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

ündfolge

HAPPY

2021

New Year



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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 @ 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 February...

Lead Article..... Stark Hughes
Theme..... TBD
Meeting Date... Cancelled
Location
Address

Keep up with the
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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Happy New Year to all of our COVVC friends! Debi and I hope everyone had a safe and healthy New Years and we look forward to the upcoming year.

Normally, the January opening article would be going over the details for our annual banquet. Like most everything else that has been interrupted by Covid, that will not be the case this year. With restrictions still in place for large gatherings, it's just not possible to get together this January. While we won't be meeting in person for several months (tentative plans are to resume the popular outdoor meetings at Tommy's in March, weather permitting), we all still have the ability to contribute to this great club of ours. With current membership count at 165, that means there are 165 members with stories about their favorite vintage Vdub. Every car has a story, and your fellow club members would love to hear it! If you look though the past few years of Zundfolge, you will note there are substantially less than 165 contributors! Until we are able to attend events in person, we can all help maintain the vitality of the club with stepping forward and contributing to Zundfolge, our great COVVC website and the very active Facebook page. Let's use all of these modern miracles to keep the club going until in person gatherings are possible. Just to keep things in perspective, when the club started, there was no internet! I would venture to say if the pandemic would have hit during the formative years of the COVVC, it may not have survived. Let's all step up and stay involved and active using whatever medium you feel comfortable with.

We are truly blessed to have the continued support of some very talented folks, including Brian Knoll, who produces the best monthly club newsletter in existence, Ashley Cook, our web master and Doug Barber, the new club historian who has digitized the entire history of the COVVC! Each of these folks welcome contributions. Also a big shout out to Ryan Cisco for handling the membership duties and to Richard Rambo for his continued recruiting efforts. If each of us recruited members like Richard, we would be up to about 300 member at this point!

Bottom line, the club exists because of each member and their involvement. Lets get 2021 started right, get out there and contribute!

Before wrapping this up, I would like to congratulate Doug and Nancy Barber on their feature "Show Us Your Dub" on Chris Vallone's Youtube show. Be sure to check it out, its a beautifully done piece. And yes, Doug even works in a mention of the COVVC!

As 2021 begins, keep in mind we will be celebrating 31 years of our great club this April. Any ideas about how to celebrate another milestone? Be thinking about that, and one last time, CONTRIBUTE!

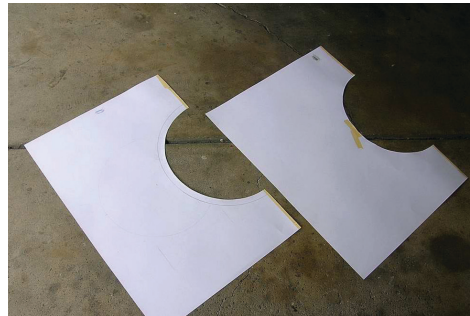
Happy New Year!

Painting Two Tone Wheels

Last month, we covered restoration of the running boards. This month, we look at the method to re do the vintage two tone wheels of the early Beetles.

Follow along from start to finish. Be warned, this is a tedious task to say the least! Plan on possible redos. I practiced on the spare tire wheel, and actually redid it three times before getting a satisfactory result. Patience is the key to a good result.

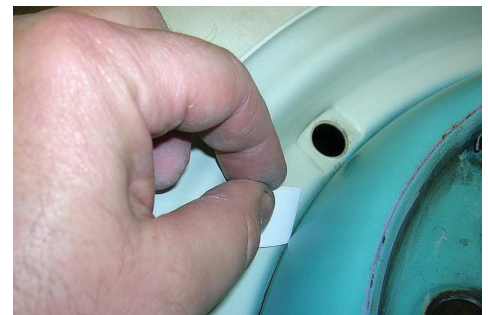
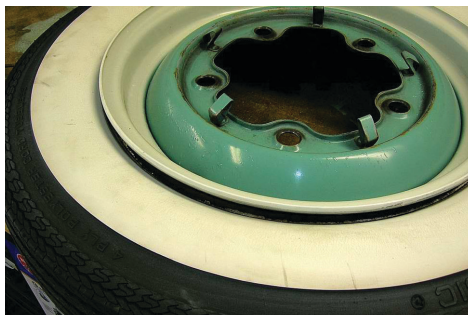
Here we go!



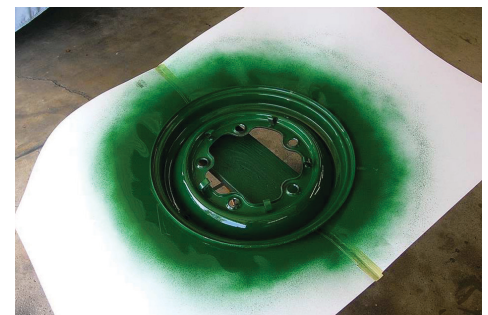
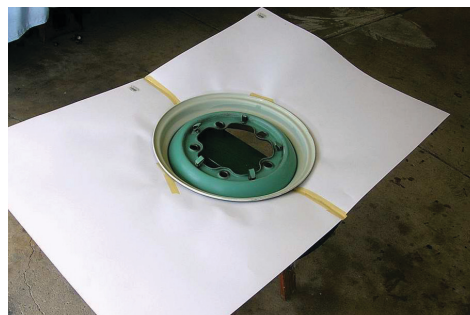
1. I chose to just get the front bead of the tire popped off. If you are replacing the tire, you will obviously have to fully dis-mount, then remount and balance. Since my tires are in good condition (although old!), I chose this method. This minimizes the possibility of scratches during the re mounting and balancing process.

2. A mask for the tire was made using poster board. Lay the wheel on the paper and trace around it with a pencil. Then make a circle inside that is about 3/4 of an inch smaller and trim out. Make two pieces, as shown, then slip under the wheel and over the tire. Tape the two pieces together.

3. Wheel preparation is pretty straightforward. My wheels were in pretty good condition, so I was able to wet sand, using 400 wet/dry sand paper. To make the sand paper nice and flexible, soak in hot water for about 1/2 hour before using.



Visual Examples for Step 3.



4. Use an xacto knife to clean out the crevice between the center and outside sections. This is a critical step, as it will allow the mask to fit properly into the crevice when applying the outside rim color.

5. Here the mask has been placed over the tire, and the two pieces taped into place.

6. The inside color is sprayed. Repeat on the other wheels.

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 are not having that 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, 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.

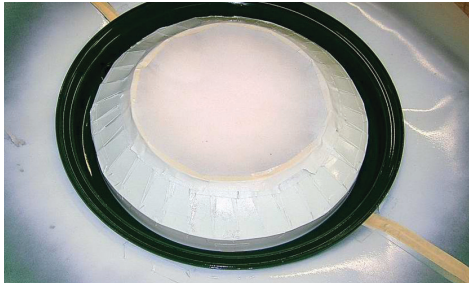
We had 14 renewals and 3 new members last month. Thank you for your continued support of the COVVC. Our current membership is at 155.

New members: Angela Vezdos, Marianne O'Brien, Jeff Poor

Renewals: Ryan Cisco, Tina Gibson, Kevin Clouse, Bob Farrell, Bruce Campbell, Doug & Teresa Schleifer, Charles Pollock, Todd Sichel, Rob McClenaghan, Melodee Kornacker, Ron Harrison, David Wenger, Leo Wilhelm, Ted Zombek



7. Let the inside rim color set up a full 24 hours before attempting the outside color. If you have the option of letting them dry in the sun light, that is the best.



8. Now the fun begins! Using this custom made mask, place it firmly into the crevice. The mask must be made to taper over the inside of the rim, to allow for proper paint coverage down in the very bottom section.



9. Applying the second color is tricky. You will come up with a method that works for you, but I begin with a very light "tack coat", barely covering the first color. Next I focus on the section right in the crevice, laying on a fairly heavy coat in one direction, followed up with another coat in the other direction. After the bottom crevice is covered, I move up to the middle and outer edge with a similar approach, laying the paint down in one direction, then the other. This is where the trail and error comes in! Continue this fun until all wheels are painted. Let the wheels set up for another full 24 hours before re mounting and balancing. Also, always replace the valve stems.



10. The completed masterpiece! I also detailed the hubcap mounting clips on the spare tire.

As mentioned at the beginning of the article, this is really a tedious process, but also a very rewarding one, as the wheels are a big part of what people see first when looking at your car.

The correct colors for my paint scheme are a dark green on the inside and a very light green on the outside. The dark green was not a problem to locate. Rust-Oleum Painters Touch Ultra Cover Gloss Hunter Green was spot on. The outside color was another story. After numerous attempts, Valspar Color Radiance Gloss Mellow Spring proved to be the perfect match. While not the exact factory correct match, it's pretty darn close! For you purist, Wolfsburg West has lots of color information, as well as The Samba. I also have a dealership color reference book, covering late 50's through middle 60's, to answer all of your "is this the correct color combination for my car" questions.

Hope you have enjoyed these tech articles. With a little knowledge and patience, you too can achieve professional results that you can be proud of, and save a few dollars at the same time. That's a great combination!

Leaking Brake Booster on a Bay Bus

This month I'll cover a problem I saw regarding a leaking brake booster. The vehicle was a later Bay Bus with a T4 engine, but this doesn't really matter, most of this info applies universally to all makes and models. The complaint was rough idle and stalling at idle, during a quick lookover it sounded like a severe lean misfire to me but I wasn't sure why at first. I inspected the hoses underhood and sprayed some carb cleaner around looking for vacuum leaks without luck. The owner was watching and mentioned he had recently replaced the brake booster. That's a minor red flag for me, there are plenty of new defective parts and if something is new I always give it a bit more attention during diagnosis. Anyway, I wasn't coming up with anything solid in the engine compartment that caused the complaint. I racked the bus and started following the vacuum line up front to the booster thinking it



might have a rot hole in it or some similar damage. Seeing nothing I had the owner start up the engine and raised it back up. The vacuum line is mostly steel, roughly 13mm about 10 feet long with a soft line up front where it attaches to the booster which is mounted near the front axle on a Bay. Using a pair of needle nose pliers I pinched this line while it was idling and noted a distinct change in the pitch of the engine. A-Ha! The problem was quickly found as a bad booster. Boosters should not draw constant airflow while the engine is running, only a short burst of air when the brakes are applied. If the booster is drawing constant air while the engine is running, it is defective.

Here's some worthless trivia: there's an air filter on automotive boosters that filters the air as it enters the booster, this can sometimes be seen as a felt ring around the brake pedal rod. On a vehicle that sees extremely grimy conditions like constant dirt road use, this filter can clog, reducing the effectiveness of the booster, but unfortunately the filter is a non serviceable item on most cars. In my past HD truck life, these filters were a serviceable item and needed replacing occasionally on big trucks that had vacuum assist brakes (a rare item these days!).

Also, boosters should hold vacuum when the engine is shut off. To test this, shut the engine off and wait a bit, then press the brake pedal 3-4 times. You should "feel" the power assist of the booster during the first 2-3 applications, then the pedal should go hard. If the booster does not hold vacuum, first check or replace the vacuum check valve which is mounted on or near the booster. If it still does not hold vacuum, the booster is probably leaking internally. The funny thing about this Bay was that not only did the owner recently change the booster, but he changed it twice because the first one was defective. Bad news, buddy, your second one is also defective. ;)

Stay safe and warm until next month!

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