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

Zündfolge



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Board of Directors:

Mark Garrett	garrett48@ameritech.net	614.262.2881
Stark Hughes	covvc42@earthlink.net	614.843.0751
Kathy Kern	et4scooter@yahoo.com	614.940.8047
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Officers

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Membership	Ryan Cisco	ryancisco@gmail.com	740.709.0183
Historian	Doug Barber	brevort1@mac.com	937.974.9190
Webmaster	Ashley Cook	alcook1023@gmail.com	419.681.0518
Zundfolge Ed.	Brian Knoll	bkrider@att.net	937.206.9293

Contributors

Tech Advisor	Al Moore	Columbus	aleftrick@gmail.com	740.415.8812
Tech Advisor	Bruce Amacker	Cleveland	bamacker@aol.com	440.846.3885
Tech Advisor	Bill Huntsman	Marion	vwpartsandrepair@cs.com	740.389.3187
Tech Advisor	Jim Meyer	Circleville	jemeyerz@twc.com	740.474.4410
Water Cooled	Jerry Ohara		vdubfreak@sbcglobal.net	614.471.8786
Social Media	Ray Duane		rsmaninwv@yahoo.com	304.218.0401

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 March...

Lead Article..... Mike Williams
Theme..... TOYS!
Meeting Date... Cancelled
Location
Address

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Central Ohio Vintage
Volkswagen Club
Online!



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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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Never did I expect I would be writing a COVVC news article during a pandemic. Typically the winter months are a time of hibernation for us here in Ohio. We wait it out until the first day in the spring warm enough to get out and drive our VW's. There aren't a lot of good things going on but one I think we can all agree on is 2020 is now history. Have to believe 2021 will be better. It can't be much worse.

I think we all are looking forward to events and activities we will be doing once this passes, and everyone feels confident to getting back to some sense of normalcy. Looking on the bright side we all have plenty of time to do maintenance & repair on our vintage VW's. When I made the annual pilgrimage to 2020 Kombis on Kelley's my bus ran flawlessly. Always a good thing making this trip in a 55 year old bus. A couple days after my return while driving on some errands without any warning shifting became almost impossible. No grinding, whining, screeching or other horrendous mechanical sounds, just would not go in or out of gear. My mind started spinning with all the possibilities. Especially the very expensive possibilities, most notably the 25 year old freeway flyer transaxle. So I started the process of removing the engine & transaxle. Nothing about this is enjoyable. If there is one thing that has been a blessing for me with Covid is it kept Al Moore in Ohio. Al made the trip up from his place in Fairfield County and spent 2 days laying on a cold concrete floor helping me figure out the problem, fix it, and reinstall everything. I actually think he enjoyed it.

After close observations, consultations many recommendations, and intrepidations from Al & Mike Young, the culprit was an \$8 dollar transmission mount that finally decided to break after 55 years. I at least got my money worth out of it. It also gave me the opportunity to replace all the miscellaneous parts that can only be done with everything removed. I decided to be proactive and replace things in good shape or not, I now know everything is new. I also found out a bus swing axel transaxle fits perfectly in a wheel barrow. Can move it around the garage. Both reduction gears can be serviced, the transaxle nose cone can be removed, inspected, and a new gasket. Al's help was invaluable. As I remind him of favors he has in reserve with me, his response is, "This is what the club is all about. We help each other when in need". Al was also gracious enough to bestow on me 2 cast iron skillet and his mother's legendary biscuit recipe. I now have a biscuit addiction. Summing it up I think we have to take it a month at a time to wait and see how fast Covid goes away. To be an optimist I can see a light at the end of the tunnel and it's not an oncoming train. Stay safe, warm, and I hope to see you all soon.

MEMBERSHIP UPDATE

Ryan Cisco

Hello COVVC members and welcome to winter! As I write this, we are getting our first real snow in Columbus for 2021. I just want to give a friendly reminder to everyone to please renew your membership. I know many 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 to keep your membership current.

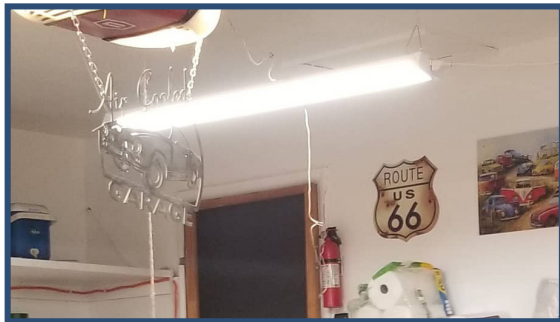
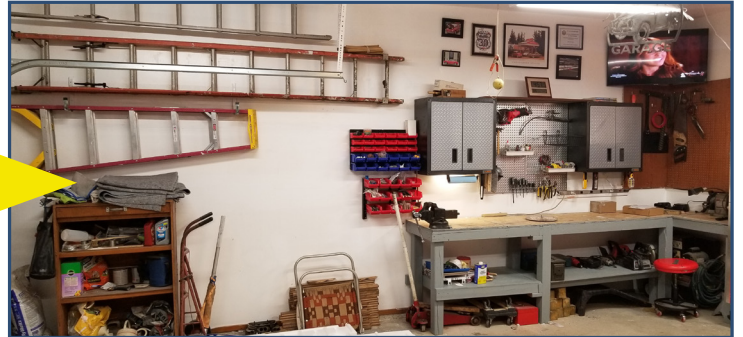
How do you know if your membership has expired? Your expiration date (month/year) is beside your name on the back of this newsletter. You can renew your membership online on our website, www.covvc.org, or you can mail a check. Please make checks payable to COVVC and mail to: COVVC c/o Ryan Cisco, 5577 Mesa Falls Street, Dublin, OH 43016.

We had 8 renewals and no new members last month. Thank you for your continued support of the COVVC. Our current membership is at 155 and unfortunately no new members this month.

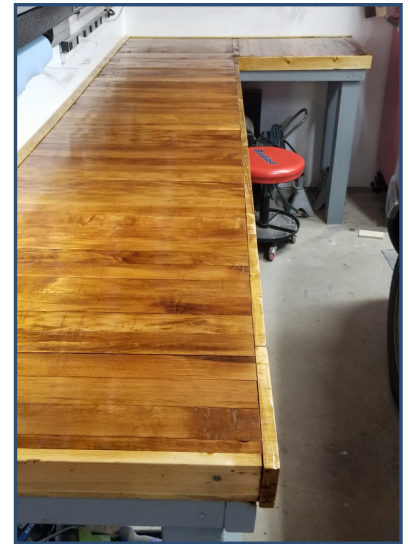
Renewals: Richard Rambo, Mark & Debi Garrett, Stuart Carrier, David & Tracey Sheppard, Joel & Ann Dysart, David Dieringer, Ashley Cook, Andre Prenoveau

I would like to start off saying Happy New Year and I hope everybody is safe and healthy out there.

I guess when your in quarantine you find ways to keep busy and sane so I decided to make a toy room for the little red Ghia as you can see with some of the photos where I started at and some of the finished product. My house is over 50 years old and back then in the garage they only hung dry wall and taped and mudded the joints so my generously helpful neighbor and myself had to strip all the tape and refinish everything. I will say the mess was unbelievable with spackle and dust everywhere! I do admire drywallers their job is so dusty and difficult to do. The drywall was so dry we had to use an oil base primer a whole 5 gallon bucket as it was the only paint to stick to the ceiling and walls.. The next step was 6 Gals. of bright white paint with two coats.



For some modern touches and better light we installed LED lights in the ceiling and a 43" TV. We also punched a hole in the wall so I could have heat and air from the adjacent basement space and added a finish vent to look like it belonged there. It helped too, for instance when it was 25 degrees outside the garage was a very comfortable 55 degrees. Somewhere between coats in the painting process we also blew in 8



bags of pink insulation into the ceiling. Next up was an old bench top I received we resurfaced it, stained it and sealed it with polyurethane.



The final step was the Red and Gray tile floor, which really gave the space that nice finished feeling! I must say we did a good job, the space is vastly improved and now I have a beautiful toy room to enjoy with the little red Ghia.

Everyone be safe out there and hope to see you all soon at the first real meeting of the year. Weather permitting we are aiming for Tommy's Pizza in April.

Long before the internet, there was the JC Whitney catalog. Offering parts and accessories for all types of cars, both foreign and domestic. Need parts for your Renault Dauphine, Triumph, MG or Volkswagen, they had them! Check out all of those wonderful 1964 prices while you check out all of the wonderful items for your ride. And if you actually ordered from them, you were guaranteed free catalogs in the mail for years to come!

ALL NEW 1964 BOOK OF PARTS & ACCESSORIES FOR ALL CARS. Antique thru 1964 Models. J.C. WHITNEY'S AUTOMOTIVE ACCESSORY AND PARTS BOOK. 220 PAGES INDEX ON PAGES 24-26. IMPROVE PERFORMANCE, GAS MILEAGE, ECONOMY ACCELERATION, RIDING COMFORT. INCREASE SPEED, HORSEPOWER AND VALUE. DO-IT-YOURSELF REPAIR PARTS FOR EVERY CAR & TRUCK. DRESS-UP-MODERNIZE-CUSTOMIZE! MAKE YOUR CAR RUN BETTER, LOOK BETTER, LAST LONGER. WORLD'S LARGEST BUYERS GUIDE... complete index on pages 24-26.

INDEX and ORDER BLANK ON PAGES 24 THRU 27. To Fit VOLKSWAGENS & KARMANN GHIA. Also See Pages 14 thru 23 & Index. FENDER FLAPS To fit 52-64 Volkswagens. GRAVEL SHIELDS To fit 57-64 Volkswagens. Custom Tailored SOUND SILENCER KIT to fit 56-64 VOLKSWAGEN. Volkswagen Owner's HANDBOOK. VOLKSWAGEN Owner's Service MANUAL AND FACT BOOK. REAR VIEW MIRROR to fit VOLKSWAGEN Transporter & Micro Bus. WIPER BLADE, ARM & BRACKET ASSEMBLY. WIPER MOTOR, Blade & Arm Assembly to fit VOLKSWAGEN Sedan. SOLEX CARBURETORS FUEL PUMPS and Pump Repair Kits. SPORT MUFFLER For Renault-Dauphine With Twin Chrome Outlets. HEAVY DUTY-OVERSIZED RECAPPED 15 TIRES. COOLING & HEATER SYSTEM PARTS for Renault Dauphine. WIPER ARM & BLADE KITS for Foreign Cars. FRONT COIL SPRING for Renault Dauphine. FRONT COIL SPRING for Renault Dauphine. FRONT COIL SPRING for Renault Dauphine.

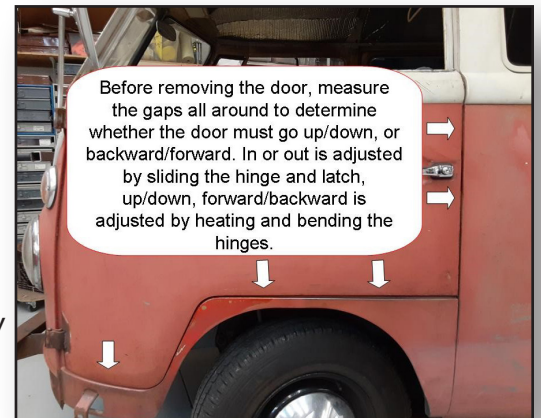
GLENN'S FOREIGN CAR REPAIR MANUAL. SPECIFICATIONS & INSTRUCTIONS FOR ALL CURRENT IMPORTED MODELS FROM 1952 TO DATE. FOREIGN CAR REPAIR MANUAL. Specifications & Instructions for all current imported models from 1952 to date. Includes: Renault Dauphine, Renault 4CV, Renault 500, Renault 800, Renault 1000, Renault 1200, Renault 1500, Renault 1600, Renault 1700, Renault 1800, Renault 1900, Renault 2000, Renault 2100, Renault 2200, Renault 2300, Renault 2400, Renault 2500, Renault 2600, Renault 2700, Renault 2800, Renault 2900, Renault 3000, Renault 3100, Renault 3200, Renault 3300, Renault 3400, Renault 3500, Renault 3600, Renault 3700, Renault 3800, Renault 3900, Renault 4000, Renault 4100, Renault 4200, Renault 4300, Renault 4400, Renault 4500, Renault 4600, Renault 4700, Renault 4800, Renault 4900, Renault 5000, Renault 5100, Renault 5200, Renault 5300, Renault 5400, Renault 5500, Renault 5600, Renault 5700, Renault 5800, Renault 5900, Renault 6000, Renault 6100, Renault 6200, Renault 6300, Renault 6400, Renault 6500, Renault 6600, Renault 6700, Renault 6800, Renault 6900, Renault 7000, Renault 7100, Renault 7200, Renault 7300, Renault 7400, Renault 7500, Renault 7600, Renault 7700, Renault 7800, Renault 7900, Renault 8000, Renault 8100, Renault 8200, Renault 8300, Renault 8400, Renault 8500, Renault 8600, Renault 8700, Renault 8800, Renault 8900, Renault 9000, Renault 9100, Renault 9200, Renault 9300, Renault 9400, Renault 9500, Renault 9600, Renault 9700, Renault 9800, Renault 9900, Renault 10000.

Repairing Worn Door Hinge Pins and Split Bus Door Alignment

This month I'll talk about re-pinning worn hinges on a split bus. This is the first half of this article, it will continue next month. Much of this applies to other models of VW also, pick and choose the information that applies to what you're working on.

An oxygen-acetylene torch will commonly be needed for these repairs. Propane or Mapp gas torches may work but my experience is they don't provide the heat needed to get the components loose.

1. Split bus front doors - I suggest looking at the alignment of the door before removal so adjustments can be made while it's off. Removing the upper weatherstripping that is on the top of the window frame is a good idea to assist this. If it's original, this will require some time and effort but it's usually trashed and needs replacing anyway. You will likely use a pin punch and a hammer to break up the hard-as-a-rock weatherstrip and remove it an inch at a time. If it's already been replaced, this should be a 1 minute job of slipping it out of position in its track. It's an upside down "T" retained in a track around the window frame. Removing this will allow better visual alignment of the door as the weatherstrip tends to push the door downward.



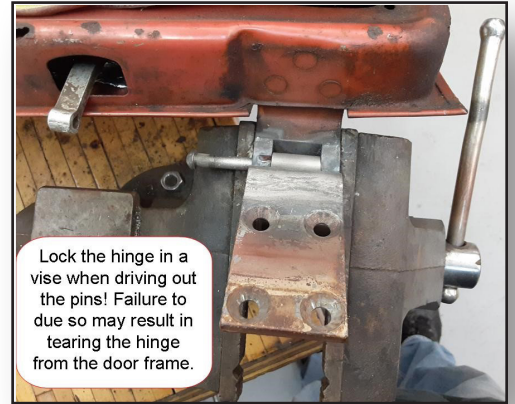
Before removing the door, measure the gaps all around to determine whether the door must go up/down, or backward/forward. In or out is adjusted by sliding the hinge when the big Phillips screws are loose, or by moving the latch plate where the door latch engages. The latch plate is movable by loosening and sliding it by about 1/4". Up/down and forward/backward movement is adjusted by heating and bending the hinges. If the gaps are uneven and the door is cocked you may have to move one hinge in one direction and another hinge in the other direction. Beware of a twisted door from impact damage, in that case you'll have to use brutal force to twist the door back into shape. You'll need to heat the hinges red with O/A and bend the hinges to help realign the doors, I do this with the door off and the hinge disassembled. This whole process can be VERY time consuming, I have spent days, not hours, aligning doors on a vehicle!

Let's start with getting the 8mm Phillips head screws out of the door jambs and removing the doors. These can be a real bear if they haven't been out since new, try penetrating oil if you like but in my experience big heat will likely be needed. The Phillips is a #3 which is larger than what most toolboxes have but experienced VW people will always have one on hand. I'd suggest having one that has a "bolster" or hex shank just under the handle, this allows using a box wrench to apply much more torque than you'd ever be able to apply by hand. Soak it with penetrant several days ahead if you don't have a torch. Myself, I rarely use penetrating oil because with O/A torches you quickly learn penetrating oil is a waste of time. If you have torches, heat the area of the hinge flange just around the screw head, this will expand that area allowing the screw to free up. Work the screw back and forth to free it up and remove, penetrant may help here if it can be gotten to the threads. Don't lose the screws as local replacements from the hardware store don't fit right and even the ones from VW suppliers don't fit as well as German screws. This is where a nice parts stash or swap meet will come in handy. There's a small risk of a big problem here: the screws on all of these doors (front, cargo, and engine) all thread into a thing called a "nut plate", which is just what it sounds



VW TECH... CONTINUED

like- the nuts are welded to a piece of sheet metal that is trapped, not welded, behind the pillar in an inaccessible area. The purpose of this nut plate is to allow adjustment- it can be moved in, out, up and down for alignment of the door. If your bus is rusty and the small retaining tab has rotted away (or is bent/damaged) that holds the nut plate in place, when the Phillips screws are removed the nut plate falls down into never-never land. If this happens you will have quite a problem on your hands- access to this area requires cutting an access hole in the pillar to allow the nut plate to be moved back into position. I have experienced this a few times and it's not a happy situation. This



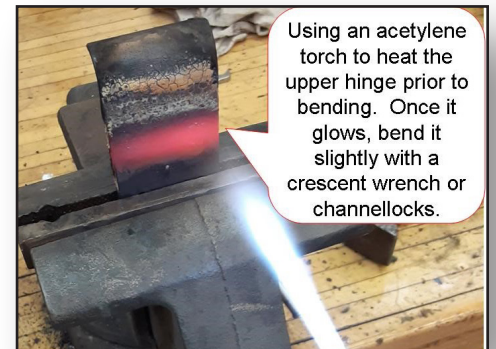
escalates your needs from O/A torches to a mig welder and the ability to weld and fab to repair the problem, and then the body and paint repair to correct the damage done. In some cases you can use a piece of thin welding wire and a boatload of patience to get the nut plate back into position, but I generally cut open the pillar and "make it right". Also, once the screws are loose do not push inward on them with any force, as this will bend the nutplate retaining tab and allow the plate to dislodge.



During reassembly you now need to glow the hinge and bend it accordingly to get the door to align properly. Many bodymen will use brute force (big prybars and blocks of wood) to align the doors but I'm a little fussier than most- I'll take the time to remove, heat, bend, and reinstall the hinges repeatedly to get the door gaps I like. Sometimes this adds considerable time to the job to do it properly, but to each his own.

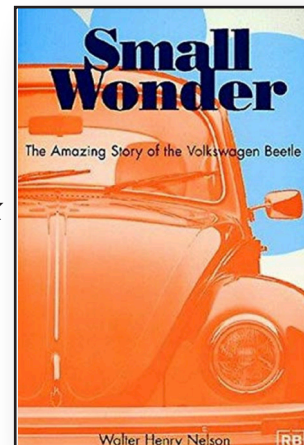
I usually drill the upper and lower hinges for lubrication using a 1/8" bit on the inside area that can be accessed when the door is open. Here grease or oil and be used to lube the hinge.

I'll have the second half of this subject next month. Hoping to see you all soon when the virus calms down and we get our shots!



Much has been written (in print and on-line) about the history of Volkswagen. In addition, a number of documentaries have been produced. Across future editions of Zundfolge I will review books, websites and documentaries that I believe do a good job of explaining the remarkable history of VW. First up is Small Wonder (359 pages)

Originally selling over a million copies within a few years of its publication in 1965, Small Wonder is considered by many Volkswagen enthusiasts to be the gold standard of VW history books. The author, Walter Henry Nelson had the cooperation of VW while stressing that the book would be independent of the company. Nelson does a good job of laying out an overview level look at VW's beginnings during Germany's Third Reich in the 1930's. The book goes into detail about Ferdinand Porsche's background in racing and his desire to build an inexpensive and easy to maintain car for the German masses.



Nelson takes the reader through the founding of the VW Development Company in 1937, the building of prototypes (and their extensive testing) on through the founding of the City of the Strength Through Joy Car (later Wolfsburg) and its promotion and organization by the German Labor Front. The subscription/layaway financing plan for workers ("KdF-savers") is given an in-depth look in Chapter 3. The production confusion, use of slave labor and repeated bombings during the war years are all covered in well researched detail. The improbable resurrection of the VW factory and the newly named City of Wolfsburg in the immediate post war years is one of the most interesting parts of the book. The role of British Major Ivan Hirst is discussed as well as the larger role of VW in the German "economic miracle" after the war.

The book hits full stride when covering the long reign of Heinz Nordhoff (1948-1968). The period of Nordhoff's leadership is often referred to as the high point of the air-cooled era at VW. Nordhoff led Volkswagen from a struggling German car manufacturer with only regional sales to an international economic powerhouse with sales in dozens of countries. The critical roles of Will van de Kamp, Karl Hahn, Stuart Perkins and others in building Volkswagen's presence in their largest overseas market, the USA, is well laid out and interestingly told. Part and parcel of this is the now famous role played by the New York advertising firm of Doyle, Dane & Bernbach and their revolutionary "Think Small" campaign. The Beetle's adoption as a symbol of the 60's counterculture and those not wanting to be seen as following the rampant consumerism of the era is given lengthy treatment in the later parts of the book.

In subsequent editions of Small Wonder the publishers include an expanded Appendix of:

- A Year-by-Year Listing of the Introduction of Various Models
- Year by Year production figures
- Capital Investments, Personnel and Payroll Sales including exports
- U.S. VW Registration figures
- Production Milestones

Taken together these charts offer a quick way of appreciating the rapid growth and influence of VW on world markets

In later editions of the book a multipage section entitled, "How to Tell the Age of a Volkswagen" is included. This is a comprehensive year by year listing of changes made to the classic VW Beetle and is by chassis number as well as year.

Small Wonder is easily recommended to those wanting to begin learning about the history of Volkswagen and to those who already have some knowledge. It's written in a way that is engaging and easy to follow.

In the next article in this series I will review, "The People's Car: A Global History of the Volkswagen Beetle" (2013) by Bernhard Rieger

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