

JUNE 2021
VOLUME 30-06

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

Zündfolge



*June Meeting
Tommy's Pizza
June 10th at 7pm*

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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 Brezelffenstervereinigung 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 July...

Lead Article..... Debi Garrett
Theme..... Show Prep
Meeting Date... July 8th at 7:00pm
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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Hello COVVC members and welcome to June 2021! I hope everyone had a wonderful Memorial Day holiday and was able to spend time with family and friends. It is hard to believe that we are just over two months away from Volksfest 30!

And speaking of Volksfest 30, how do we put on such a great show ever year? With the help of our wonderful volunteers!! For all of you seasoned Volksfest volunteers, you are very familiar with all of the time and effort that it takes for us to put on this show. For all of you new members, we will have show prep at the show site the evening before the show. On the day of the show, we start at 7:30 a.m. We need volunteers to assist with taking money for show entry and spectator entry, show car registration, show car parking, membership signup and renewals, t-shirt sales, and 50/50 raffle ticket sales. As in years past, we will have shifts broken down in 2-hour blocks. I will be sending out an email sometime later this month with the areas and time slots. That email will come from Signupgenius.com, so please look out for that later in the month. For anyone that does not want to use that website to sign up, that is not a problem, just reach out to me directly by email at ryancisco@gmail.com or by call or text at 740-709-0183.

In previous years, we have held a club picnic in the month of June. Unfortunately, we will not be doing it this month. With the uncertainties of the Covid situation, it was just not something that we could plan at this time. However, if there is interest from club members, I would be glad to try to organize something for the fall. Please feel free to send me any comments or suggestions that you may have.

If you are looking for car shows to attend, I have found a great website for listings in central Ohio, carshowtalk.com. The site is continuously updated for weekly shows and has a save the date section for upcoming shows. Also, for all of you previous Cars & Coffee attendees, there is going to be a meet on Saturday, June 5th from 9am to 12pm. This will be held at Whitehall Community Park, located at 402 N. Hamilton Rd, Columbus, OH 43213. Please check their website for details, columbuscarsandcoffee.net.

Our next monthly meeting will be on Thursday, June 10th. It will be at Tommy's pizza, 4279 W Dublin Granville Rd, Dublin, OH 43017. We usually start gathering around 6:30 pm in the parking lot. Please bring a chair to sit in, as we will meet in the parking lot. If there is bad weather, they are allowing indoor seating, but we are not able to reserve the meeting room that they have.

Thanks for reading and I hope to see everyone on June 10th.

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 3 new members join last month and 6 existing members renewed. Please welcome our new members to the club! This puts our current membership is at 151.

New members: Chuck Roman, Mike Byrne, Walt White

Renewals: Al Moore, Jeff Heindrichs, Patti Burns, Bill Blake, Shawn Pike, Pete Huey



This year marks the 30th annual Volksfest. As everyone knows, that should really be Volksfest 31, but that whole pandemic thing got in the way. While the COVVC has never seen this level of issues with Volksfest, it certainly isn't the first "issue" we have encountered over the last 30 years.

From the very first show, it seems there is always something to deal with. That first show, held at the Dublin Recycling (Trash!) facility was held on an unusually cold Saturday. But, when it was all said and done, we had 70 show cars, a modest swap area and respectable spectator turn out. That first show truly did lay the ground work for the COVVC.

Year two saw the show moving to the site at Kenny and Kinear Roads. After months of planning and advertising, we were informed the week before the show that the site wouldn't be available! With Mike Young getting involved with the powers that be at OSU, the issue was resolved just in the nick of time. I would have loved to have overheard those negotiations! Year two in the books, double show cars, swappers and spectators. The club was firmly established.

Year three saw the move to the Route 40 drive-in. These events actually went pretty smoothly, except the realization

that the gravel parking for the show cars just wouldn't cut it. On we go to Watkins High School.

We have found our home at Watkins. Through the years, there have been issues (some small, some not so small). The original layout saw the spectator parking at the back area where the Buses have set up. It was mostly dirt with some gravel. The night before the show we noticed the dust plume being kicked up from that area. Someone rounded up a water truck to spray it down before Saturday morning. Problem solved. Probably my favorite "issue" was the year they decided to do bridge repair on Watkins Road, right before the show! Thank heavens it was a pretty straight forward re-route to get folks in from the other direction. Several years ago, Volksfest coincided with the Pelotonia event. Working the front gate, we would have 10/15 show cars to check in, then nothing for 20/30 minutes. We later found out the traffic was being held up as the Pelotonia riders crossed Route 40!

While these are the "highlights" of Volksfest issues, most of us veterans have blocked out the numerous problems that crop up throughout the day of the show. They are dealt with and quickly forgotten.

This year may very well present us with the biggest set of issues yet. But I have the utmost faith in our fantastic group of volunteers that we will put another Volksfest together.



SAVE THE DATE!
August 14, 2021
Watkins Memorial High School



Front End Alignment - Adjusting the Steering Box

Last month I concluded the column with the car in the air and testing front end components. Now I'd like to stress the importance of having the steering box properly adjusted. If you think the box has not been monkeyed with for many years, fill the lube in it and leave it alone! (I use regular gear oil, there's a plug in the top, fill it most of the way full, use a tie strap as a dipstick) If you (or someone else) have messed with it recently, it's likely you have set it too tight thinking this will correct your sloppy front end issue. In my experience, it's actually the opposite- 90% of the time an owner adjusts a steering box, he sets it too tight and makes his problem worse. When the box was adjusted at the factory it will usually last the life of the car without needing readjustment. (this is excluding the pitman shaft bushing or other internal components wearing out, see previous columns for inspection procedures) It's a common misnomer that "adjusting the box" will take the slop out of the front end when the real problem is worn front end components.

Anyway, you must disconnect the pitman arm (VW calls this the "drop arm") from the steering linkage to do this properly. On a Beetle you'll have to drop both tierods from the pitman arm, on a Super you'll have to drop the tierod and the steering stabilizer. On a splitty you have to drop the drag link from the pitman arm. **Failure to do this will completely disrupt the "feel" that's necessary to make the adjustment.** This may take a "pick fork" and sledge hammer to disconnect, or a puller-style tool to separate the components. Next, find the center of the steering sweep- check lock-to-lock and count the turns. If there's 2 $\frac{3}{4}$ turns lock to lock, your center will be 1 $\frac{3}{8}$ turns from either lock. Within $\frac{1}{4}$ turn of the center point of the travel there is a "high spot" in the sector shaft that makes the adjustment tighter there, the adjustment must be done in this area. If the adjustment is done with the wheel out of this area, the box will lock up in the center. VW recommends a slightly different procedure than I do, I'll describe both.

1. Find the center of travel and center the wheel
2. Grab the pitman arm and wiggle it with some muscle side-to-side in the direction of rotation. You'll notice it's tighter when centered that it is if you move the wheel $\frac{1}{2}$ turn to either side.
3. Loosen the lock nut and adjusting screw. With the wheel centered, turn the adjusting screw "just" until the slop is eliminated from the pitman arm.
4. Torque the nut to spec.
5. VW recommends slightly more pre-load than I do, until there is about 20 in/lbs of drag to turn the steering wheel. I prefer 0 drag when turning the steering wheel. The difference in adjustment is very small- only a few degrees of rotation in the adjusting screw.
6. Reattach any linkages.

If this seems difficult to understand, I have a 9 minute video uploaded on YouTube that shows how to adjust the box on a split bus while on the workbench. Go to YouTube and search my name, it's about the 3rd or 4th video down.

Once you are confident the steering box is adjusted correctly, it's time to set the toe. In a pro shop the car is put on a drive-on rack with the front tires set on turntables. Turntables are important because the tires have considerable friction against the ground which interferes with adjusting the toe. Please don't laugh, but I

Continued on page 6

have some homemade turntables I've made for this purpose that work quite well. I bought two 12" lazy Susan bearings from Ebay and made my own low cost turntables using a piece of plywood screwed to the bearing. Roll the vehicle onto the turntables, don't lower it onto them with a jack. It's important that the suspension be "relaxed" when making these adjustments. This allows the tires to turn freely from left to right when setting the toe. A cheap, sloppy alternative to this could be two pieces of sheetmetal with some grease between them put under each front tire. I've seen this done in a pinch and it works, but the grease ends up making a hell of a mess.

I'll continue this next month, enjoy the warm weather!

FLORIDA FATHER-SON DUO CONNECT OVER VINTAGE VWs

Member Submission - June 21, 2020 - Jeffrey N. Ross motorious.com

Happy Father's Day to all the car-loving dads out there!

As automotive enthusiasts, we probably all have some stories associated with our fathers or father figures that helped fuel our passion of cars whether it was attending a car show, getting your first set of tools or wrenching side by side with the old man. The latter is how Dalton Ammerman got into cars after helping his father, Gregg, restore a 1978 Volkswagen Super Beetle.

The father-son duo from Central Florida spent months building this VW five years ago, and Dalton said working on this car with his dad is what made him fall in love with Volkswagens. The Ammermans showed this car before selling it, and Dalton's first car was a 1972 Beetle that the duo spent over a year restoring.

After all this hard work, though, a wrong-way driver slammed into the classic car on its maiden cruise totaling the VW after just 25 minutes on the road. Fortunately, both Ammermans were unharmed in the accident, and it only pushed them both toward their passion of restoring vintage VWs with father focusing on the restorations and son posting the restorations on social media.

"This work has been the love of my life. There's nothing like the nostalgia of a Volkswagen Beetle, and I love being able to take drivers back to the feeling of when the car was new. It's a blessing to share these projects with my son." – Gregg Ammerman

Today, the two men run a restoration shop called Just Buggin', and it looks like they'll work on just about anything based on a VW from Beetles to dune buggies to custom VW-powered trikes.

Stories like this make being an automotive enthusiast even more enjoyable, so Happy Father's Day to Gregg Ammerman and all the other car-loving dads out there!



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