

MAY MEETING INFO

May 12, 2022 meeting at Pizza House
747 E. Lincoln Ave. Columbus

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Coming up Next Month

Lead Article..... Ryan Cisco

Meeting Date... Thurs, June 9th, 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

Post 1955:

Customer Assistance, Volkswagen AG
Postfach, 3180 Wolfsburg 1, Germany

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It is said that "April showers bring May flowers." It also brings the spring driving season, weather permitting. By now we have started to get our special babies out of their winter slumber. Waking them up requires several steps. They have been addressed by "VW Tech... Tips, Tricks, Tools, & Repairs," by Tech Advisor, Bruce Amacker, in past issues of the "Zundfolge."

Looking ahead, there are at least three events to anticipate this summer:

The first (and most important event) is Volksfest. Our 31st Annual will be on August 13, 2022. A meeting with the Watkins Memorial High School Boosters is up coming. Further details about Volksfest 31 are forthcoming, but it will be similar to prior years and it is not too early to think about volunteering for Volksfest. Contact Ryan Cisco, our member coordinator at (740) 709-0183 or ryancisco@gmail.com.

The second event is the Annual Arthritis Show in Dublin. Scheduled for August 19-20, 2022. They always give COVVC a prime parking area, so this a great event to attend with your favorite VW.

The third event will be a visit to the Airstream Factory and Museum in Jackson Center, Ohio. The Museum has opened since our last visit. Dana Gehman is planning a trip to the Airstream Factory and Museum for the club sometime in the fall, more details to follow.

Our next club meeting will be on Thursday, May 12, 2022 at 7:30 PM. Once again we will be meeting at the "Pizza House." It is located at 747 E. Lincoln Avenue, Columbus, Ohio 43229. The phone number is (614) 885-3121. In case you want to order food and drink ahead of time. If the weather doesn't cooperate we'll be in the dining room, but weather permitting, we hope to have a 'parking lot' meeting so bring out your babies (and a chair) and join us in the parking lot of Mid State Auto Parts - north side of the street, just across from Pizza House. Also for the upcoming meeting, do not forget to bring your trophy and t-shirt design ideas. Wear a Volksfest t-shirt, (any year will do) and your name tag. I Look forward to seeing you at the meeting.

Linda

MEMBERSHIP UPDATE

Ryan Cisco

*** 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 1 new member join last month and 4 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 173.

New members: Jon Lofton

Renewals: Stark Hughes, Linda Brown, Brett & Kate Porter, Ted Bailey

Thank you all for continuing to support the COVVC!

COVER ART CREDIT TO DALE KLEE

Like this Months Cover Image? It's just a piece of a nice painting by Dale Klee entitled "Bugs and Things". You can see this whole painting and others for purchase as posters at wildlifeprints.com. Check it out!

To all my Fellow COVVC Enthusiasts I apologize for not being very active so far in the club. I've been a member for a few years and made it to one Volksfest at Watkins Memorial a couple years ago –before the pandemic started. Following is my story of my love for the late 1960's Volkswagen "Air-Cooled" Beetles – and YES I did not stutter – I did not say "Water-Cooled" Beetles.

First I want to say how I think they did an injustice to the legend of the Beetle when they "squished" the design of the "original Beetle" and lengthened the frame – how could the designers ruin a "Classic". I retired from Hondaland in October 2020 and I always thought the Honda designers made a mistake when they took the original Pilot and made it a bigger "box style" vehicle like the Honda Element. I was correct, that design didn't last very long.

I was going thru some old pictures the last few months (remember the days of the Polaroid camera and Kodak film?) and found a picture from July 1968 of my Dads' Volkswagen Beetle. On all my Dads' vehicles he owned (He was mostly a Chevy man) he always had a vanity license plate with the initials ERU (the E was his first name Eugene, R for my mother Ruth, and the U was for U(Y)oungens which was for my brother and myself. I should mention that my Dad also kept all of the cars he ever owned clean with Kerosene – even during the Ohio Winter months. Kerosene smelled but it did the job. Being a good son I continued the tradition that my Dad taught me for a few years (my wife will vouch for that).

Dad's Beetle



In March of 1971 I started driving at the age of 16 (what boy in his right mind didn't want to drive at 16?) and although I wanted my first car to be a Volkswagen Beetle, it actually was a Honda CVCC station wagon that I didn't have very long. But I did get that Beetle and my first big trip was from Ohio to Florida to visit an Aunt and Uncle who lived in Sarasota/Fruitville (we always called it Fruityville) area.



Texas (1976?)

In October 1974 I joined the US Army and in the summer of 1975 I drove my Beetle to El Paso Texas where I spent most of my time in the military. Upon separation in November of 1977 I headed Northeast in my Beetle with my young wife and newly born baby girl, from El Paso Texas to the Minneapolis, Minnesota area (was I crazy going from the Deep South to the Tundra of Minnesota?) I had an Aunt that lived in the area that worked for a company called Control Data and convinced me that the future was in computers (imagine that) and that the Minneapolis area was rich in computer companies.

Before I left Texas for Minnesota I thought I would be smart and change the oil in my Beetle – I proceeded to put in either 20W-30 viscosity oil or 30W-40 viscosity oil. Boy was this a mistake which I would pay for later heading into the Winter Season in the Minneapolis Minnesota area. In the first month or two, we lived with my Aunt until we found our own place. I took a lot of temporary jobs to help a young family survive and one was 30-40 miles west of the Minneapolis area. It was a graveyard shift (11pm to 7am) job and when I came out at 7am my Beetle would not start. After a tow to a local garage and a 3-5 hour wait the oil in my Beetle finally warmed up enough to get it started and head home. Needless to say I "payed the price" for changing my oil in Texas to an inappropriate viscosity of oil for Minnesota Winters. I then proceeded to change the oil in my Beetle in my Aunts' garage in 20 degree temperature to the more appropriate viscosity of oil. (Lesson Learned!)

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Repairing the Manx, Part 4

In this multi-part series I've determined that Zac's Manx had low compression and worn rings from a poor fitting air cleaner, changed the rings, gone through the intake system, made some modifications to the exhaust, and now it's time to hear the puppy run. Years ago I made an ACVW run stand adapter from a core tranny and some other parts I had lying around. This month I'll talk about this adapter and do a run-in of the engine.

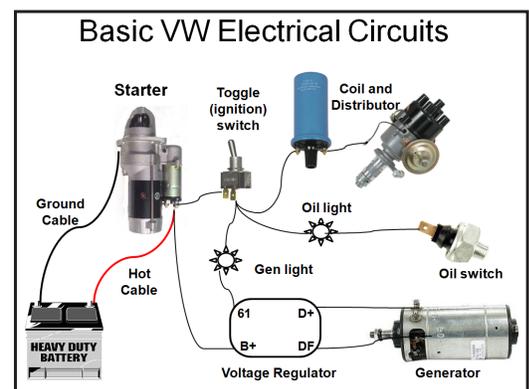
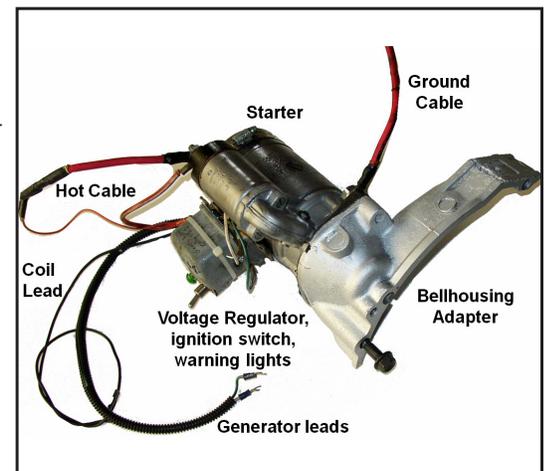
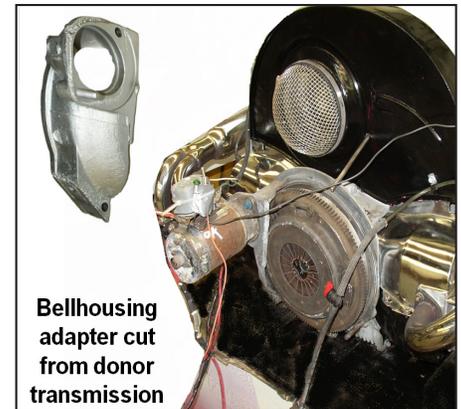
Even though this is an open-engine Manx, it's a whole lot easier to service an engine on a run stand than it is in the car. For this reason when I prep an engine for install, it always includes several hours of run time on the bench to work out miscellaneous bugs and details. This includes fixing any oil leaks (oil leaks on a VW, really?), setting the timing, verifying the timing advance(s) work properly, readjusting the valves, watching for fuel leaks, listening for problems, oil pressure test, fixing exhaust leaks, etc. Because this Manx has dual cannon style exhaust, there's an additional reason to test it on the bench- the complete exhaust has to be removed to access the valve covers to readjust the valves. Yes, this can be done in the car but it's obviously much easier on the bench and out in the open.

My run adapter is quite low tech and can easily be assembled for less than \$50, perhaps even free if you have a mountain of VW junk in your garage like many of us do. I took a core 12v tranny and cut the proper piece of bellhousing needed to bolt the starter to the engine case. This took all of 3 minutes with a Sawzall to remove the part needed, which is the starter flange area of the bellhousing along with enough meat to include two engine studs to mount it. To be safer, you could also use the entire bellhousing, either cut from a T1 trans or unbolted from a Bus trans, this would prevent stray fingers from being injured once the engine is running. This piece allows the mounting of a starter on the engine so that the engine can be spun over and started. Make sure you have the proper bellhousing/starter/starter bushing for your application, meaning if you work primarily on 12v engines this should all be 12v, or 6v if that's your forte. Mixing these components can be done if you know a little bit about them, like if you want to use a 6v trans bellhousing on a 12v engine it can be done clearancing using an air die grinder. The 6v flywheel is a bit smaller than the 12v flywheel, so VW made the trans bellhousing a bit smaller on the '66 on back vehicles that used it. Also you must use the appropriate starter bushing or adapter bushing for your application, or the 12v self-supporting starter from an autostick.

Once you have your starter mounted, you will need some basic electrical circuits to enable the engine to run. What I do is mount a 12 voltage regulator to my starter with hose clamps which allows good grounding of the regulator (usually the starter is rusty here, so I take a grinder and make sure it's clamped to fresh clean metal). I then take a couple of 12v indicator lights, a simple toggle switch, and a starter switch of some sort to engage the starter, I use a regular momentary push button. You'll need the basic electrical circuits to make the motor run, such as battery cables, coil feed, generator, oil light, etc, which I've attached a picture of.

Once the starter is mounted, the battery is attached, and the wiring is done, you'll still need a fuel supply. You "could" just stick the fuel suction hose into a gas can nearby but that would be very dangerous in my opinion.

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My 1969 Beetle served me well from 1971 to 1978 or 1979 until I was involved in an accident that totaled this vehicle. I was driving down a residential street one day with the right-of-way and came upon an intersection. Upon approaching the intersection I noticed a vehicle on my right that was stopped at a stop sign. I got about a driveway away from this intersection and for some reason the person did not see me, pulled out into my path and the rest is history.

A quick story I like to tell is when my brother – who is 5 years older than me – was being taught by our Dad how to drive a vehicle with a clutch. One day while we were out driving – I was in the back seat with my brother driving and my Dad in the front passenger seat. In our hometown we headed up a hill going up and got stopped by a traffic light. Now for us who have driven a vehicle with a clutch you can imagine what happened next. My brother could not get the correct combination of letting out the clutch and stepping on the gas pedal – needless to say it took him a few times (with some traffic behind us of course) to get the vehicle going forward. I cannot remember for sure but maybe Dad had to change seats and get us up that hill and moving on. I still laugh to this day when I get the opportunity to drive a vehicle with a clutch. My son owns a Jeep and I get to drive occasionally, and I stall it out because I don't get the correct combination of letting out the clutch and stepping on the gas pedal.

I have made it known to my family that I would like my last driving days to be done in a late 1960's Volkswagen Beetle (on my bucket list of course). I am hoping I can make this wish/dream come true in the next few years. I miss the days of driving a vehicle with a manual transmission. Come on now a monkey can drive an automatic transmission – ha ha ha. Long live the "Original Beetle" – not the "Squished" one.

Ken



Minnesota Winter

SAVE ^TH _E DATE! *Volkfest 31*
August 13th

MID-OHIO SPORTS CAR COURSE



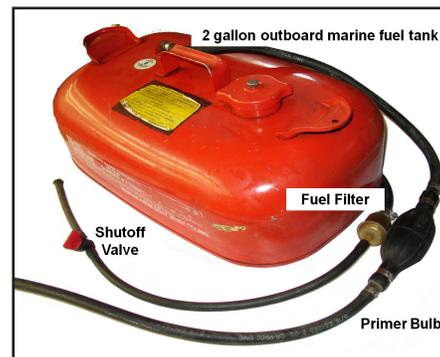
Mark Richmond

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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I procured a marine 2 gallon outboard fuel tank at a yard sale for minimal expense that works perfectly and is very safe. In addition to being a great flameproof container, it also has a primer bulb built into the supply hose that works great for priming the fuel system, or even running the engine without a fuel pump. The most important part of the process is using common sense, and having a fire extinguisher handy! Remember to keep your head on straight- you have moving parts that can hurt you- a spinning flywheel, fan belt, hot parts, and enough gas and spark to start a whopping "thermal event". Keep your hands in a safe area, don't leave it alone running and pay attention.



With this system set up, you can run the engine virtually indefinitely. I'm usually running it while it's on my engine stand so that I can watch for leaks from the pushrod tubes and heads, but you can also let it sit on top of a cart or on the ground. It really doesn't move or vibrate much like this, even when the throttle is tipped in quickly. I generally run the engine for a few minutes initially, set the ignition timing, stop it, recheck the oil level, and verify all systems are operational- check the charging system voltage, oil pressure, and use an infrared gun to check the exhaust temps, making sure all 4 cylinders are warming up equally. Once the engine is warmed up and I'm feeling pretty good about how it sounds, I run it for an extended time to see if the pushrod tubes or anything else leaks oil. I try to seal these up by spinning them or moving them as perhaps the end seals aren't seated well. Sometimes this does not work and a replacement tube (one piece or multiple) is in order. Extended idling is really not good for the engine so I put a vice-grip on the fast idle cam and lock the throttle arm on the highest step of the cam, which is around 2000rpm. After a couple of hours run time at this higher speed and no oil leaks show up I'm starting to feel pretty confident. At this time I'll cool the engine down, pull the valve covers (this engine requires exhaust system removal first) and re-adjust the valves per spec. During these run cycles, I'll also check the timing advances, with a stock engine that means checking timing at idle and 3000RPM to verify there is not excessive spark advance. Generally I set the timing to 30° total advance. I had also previously verified the location of TDC on this engine and notched the pulley as shown in the article. (See previous Zundfolge articles.)

Zac had trouble with his generator light being on before I pulled the engine originally, so this was a great time for me to verify his generator and voltage regulator were in proper working order. His original generator was obviously bolted on the engine, but I chose to remove my (known good) voltage regulator from my run adapter and substitute his voltage regulator while doing the bench test. Low and behold, the charging system functioned properly while on the bench, meaning his problem was likely in faulty wiring on the Manx.

Once the engine has 8-10 hours of run time on it and several warm-up and cool-down sessions it's a simple matter to plug it back into the car and go. You're confident and happy at this time and it's generally done and go.

Be safe, have fun, and keep driving those vintage Volkswagens!



Meeting Reminder:
We need Volksfest 31 T-Shirt Designs
and any Trophy Ideas too!

While most of us in the club have fond memories of The Spaghetti Warehouse (from those fun banquets from years past), I have a distinctly different memory that occurred in March of 1980.

My buddy Roger and I were heading down to The Spaghetti Warehouse for dinner in my trusty 1967 Beetle. Sitting in the left center lane heading west on Broad Street waiting to turn into the parking lot, we were hit in the left rear corner by a (stolen!) Chevy truck. The truck had veered left of center, possibly trying to avoid hitting us. The initial impact bent the left rear wheel and ripped off that fender. We were pushed forward probably 10/15 yards and to the left. That put us back in the trucks path for the second hit. That impact ripped off the driver's side mirror, bent the left front spindle and partially ripped off the left front fender. There were numerous witnesses and someone several cars back actually chased the truck for several mile before loosing it. After the Police report was taken, Roger and I headed in for dinner (and several beers from what I recall!). I called for several weeks to see if the driver of the truck was ever apprehended, but to no avail.

My Dad was living in Charlotte at the time, so a call was made for the parts needed to get the car drivable. Dad sent a left front spindle which was installed by Jan's Volkswagen Repair in Westerville. After rigging up a headlight and taillight, it was off to Charlotte for some very creative repairs. Keeping in mind this was 1980, Dad had several sources for good Beetle useable body panels. A trip to the junk yard secured a clean left rear quarter panel with rocker panel section. The repairs took every bit of the two weeks I was able to get off from work. The new section was carefully fitted and welded into place, used front and rear fenders were installed, along with head light and taillight assemblies. The entire left side was repainted (shot in Dad's small garage with single stage acrylic enamel). After final assembly and a shake down drive, it was back to Columbus after a very tiring two weeks.



While the repairs were quite successful (I drove the car for another year), it was never quite the same after that. While it was sad to finally let it go, I still have many fond memories of that great little 67 Beetle.



LEAKOIL SPRING CRUISE

Member Submission

Attention fellow enthusiast - The LeakOil Spring Cruise is on and we're inviting all of our fellow COVVC members to join us!

On Saturday May 28th, (Memorial Day Weekend) we will be having a nice cruise through the Cleveland Metroparks ending in Strongsville for lunch.

We'll meet up at the 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) Please arrive by 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 a nice outdoor patio with umbrellas that overlooks the parking lot. <https://www.facebook.com/slimandchubbysstrongsville/> for more information.

See you there!



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