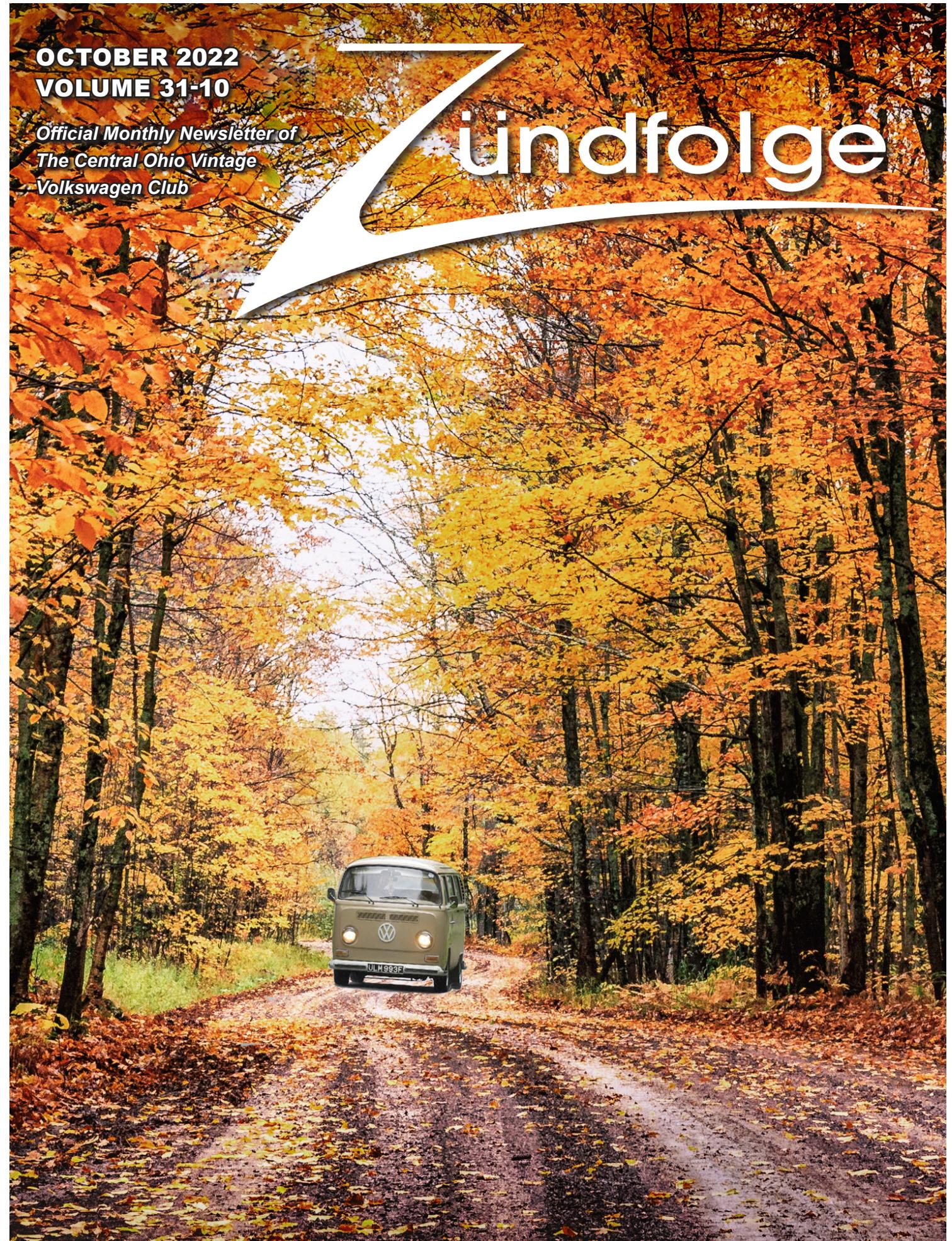


OCTOBER 2022  
VOLUME 31-10

Official Monthly Newsletter of  
The Central Ohio Vintage  
Volkswagen Club

# Zündfolge



## NEXT MEETING INFO

October 13th, 2022 7:30p  
Pizza House 747 E. Lincoln (Cols.)

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## Coming up in November

Lead Article..... Ryan Cisco

Meeting Date... Thursday, November 10th

Location ..... TBA

## 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 @ bkrider@att.net

To obtain VW factory information send your serial number to:

Pre 1955:

VW Brezellenstervereinigung 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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Greetings from atop the state in Northeast Ohio! I hope you are taking advantage of the Fall driving weather before "you know what" settles in. I'm pretty certain you have experienced being honked at while waiting at a stop light, or brought into a friendly conversation while fueling up or given a thumbs up by a tough looking dude on a Harley. One of the little pleasures of driving any VW around town is the reactions we receive and the memories we revive from people who have been imprinted by our cars. It happens nearly every time I drive my Bug.

Earlier this Summer I was in a Tractor Supply Store doing a little shopping and a grizzled guy with a full white beard comes up to me and asks me if it was my Beetle in the parking lot. I'm not sure why he picked me out (hmm, a question for another day!) but I learned quite a lot about his love for VWs and the fact that he owned a repair shop back in the day focused on Volkswagens. Just today I stopped by a little breakfast pop up in town and bought a delicious egg and bacon sandwich from a young engaging entrepreneur. He asked the usual, what year is the Beetle, but then went on to talk about his Dad who liked to stuff Porsche engines into old Bugs. I imagine you all have had similar fun and engaging encounters with VW lovers over the years.

So you see, driving our cars around town, going to car shows, doing a little shopping and running errands with our VWs is actually doing a public service! We are bringing smiles to peoples' faces. We are evoking fond memories and perhaps even imprinting a future memory on a young person when we give them a friendly beep or allow them to sit in our cars. That young person may seek to own an old VW of their own one day and keep the hobby we love going for just a little bit longer. Have a wonderful Fall driving season and hopefully Bruce and I will see you all soon.

Mike

## FALL CRUISE INS & SHOWS

This list is just a SMALL sample of shows & cruise-in's happening around the central ohio area. Fall weather is upon us, so take advantage of these last few events. Do a little search and see what's happening in your neighborhood!

Date	Show	Location	Details
1 Oct	Cruise & Ride	Massey's Pizza Grove City	4015 Parkmead Dr. 10a-3p
2 Oct	Sunflower Festival	Springfield	1215 Old Mill Rd. 1-5p
8 Oct	Performance Charity Show	Downtown Delaware	Sandusky St. 9a-3p
9 Oct	Fall Bug Run	Martin, MI	1249 12th St. Martin, MI 9a-2:30p
9 Oct	Knox Cty Hospice Show	Mt. Vernon	17700 Coshocton St. 9a-2p
14 Oct	Halloween Show	Walmart London	375 Lafayette St. 4-8p
15 Oct	9th Annual Trunk or Treat	Hilliard	3600 Leap Rd. 11a-3p
16 Oct	FOP Associate Car Show	Whitehall VFW Post 8794	4100 E. Main 11a-3p
22 Oct	Cars N Scouts	Enon	6711 Dayton Springfield Rd. 11a-39
5 Nov	Miller's Swap & Shop	Chillicothe	Ross Cty Fairgrounds
11 Nov	C-Town Veterans Show	American Legion Post 144	3253 South High Cols. 11a-4p

\* Submissions welcome, just email Ryan Cisco or Brian Knoll

# LET'S KEEP IT GOING!

Kathy Kern & Kristy Draher

So every year August Volksfest rolls around, and our April Anniversary, and it makes us stop and think that for 31 years, we have had the pleasure of enjoying the company of each other., WOW!. Now that it is October, year 32 is just around the corner. In case you didn't know, The Central Ohio Vintage Volkswagen Club was founded in 1991 by 12 original members, many who are still active in the club today. There have been 31 years of car shows, cookouts, camping trips, caravans, breakfasts, and the COVVC has built a family. As with all families, new members have joined over the years. Recently we reached out to you all on Facebook to share your personal VW story, a mini survey if you will.

One of the most surprising things that we discovered from our inquiry was how many new members were eager to participate in our little experiment! We discovered that many of our responses were from people who had joined the club after attending Volkfest. Of the people who responded to the post we found that six posters had a Bus and five posters had a Beetle. Also mentioned in our round-up were a handful of new beetles, a Ghia and a Buggy. As for events, we all love Volksfest, the Arthritis Show, KOK, good conversations over pizza, and spending time together.

A quick summary from our new members included Samantha who said, "meeting a bunch of awesome people at the show and is looking forward to getting her bus ready for KOK next year." Theresa has a, "buttercream 71 super beetle and has been a member for a week." Kelly is another new member joining right after Volksfest with a "toasted marshmallow '79 beetle convertible." Dustin joined after Volksfest too with his "1990 hightop Vanagon" and new member Bill with his, "67 double cab".

We can't leave out our longtime members! Brett has been a member for years and her favorite memories include, "camping with the Kern's and observing the boys from Toledo midnight biking all over Watkins. She has a 72 camper." Jason has "been a member for 2 years, has a bus, and enjoys the pizza, Volksfest, and KOK." Shout out to Jerry who listed the most cars, 5, and a very active member for years and years. Thanks to Richard who "has been a member for 6 years with his Karmann Ghia." (Kristy's dream car) And last but not least, Mark and Debi Garrett and their 61 Beetle "Gertrude". We know that this is just a small sample of the many wonderful people who make up this COVVC family, we appreciate you all!

If you were unaware, November will bring us Officer elections, for those new people wanting to get involved, but sharing your cars and stories, coming to events, and helping spread the enthusiasm of our Vintage VW's is how this club has lasted more than 31 years. Just know that we really appreciate everything all of you bring to this family.

Thanks to everyone who participated in our little survey. As 2022 winds down, we are already looking forward to building on existing relationships and finding new opportunities to get together as a club in the new year!

## KELLEY'S ISLAND CAMPOUT

Don't forget LeakOil has their annual Kelley's Island campout, this weekend October 7-9, 2022. This is a large VW only campout that commonly has 80-100 busses attend. The family friendly three day campout is held at the 4-H Camp on Kelleys Island on Lake Erie, Friday through Sunday. The 4-H Camp offers a relaxing beach on the lake, a large dining hall, and warm showers! Events include breakfast Saturday and a potluck on Sunday. Keep up to date with FB and the LeakOil website for more info. If you're a LeakOil member you should have gotten a message about the registration process, don't forget to sign up early!



# AIRSTREAM TOUR REPORT

Mark Garrett

Thanks to club member Dana Gehman, we were treated to a fascinating tour of the Airstream factory, located in Jackson Center, Ohio.

The morning of September 11th dawned cloudy and damp, with the threat of rain predicted throughout the day. After giving it some thought, I opened the garage door and Gertrude and I were heading out for a fun road trip! Richard Rambo also chanced it with his Ghia, and we were off to Jackson Center. Of course Dana had his sharp '68 Beetle front and center when we pulled into the Airstream factory parking area.

After a brief overview of what the tour would cover, we began with the museum section of the plant. Not knowing anything about the history of Airstream, this was quite an eye-opening experience. From the very early trailers up to the latest, it was an interesting overview. There was even a wall size picture of NASA Astronauts using an Airstream vehicle after returning from space. They used this as a medical center to check the astronauts over before being released back into the earth's atmosphere.

Next up was the factory tour. From the rolling frame to that famous exterior shape, to interior assembly and final quality inspection, we followed the entire process through the plant. The amount of hand craftsmanship is unbelievable. Each trailer is custom built to the specifications of the new owner. After seeing what goes into the construction, its no wonder they cost what they do.

With the tour completed, Richard, Ryan Cisco and myself headed back to Columbus. I am sure the weather played a part in the low turnout, so maybe we can do it again sometime! Thanks Dana! for organizing this, it was a fun filled day of learning and enjoying our wonderful little vintage German creations.



## RECENT VW RESULTS



\$12,100  
LOT S89  
1967 Volkswagen Dune Buggy  
1600cc, 4-Speed



\$23,100  
LOT S144  
1974 Volkswagen Thing  
Air-Cooled 4-Cylinder, 4-Speed



\$46,200  
LOT S147  
1979 Volkswagen Bus  
Air-Cooled 4-Cylinder, Automatic



LOT S237  
1963 Volkswagen Custom Dune Buggy  
Air-Cooled 4-Cylinder



LOT S172  
1959 Volkswagen Beetle  
Air-Cooled 4-Cylinder, 4-Speed



LOT S210  
1964 Volkswagen Beetle Cabriolet  
Air-Cooled 4-Cylinder, 4-Speed

## NOVEMBER ELECTIONS

As mentioned during meetings, and elsewhere in this newsletter occasionally. The club has had a lot of changes in membership over the years. Add in all the chaos of COVID and our show site construction, it's been a hectic few years lately. November will bring us the election of officers, and we always open the opportunity to everyone - especially new members! No job is hard, it's not a bunch more meetings and sorry you don't get paid. We just want active members to be involved. Like to be tech advisor, lead a meeting or write an article for the newsletter, then step up and plan on joining us for the November 10th meeting.

## DID YOU KNOW

*The first two Beetles were imported into the USA in 1949, by 1960 there were more 300,000 in the US alone. By 1972 the company had produced over 15 million vehicles!*

*It's been estimated, the original beetle has been produced over 23 MILLION times. and over 81 years, it is the longest-running and most-manufactured car of a single platform ever.*

*In 2017 Volkswagen was the biggest car manufacturer in the world in terms of sales. According to statista.com, Volkswagen sold 10.7 million cars , 300,000 more vehicles than Toyota, which had been dominating the world car market.*

*In Germany, Volkswagen contributes to about 36% of all the cars sold. Some years its gotten as high as 54%! and although down in recent years, (dieselgate) they have ranked as high as third in USA auto sales in the past.*

## What Should My Oil Pressure Be? Continued

This is continued from last month, we left off talking about various oil pressure scenarios. Too much oil pressure is actually a bad thing- it won't hurt the bearings but it robs considerable HP to run the pump making wasted pressure, wears out the pump drive, and can cause higher oil temps. Anything over 45psi is wasted in my opinion at any temperature or RPM. When building V8 engines I always replace the oil pump, and invariably the new pump comes with a higher pressure relief valve spring. I end up driving out the retaining pin, replacing the spring with the old original one, and reinstalling the pin. In normal operation, the pressure relief is just that- it opens when the oil pressure goes too high, there's no specification in the book but my guess is about 60psi or so. I've seen stuck oil pressure relief valves cause pressure that's too high, but it's rare to see one cause pressure too low. Putting a stronger relief spring in will not likely help your low oil pressure problem, it will only give you higher pressure when the engine is cold and at high RPM. **Typically at lower RPM the pressure relief valve is closed and the oil pressure is governed by bearing clearances and the size of the pump.** The specification in my Bentley book shows 7psi minimum hot idle and 28psi minimum at 2500RPM, I'd like to see a minimum of 10-15psi at a hot idle myself, the oil light switch is rated at 2-6psi for the light to go out. In some ACVW owner's manuals it states it is OK for the oil light to blink a bit at a hot idle as long as the light goes out upon revving up the engine. I've never agreed with that, if your pressure is low enough for the light to blink at an idle, you have other problems looming.

The big issue regarding low oil pressure is worn crankshaft bearings, where the gap between the soft bearing shell and the hard iron crankshaft has grown to a point where the oil simply floods past the bearing without any resistance. Typically the bearing clearance in this area is .001-.003", which is the thickness of a sheet of paper. As the engine gets tired and worn, the bearings have a larger clearance which lets the oil flood past without building good pressure. A similar problem is a "pounded out" engine case, where the main bearings have absorbed so much abuse over their lifetime that they have beaten their respective saddles to the point that the saddle, or mounting area, is larger by several thousandths of an inch, allowing too much main bearing gap. Whether the bearings are worn or the case is pounded doesn't matter much, either one requires a major overhaul of the engine. Commonly when I tear down a worn engine, I can see how the

main bearings have pounded the case for so long that the part numbers on the back side of the bearing have actually imprinted the soft magnesium case and you can read the numbers (backwards) in the saddles. See the attached picture for a saddle that is extremely "pounded out". The only proper repair for this is line boring or replacing the case. Line boring can be done at any experienced VW shop at a reasonable cost, then larger OD (outside diameter) main bearing shells are fitted to accommodate this increased dimension. I have bought many core motors at swap meets and torn them down looking for good heads and cases, in my estimate 90%+ of the cases I tear down have pounded saddles and need a line bore. It's really unusual to tear down a case and have it usable as-is. With the huge increase in the price and availability of new cases in the last couple of years it's now more likely you'll line bore your old case when doing a rebuild. Until recently I was using new cases to build most engines.



I've give you a couple of tips on this topic that may be my opinion. First of all, beware of offshore aftermarket oil pressure sending units (switches). I've seen a higher than average failure rate among them causing either the light not to work at all, or the light to be on all of the time, or leakage. I'd prefer to stay with an old German sender from a used engine in my stash. I carry a spare switch with me in my breakdown kit. ....*CONTINUED NEXT PAGE....*



Second, putting in thicker oil will temporarily cover up the problem, but not for long. Some unscrupulous used car sellers have been known to put in very heavy oils or oil additives (STP/Motor Honey/90wt) to thicken the oil so it won't bleed past the worn bearings as fast, making the oil light work normally for a while. Third, an oil pressure gauge is a good idea, two of my cars have gauges and two have the factory light. When building an engine, I use a gauge while it's on the run stand (typically 6-10 hours) but remove the gauge and install a regular switch when it's installed in the car. The most recent engine I built had the wrong oil pressure spring in it from a previous "technician". Upon starting the fresh engine I saw oil pressure go to 80psi which is much higher than normal, I pulled the spring to find someone had put a stiffer one in during a previous life. If I had not installed a gauge in the engine I would not have known that, and replacing the spring with a good used German one corrected the high pressure. Fourth, be very careful when changing the oil sender or installing an adapter into the case. The torque spec is very low, install hand tight and turn it a half turn, and check for leakage. I use no sealer on these threads and overtightening this fitting or sender may ruin the engine case. I don't like using a "tee" fitting at the case as the added weight may be more than the 10x1 threads can handle.

Have a great day and keep driving those cars, Vintage VW's with autumn leaves, what a great time!



## MEMBERSHIP UPDATE

Ryan Cisco

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 2 new members join last month and 6 existing members renewed so our current membership is at 191. Please welcome our new members to the club!

New members: Chris Blackmon, Fred Suter

Renewals: Robert & Redajean Stinemetz, Bryan Payne, David Levereaux, Roger White, Loren & Ruth Wengerd, Doug & Nancy Barber

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