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

ündfolge

Next Meeting: October 14th at Tommy's Pizza

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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 November...

Lead Article..... Ryan Cisco
Theme..... Elections
Meeting Date... Thurs, November 11th
Location TBD
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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One of the great things that happens when going to a VW show is seeing an exceptional car which you have not previously seen. This happened to me at our recent COVVC August show. Dick Reischman had his stunning 1957 Karmann Ghia on display.

Mary Brown was the original owner. In 1957 she had decided she wanted to attend school in Paris and do some traveling for a year. She went to Midwestern Volkswagen in Columbus and ordered a new 1957 black Karmann Ghia with whitewall tires. (Midwestern Volkswagen was the original



VW dealership in our area, starting with two new beetles in about 1951. They sold the first one, but had so much trouble selling the second one that it became the parts chaser car.) The price of the car was \$1780. The total price with registration, insurance, etc. was \$1913. She soon flew to Germany and picked up the new car at the factory in Osnabruck. It was built to U.S. specs including an mph speedometer, laminated safety glass, and sealed beam headlights. When her year was over, Mary shipped the car to the U.S. After it had arrived, Mary picked it up in New York, drove it to Ohio, and then taught in Ohio for several years.

Dick was driving down a scenic road one day in the 1980's and saw the front of the Karmann Ghia where it was in the backyard of a farmhouse. He stopped, met Mary, and learned the story of her car. While there, she asked Dick if he knew someone who could put in new carpet for her, and Dick subsequently did just that. Mary started teaching in Hawaii, and would occasionally return to visit her family. The Karmann Ghia stayed in Ohio, and was used on a limited basis in the summers.

When Mary would come home for a visit, she would contact Dick. Dick would pick up the car, do needed maintenance and get it ready for her to drive. Dick continued to do this for a number of years, hoping that someday he might be able to buy it. Mary eventually was no longer able to drive, and sold the car to Dick, knowing how much he appreciated it. The odometer had 38,000 miles on it at that time. After Dick had the car, it underwent a complete restoration. It has won numerous awards, including prestigious Antique Automobile Club of America awards.



Thanks to Dick Reischman for the photo and information he supplied for this article, and to Doug Barber for a second photo.

PHOTOS FROM OUR LAST MEETING



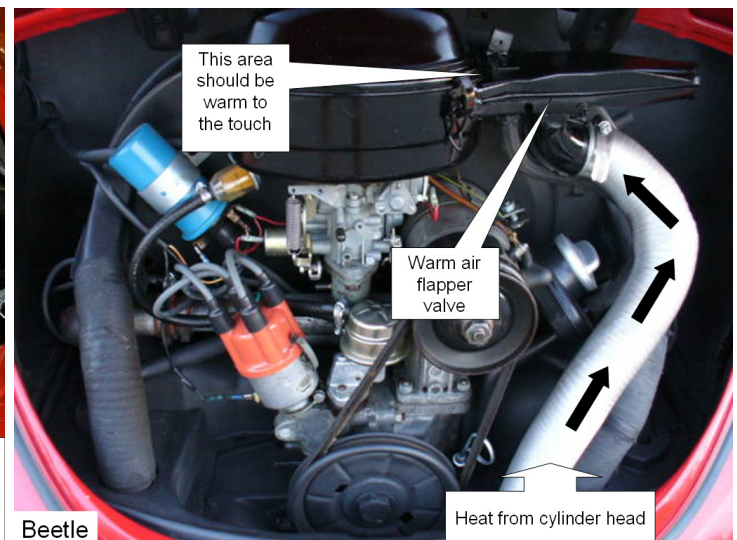
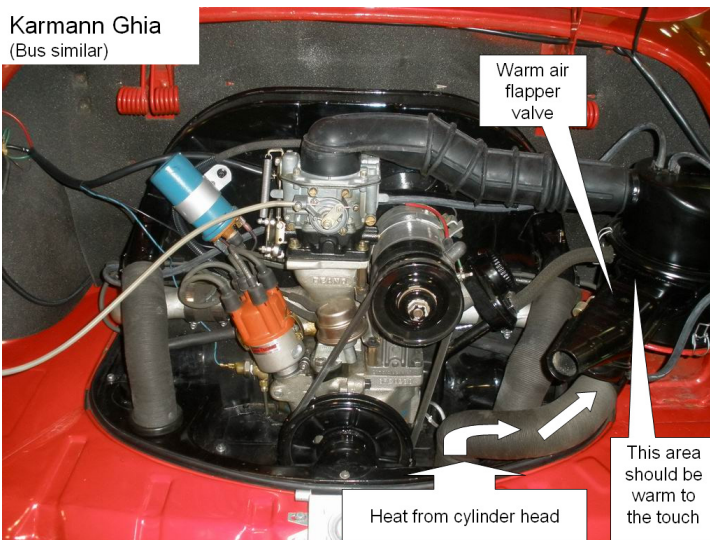
Carb Heat and Fuel Atomization

This article originally ran in the December 2010 edition of Zundfolge.
It's a good idea to talk about these important systems again!

It's getting colder outside. Why does my car stumble when I accelerate?
A short discussion about fuel atomization and carb heat. (Part 1)

Carburetors make fuel droplets, not true fuel vapor, and fuel droplets won't burn in the engine. They go out the tailpipe as unburned hydrocarbons which pollute our atmosphere. In addition to polluting the air, this causes decreased fuel economy as well as the infamous "VW stumble" we're so familiar with when the engine hesitates on acceleration. There are several things which are critical to making these gasoline droplets into a burnable fuel vapor. First and foremost is strong intake manifold vacuum, which instantly causes the fuel droplets to change into a burnable vapor that the engine can combust, rather than spitting the unburned fuel out the tailpipe. Items that cause low engine vacuum are primarily engine wear and performance components. If the piston rings are worn it causes weak engine vacuum, which in turn prohibits the fuel from vaporizing. Leaking valves, worn valve guides and intake manifold vacuum leaks will also contribute to low engine vacuum, leading to poor engine performance. Performance camshafts will commonly have low vacuum associated with them because of long duration and heavy overlap, but that's a complete different topic.

Carb heat is extremely critical to promoting fuel vaporization, and something that can be repaired at a low cost to the owner. On most V8 carbureted engines, the carb sits on top of a massive cast iron engine assembly, providing plenty of ambient heat for proper fuel atomization. On most of our ACVW's the carb sits remotely, isolated above the engine where there is no ambient heat to be absorbed. There is another item working strongly against us, and that is the principle of physics called "Refrigeration by Evaporation". This means as the fuel is vaporized in the intake manifold, it provides a huge refrigeration effect on the intake system. This can be evidenced by the thick layer of frost we see on the intake just under the carb on a cool day with high humidity. The fuel leaves the carb and is semi-vaporized just under the carb, which causes a strong refrigeration effect. This cooling effect results in a thick layer of frost on both the outside and inside of the carb and intake manifold. This layer of frost on the inside will get heavy enough to absorb the fuel from the airstream, causing not only a lean condition (hesitation) but also stall the engine. I'm sure many of us have had an engine quit on a cold day and open the hood to see a thick layer of frost below the carb. After a few minutes with the engine off, residual heat from the engine rises and melts the frost, allowing the system to work correctly and us to continue on our merry way. Make sure you have a lot of carb heat as the principles of "refrigeration by evaporation" will defeat you if not. It will make a world of difference if you run a stock air cleaner or some kind of warm air inlet to help vaporize the fuel. When I repaired cars in the '70's people never worried about the stupid hot air stove on the exhaust manifold that would always



rot off, or the tube that was commonly missing. I learned a lot about principles of evaporation back then.....

There are two primary sources of carb heat, the air cleaner itself which supplies warm air to the carb, and the heat riser tube which runs under the intake manifold on nearly all stock ACVWs. It is important to not only understand these two components' purpose in this universe but also how to determine if they are working correctly.

To test the air cleaner's proper operation, drive the car on a cool day for 20-30 minutes at speed to thoroughly warm the engine up. Briskly exit the car, leaving it idling with the parking brake on. Open the hood and touch the air cleaner snorkel just inside of the air mixer valve and the top of the air cleaner. If all is working properly, these two areas will be warm to the touch- perhaps 50° warmer than ambient air temp. This means on a 50°F day the air cleaner will be about 100°F. If you have an infrared temp gun you may also use this to verify operation. If this system is not functioning properly, inspect the system for missing or blocked components, and verify the mixing valve is in the proper position to feed warm air to the engine. Depending on what year your VW is, this mixing valve can be manual, vacuum operated, or thermostatic spring operated. Also depending on what year you have, the warm air tube can be about 2" in diameter or only about an inch on early engines (before about 1967). This applies to stock style air cleaners, virtually all aftermarket (performance) air cleaners will not have a pre-heater system in them. If you run a "performance" air cleaner in the summer, you may want to switch back to a stock air cleaner in cool weather. This "warm air tube" that I refer to needs to have all of the sheet metal in place for it to function properly, and having a properly operating thermostat will also assist in providing the correct amount of warm air for the carb to ingest. We'll leave thermostat operation to a future article. Next month I'll elaborate on the heat riser tube under the carb and how important it is. For now, have fun, and keep on driving those classic VW's!

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MEMBERSHIP UPDATE

Ryan Cisco

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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 1 new member join last month and 4 existing members renewed. Please welcome our new member to the club! This puts our current membership is at 179.

New members: Susan Fabro

Renewals: Robert & Redajean Stinemetz, Bryan Payne, Jerry O'Hara, Jeff Schweinfurth

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