

MARCH 2022
VOLUME 31-03

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

Zündfolge



MARCH MEETING INFO

Mar. 10, 2022 meeting at Pizza House
747 E Lincoln Ave, Columbus, OH 43229.

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Coming up Next Month

Lead Article..... Stark Hughes
Meeting Date... Thurs, April 14th, 2022
Location TBD

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 @ bkriderr@att.net

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

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Hi everyone! It's early March and we all know what that means. Spring is just around the corner, along with our annual toy meeting. TOYS and more TOYS! I'm excited to lead the March meeting and want to remind everyone to bring their favorite VW toys to share with other members. I know I can always count on Mark Garrett and Jerry O'Hara to bring some really unique VW toys so we'll be having a "miniature" toy show too. For anyone looking to start or add to their VW toy collection, there is usually some toys and memorabilia up for grabs after our 50/50 drawing.

Staying with the toy theme for this article, my son Matthew and I once again made our annual trip to a toy show at Hara Arena in Dayton, Ohio hosted by my good friend John Hodges. Matthew and I have been going to this show for over 10 years and we always seem to score a few nice VW toys and Dr. Who items. My VW and Porsche collection is over 9,000 pieces and I must say I've had a blast over the years hunting for these precious little toys. I received my first VW toy from Santa when I was five years old and I'm proud to say I still have that little toy. It's very special to me and I wouldn't sell it for the world. As I sit here and write this article, I think back on all the Volkswagen toy collections I've bought over the years. Some of the states I've traveled to over the years for these collections are Florida, California, Pennsylvania, and New York. The number of toys in the collections I've purchased have ranged from a single toy to well over 2,500 pieces.

On another note, before closing out my article for the month, I again want to challenge every club member to write an article for the newsletter. I know we are all pressed for time in our daily lives, but I can promise you, the other members in our club would enjoy reading your stories. Write about your first VW or the VW you had in high school or college. Write a story about the first VW restoration you did or the first VW vacation you took. Maybe you took a VW to the prom or spring break. Tell us about your dream VW or the VW you wish you still had, or the one you have now. We are a great car club, with great active members and we want your stories, so start writing!! Until then, stay safe and warm I'll see you at the March meeting...its all about the TOYS!

MARCH MEETING

Mark Garrett

In case you did not join us last month, our in-person meetings have returned, and we have a new location!

The new site is: Pizza House, located at 747 E. Lincoln Ave, Columbus, OH 43229. Their phone # is (614) 885-3121. Be sure to check out their menu online. Great pasta and pizzas. We will have our own room which accommodates up to 30 people. Bring your appetite and let's enjoy some good old COVVC friendship. The actual "meeting" will start @ 7:30 but get there early to socialize with your fellow VW enthusiast!

Hopefully everyone has been working on their favorite vintage Vdub during the off season and getting all of those old car projects taken care of. Before you know it spring will be here and we will be cruising and going to all of those great events we enjoy so much.

Stay warm and healthy, and Debi and I look forward to seeing everyone on March 10th.

MEMBERSHIP UPDATE

Ryan Cisco

*** REMEMBER TO 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 2 new member join last month and 14 existing members renewed.

Please welcome our new members to the club! This puts our current membership is at 170.

New members: Mitchell Kiminas, Jack McMillen

Renewals: Doug & Nancy Barber, David & Kathy & Mike Roundhouse, Emily Eby & Mark Baranoski, Bill Simon, Charles Pollock, Mark & Debit Garrett, Richard Rambo, Carl Crider, David Sheppard, David Wenger, Melodee Kormacker, Ashley Cook, Marianne O'Brien, David Dieringer

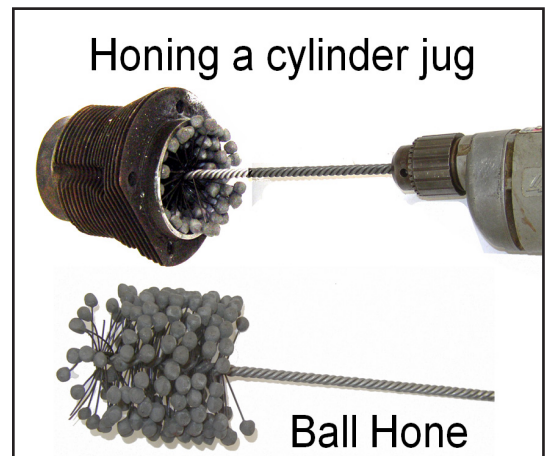
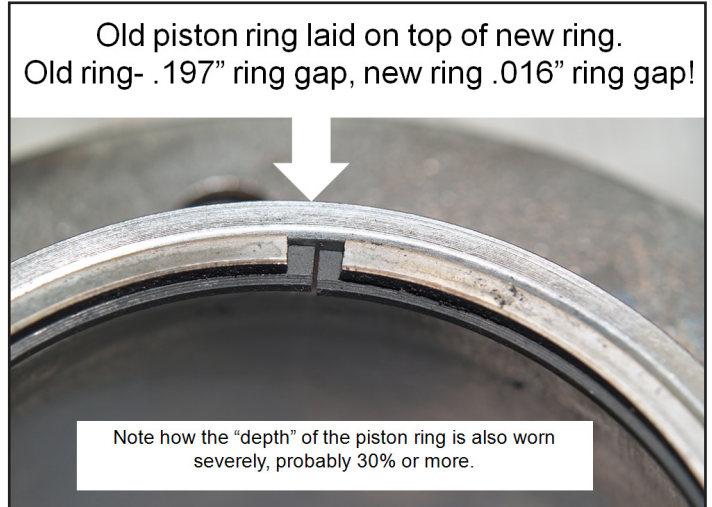
Waking Up from a Deep Sleep Continued; Repairing a Dusted Engine in the Manx

Last month I left off after tearing down the top end of the motor to have a look inside. I had discovered the source of the problem to be extremely worn piston rings allowing compression to leak into the crankcase. At this point I bought a set of rings and pulled the pistons off of the connecting rods. Last month I reported that the upper ring gap was .160", but I erred- that was measured with carbon still in the top of the jug. After cleaning the carbon out, the ring gap measured .197", more than ten times what it should! I've included a picture of the old piston ring laid on top of the new piston ring in the jug for measuring end gap.

For cleaning pistons I prefer soda blasting but on this engine I cleaned them the old manual way. A simple wire wheel and solvent is all I used on the top surface, and a broken old piston ring is used to clean the ring grooves of carbon. After this, some spray carb cleaner took off any residual carbon that was left and they looked box-new. I was even impressed with how there was virtually no wear in the ring grooves either, the rings only had a few thou side clearance which is well within spec. You don't want to bead blast (or abrasive blast) pistons as the aluminum will deform from being so soft. The jugs looked really good- much better than I would have anticipated by seeing how worn the rings were. They might just clean up with a ball hone as the ridge was only a few thou at the top, barely able to feel it with my fingertip. If I were trying to get 200,000 miles out of this engine new pistons and jugs would

have been obvious, but in a Manx tub it would probably only see a couple of thousand miles per summer on the average. These jugs cleaned up just fine with a ball hone mounted in a hand drill, liberally lubed with a light oil mixture. This is a sloppy job best done outside or somewhere that oil flying about does not cause problems. I usually have the jug semi-submerged in a coffee can filled with motor oil and kerosene while running the hone up and down at a slow speed to try and get the crosshatch correct. This crosshatch promotes the new rings to seat in quickly, minimizing oil consumption.

I had already checked the heads and was pleasantly surprised- they had virtually no miles on them at all. Last month I leak tested them with perfect results- after 15 minutes sitting with water in the chambers, no leakage was present in any of the ports. I pulled several valves out and cleaned them up- there was only light carbon- to see they were in perfect condition. I cleaned everything up, assembled them, and readied them for installation. I had numbered all parts as I disassembled the engine so everything would go back where it came from- each jug and head was scratched on its top fin with a file- one notch for cylinder #1, two for #2, etc. On the piston heads I put a very light set of dots with a center punch, one on #1, etc. This way I was sure all parts went back into the same position on assembly. Was this critical? Maybe not, but any decent engine assembly guy does this automatically. When reusing pistons and jugs, they have developed minor wear patterns that are specific to each other, and it's not a good idea to upset these patterns by moving things around. The big question in my mind is why the upper piston rings were worn so badly, as the second ring gap was only slightly out of spec. The only times I've seen this in that past I traced the problem to a leaking air filter box, which was common on the '94-'99 Ford Powerstroke Diesels which I am very familiar with. My conclusion is that this is also what caused this premature wear- an ill-fitting air cleaner. This engine has a brand new foam element style air cleaner on it, but I'll have a word with Zac, the owner, about it. Perhaps in a previous life the air cleaner was damaged or missing



VW TECH... CONTINUED

and run with poor or no air filtration resulting in a "dusted" engine. This is quite common with the off-road gang and HD diesel crowd for some reason. With an open wheeled and open engined car like a Manx, there is a lot of accessibility for dirt to enter the carb. Just look at the back of the car- the rear tires are only inches from the carb inlet. When the car goes down a dirt road, or even a bit of dust on a paved road, there is sure to be a huge cloud surrounding the engine. The air cleaner must be doing a great job or bad things happen...

On to engine assembly. There's no rush here, and the environment has everything to do with quality. The temperature in the shop is warm, the lighting is great, the benchtop is organized, the tunes are cranking. I'm not rushed, taking my time and inspecting each part closely as I handle it. The environment is critical- it's much harder to do this job properly if you're sitting on the garage floor in the cold and just wanting to "get it together". If your surroundings are clean, comfortable, well lit, warm, the correct tools are at hand and the tunes are cool, you'll be much more likely to produce a quality engine. I ran a truck repair shop for 25 years where we overhauled countless diesel engines so this is nothing new for me. I was very funny about environment back when I had the shop as well as now. I know a happy and comfortable technician is much more likely to produce a quality product than one that is not comfortable. I always supplied my guys with everything they needed to do a superior job, and it worked. Partly due to this and a healthy dose of good luck, we never had a major comeback or failure after an overhaul.

All parts are clean, laid out on clean newsprint in order and ready to assemble. The new Grant rings are removed from their box and inserted into the jugs to check the end gap. Great, they are all right on, about .016". They are then installed onto the pistons in the correct order using piston ring pliers. I stagger the ring gaps so that compression leakage does not have a straight path down the side of the piston. The books all say to do this, but I know in my heart it might be wasted time as the rings do migrate as the engine is running. I have disassembled engines I have built in the past, paying attention to ring gap location. I know where the gaps were on assembly, and guess what- they were not in the same place on disassembly. I don't quite know what makes the rings walk, but it's obvious to me that they do as the engine is running. Maybe it's from going around corners too fast. The piston assemblies are readied for their respective jugs and everything is oiled up for assembly. I use a ring compressor to hold the rings in the pistons as the pistons are inserted into the jugs. VW's are kind of different from the diesels I'm usually working on- with most engines, the rings are compressed as the pistons are inserted into the block. On ACVW's, they are compressed as they enter the jugs, before the jug/piston assys are mated with the short block. In this situation, the pistons are in the jug just enough to cover the rings, with most of the piston hanging out of the bottom of the jug including the piston pin hole. These assemblies are then slid between the head studs, and the piston pins are inserted along with the piston pin retaining clips to prevent them from walking out. The lower jug/block surface is then readied for sealer. This means a quick wipe down with a rag and brake cleaner, a fast dry solvent. This gives the sealer at the base of the jugs a fighting chance to keep oil from leaking at this area. This is one of the areas I splurge on when assembling an engine- brake clean. Each component I handle is brake cleaned and blown dry with compressed air to give a spotless surface for assembly. I use way too much brake clean as I'm a bit fussy about cleanliness on assembly. I buy it by the case, and use several cans as a minimum when doing an important job like this. After the jugs are brake cleaned on the lower surface, slid into the studs and ready for seating against the case, a coating of sealer is applied to prevent oil leakage between the jug and case. If you want to start an argument about assembly practices, go on the internet and ask what sealer is best to use on the bottom of a jug. Fifty people will likely give you fifty different answers, and they're probably all correct. For me, Permatex High Tack in a brush can is what I've used it for years and it works as well as anything else. Spread an even amount of this all around the base of the jug and the opening of the case where the jug sits. I've already made sure these surfaces are perfectly clean and dry with brake clean so I know the sealer will stick. From the factory they used a very thin paper gasket here, but they are difficult to handle and commonly break while trying to install them. There's a hurricane of engine oil just inside here when the motor is running and we want it to stay there! Once the sealer is applied, push the jugs down the pistons until they mate with the case. I usually do one side at a time and install the head briskly before the sealer has time to skin. This ensures a good tight seal between the bottom of the jug and the engine case. The head nuts and washers are installed and torqued in order to spec, which is 23 ft/lb. This is always somewhat of a joke for me as I'm used to torquing diesel heads to 250 ft/lb or more!

I'll continue this story next month as I complete the trim, do the carb, and repair some other problem areas while it's apart. I'll also bench test the engine before reinstallation and talk about my run stand adapter. Have fun, be safe, and keep driving those classic VW's!



This is a follow up to the article I wrote about Dick Reichman's lovely 1957 black Karmann Ghia which was at our August 2021 show. There was a second car there which also impressed me. It is owned by Dick's good friend Greg Kuhnash. The car is a beautifully restored 1956 coral red oval window beetle.

Greg has owned this car for a long time, having purchased it in 1985. That year he and his wife visited a couple and looked at the oval window they had. The son had been using it for trips from eastern Ohio to Chicago and back, and

the engine blew up on one of the return trips. They got the car back home, and had the engine completely rebuilt. However, the son no longer wanted to use the car, so it was just sitting. Greg asked the owner if he was interested in selling the car, but the owner said no. Greg left his phone number in case the owner later changed his mind. Six weeks later the owner contacted Greg and sold the car to him.

Greg and his wife drove it everywhere, and even would take it when they went tent camping. He noticed that the car had side semaphores for turn signals, which was feature of European delivery beetles, not U.S. beetles. However, it had many features of U.S. cars including bumper over-rider tubes, turn lights on top of the front fenders, mph speedometer, sealed beam head lights, etc. He eventually realized that it was a European delivery car which someone had converted to U.S. specifications, but left the semaphores in place. In the late-1950's/early-1960's U.S. buyers had to wait many months for their new beetles. As a result, individuals made a business of buying European-specification beetles, converting them to U.S. specs, shipping to the U.S., and selling them to U.S. buyers at a premium. My close friend Dave Knoll moved from Columbus to Germany in the early 60's and spent two years doing this exact thing. He moved back to Columbus due to a change in U.S. regulations which ended his business.

Greg knew that he wanted to restore his beetle someday, and over a number of years acquired many NOS parts for that eventual day. He took it off the road in 1997 and started the process. He did much of the restoration himself, including work on the engine and transmission (including fixing the problem of a chipped tooth on first gear), plus much of the other work including preparing the car for painting. The car was also returned to European delivery specifications at this time. Greg was able to obtain German Glasurit paint, and a friend applied the VW Coral Red (L351) paint to the car.

Greg had earlier ordered the VW 'birth certificate' for his car. The letter stated that the car was a "factory test car". During the restoration, Greg noticed that it appeared that both door latch areas on the car body had been cut out and replaced. VW changed the door latches in going from 1955 to 1956, and Greg speculates that perhaps this was a car they used in the needed testing for the change.

The restoration turned out very well, and Greg has entered it in many shows. This has included entering it in Antique Automobile Club of America (AACA) events. He first won an AACA First Place Junior Award, and progressed up the ladder of awards until he won an impressive AACA First Place Grand National Senior Award. However, Greg is not content to sit back and just enjoy the restored beetle. He is about to start restoring a 1917 Model T.

Acknowledgements:

Thanks to Greg for supplying the article information and photographs.

About the author: Jim and his wife Brenda have owned many VW's, including seven beetles, a Fastback, a Squareback, two Rabbits, a Jetta and three Vanagon Westfalia campers.



Hello COVVC air cooled enthusiasts! My name is Mike Young. Some of you know me as the owner of Motorkars and also as one of the founding members and original club treasurer of the Central Ohio Vintage Volkswagen Club back in 1991. For those of you who do not know me here is a short history of my love for air cooled Volkswagens and how it evolved into my company Motorkars.

My first exposure to Volkswagen came in 1969 as a 13-year old when my older brother Jim asked me to ride along with him to check out a VW Bus in Canal Winchester. The Bus we test drove that day was a 1957 23-window sunroof deluxe model that the original owner had converted into a homemade camper. Jim purchased the VW for \$500 and so began my love of Volkswagens. I remember helping Jim replace the clutch in the Bus in my parent's garage. He placed a foot stool under the engine then unbolted it. I held onto the engine while Jim pushed the Bus forward and the engine dislodged. Cool stuff! I would eventually buy the '57 from him in 1972 after getting my Ohio driver's license and create many terrific memories with it as the proud new owner.

Volkswagens became my passion as a young man. My Dad was the sales manager for a large insurance company but was tired of the corporate world and wanted to run a family owned business. In 1975 I was managing a 4 bay import repair shop on the OSU campus for my girlfriend's older brother. My Dad approached me one day that summer of '75 and asked if I wanted to partner with him and start our own automotive service and repair business? My response was "absolutely"! I was just a 19 year old teenager but was excited to work for myself and with my Dad. We took over ownership of a Texaco gas station in the Thurber Village neighborhood that was an established VW specialty repair shop. We performed all types of car repairs and specialized in the Volkswagen make. Texaco pulled out of Ohio in 1977 but we were able to continue with the auto repairs despite not selling gasoline. Our business thrived and we soon out grew the 2 bay garage on Michigan Avenue. (My Dad was a semi-pro football player when he was young and a huge Buckeye fan so although he never said it I knew the street name was a thorn in his side for the 10 years we worked out of the Michigan Avenue shop.) We relocated the business in 1985 to our current 5 bay location on King Avenue and we were now working on German cars only both new and old. I hired technicians to repair the new water-cooled cars while I continued to keep the air-cooled customers driving down the road.

Motorkars is celebrating 47 years in business in 2022. We have several customers who have been with us for over 40 years. My Dad who passed away in June of 1994 would be very proud of the family business we started in 1975. I truly have lived the "American Dream". I celebrated my 65th birthday April 2021 and decided to permanently pack up my tools November 1st 2021. Sadly this is the end of Motorkars performing repairs on all vintage air-cooled Volkswagen and Porsche vehicles. Motorkars will continue to service and repair all later model Volkswagen, Audi, BMW and select Porsche vehicles for our customers.

I was very frustrated and saddened about the thought of all of our loyal air-cooled customers trying to keep their vintage cars motoring around town. I spoke with several people about the air-cooled business and found Brian Hoover interested in continuing what we started 47 years ago. Brian and his wife Neva own Auto Body Specialist located at 1058 W. Fifth Avenue. Brian has agreed to acquire all of the air-cooled tools, equipment, parts, literature and microfiche from Motorkars to be able to service and repair the air-cooled cars in Central Ohio. Brian is going to hire Bill Simon who some of you know owns a split window Beetle, has a cool collection of vintage Volkswagens and is a former employee of Motorkars. Bill has a huge passion for the vintage Volkswagens. Brian and Neva plan to have the vintage repair shop open for business by April 2022 with Bill in charge of all air-cooled VW service and repairs.

Brian and Neva contact information: Auto Body Specialist, 1058 W. Fifth Avenue, Columbus, Ohio 43212- 614-299-5551

Thanks to all of the COVVC members who trusted me to service, repair and restore your vintage Volkswagens over the many years and how much I appreciate your business keeping those old VW's "alive and ticking"!

Thank you and remember to always... Keep on Truckin!

The toy I'm sharing with each of you this month was manufactured by the Bandai Toy Company of Japan during the early to mid-1960s. This green friction powered tin-plate VW bus is 8 inches long and represents a VW Single Cab. The toy has a very colorful tin lithograph interior insert with dashboard and plastic steering wheel. It's fun to pretend you are driving the bus to the supermarket as you 'drive' the toy around.



The green version of this bus is a fairly rare toy. Very few examples of this toy ever come up for sale. In my many years of collecting, I've only seen a few examples for sale, and none of them came with a box. I've often wondered if this toy wasn't a big seller or if kids just didn't take care of their little VW toy. The value of this toy in good condition with no box is around \$100 to \$125, with a mint example with no box coming in around \$350 - \$375. It's not uncommon though to see this toy sell well above these figures when collectors get into a bidding war over the same car

Until next month... Happy Toy Hunting !!



MEMBER SUBMISSION

PHOTO SUBMITTED BY
MIKE YOUNG

My first car:
1957 23 Window
Sunroof Deluxe



This photo taken Christmas Day 1973, myself and my brother Jim (with beard)

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