car handles when driving in a straight line on a smooth, level road without a lot of road crown. (Road crown is the term given to the rounded surface of a road. It's important to have crown to divert rainwater to the gutters, but it plays havoc with cars as it can make them tend to follow to the gutter also.) Tracking is affected by a lot of things- the front end components must be tight, the alignment must be correct, the tires, tire pressures and tire wear must be even, the steering box must be adjusted properly, and even things like a crosswind come into play. If all of this seems fine but the car still pulls to one side when you loosen your grip on the steering wheel, try switching the tires on the front from left to right. I've seen plenty of times where the tires were visually fine but switching them changed the "pull" dramatically. If this happens, your problem is obviously tires.

4. Shimmy is a problem that can be a bear to correct. It is commonly caused by a worn steering stabilizer, but several other things can cause shimmy also. Obviously bent wheels or broken belts in a tire can cause this but another is slightly loose balljoints. Not worn enough to be really sloppy, just worn enough to have no resistance to turning can cause or contribute to a shimmy problem.

5. The opposite issue I've seen on Type 1 ball joint cars is stiff steering after new balljoints were installed. Drivers can't figure out what's wrong other than their car doesn't "track" like their other cars do and they have to fight the steering wheel constantly to keep the car going straight. They will complain of "wander" but the real issue is the ball joints are too tight which prevents the car from tracking correctly. After a turn the car will not return to center easily and they find themselves fighting the steering wheel to drive in a straight line. I've seen this several times and even more commonly on T181 Things for some reason. The installing shop will commonly tell the owner, "Drive it a few miles, they'll loosen up and it will be fine". I disagree. When I've seen this the only solution is another set of balljoints, on one particular vehicle it took 3 sets to get it right. I'm assuming there's a global supplier issue here that is at the root of the problem. I know I won't change balljoints because of it.

6. While the front is raised, check to verify the wheels are not bent. Use a jackstand as a solid base and clamp/tape a screwdriver to it so that it points sideways. Position this near the wheel so when you spin the

wheel you can measure/eyeball runout of the wheel rims to verify the wheels are true within a sixteenth of an inch. It's important to do this on both the outer edge of the rim and on the inner edge of the rim, as a wheel can be bent in either (or both) sides. When procuring used wheels for my busses I found that nearly half of them were bent, probably from sliding into curbs or hitting bad chuckholes. If you're sorting through loose rims for a good set, you'll have to bolt them to a front hub one at a time and do the above test to verify they are straight. You can't tell by merely looking.

7. If you have an early vehicle with kingpins, verify your linkpins are adjusted correctly. According to the VW owner's manuals, a Type 1 should have them checked and adjusted every 3000 miles, and a Type 2 should have them adjusted every 6000 miles to accommodate wear. My experience is that owners NEVER adjust these! This is a simple task but commonly gets done incorrectly because the tech gets mixed up on what is "tighten" and what is "loosen". There are two linkpins on each wheel with one clamp bolt on each pin. It's fairly simple- loosen the clamp bolt, put an open end wrench (14mm?) on the end of the link pin, rotate it toward tighten until it stops, and loosen a fraction of an inch. Turning the end of the link pin "in the direction of forward rotation of the tire" is the correct direction to tighten. After I back it off a tiny fraction of a turn I generally tap the inward end of the link pin with a hammer to give it a few thou clearance for grease to get in. If it is clamped all the way in the tighten position it would create premature wear.

I'll continue this next month, and I hope to see you in Cleveland for the LeakOil Spring Cruise!

INVITATION TO CRUISE

Bruce Amacker

The LeakOil Spring Cruise is on and we're inviting all COVVC members to join us!

We're going to do the cruise again on May 29 (Saturday of Memorial Day Weekend) with a trip through the Cleveland Metroparks ending at Slim and Chubby's restaurant in Strongsville for lunch. We'll meet at Cleveland Metroparks Emerald Necklace Marina parking lot (set your GPS for 1500 Cleveland Metro Park Dr, Lakewood, OH 44107, or an alternate address is 18900 Detroit Ave, Lakewood, Ohio 44107, GPS Coordinates 41.478151, -81.831374) at 10 AM on Saturday. For those who are not familiar with the area, there's a big parking lot adjacent to the boat docks. If you're in the vicinity it's hard to miss, right at the bottom of the big hill where Valley Parkway meets Detroit Rd. We will wait here while everyone arrives.

The 20 mile (approx.) cruise will end in Strongsville at Slim & Chubby's for lunch, 12492 Prospect Rd. Strongsville, 44149. They have an outdoor patio with umbrellas that overlooks the parking lot.

*<https://www.facebook.com/slimandchub-bysstrongsville/>
See you then!*

Luann by Greg Evans for January 21, 2006



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