

Batt's ON THE BALL

Dear Mr Batt

I had the unfortunate happen to me the other day; a punctured tyre. After a shaky and bumpy stop I attempted to open the bonnet with the usual pulling and heaving at the cable lever, 3-4 attempts, ah ha, bonnet opened there's the tyre half inflated! The jack was also found buried under the usual junk and rust. So, jack in hand and some other bits I started looking for the two holes (as I was once told) to poke the jack through. At this point, I realised the jack was the wrong type, so having given up, out came the faithful mobile and onto the AA, home in 2 hours. So this brings me to the point Dr Batt, could you tell me what sort of jack would be best for the job, and how can I change the wheel myself next time.

Many thanks.
Yours ever, grateful fan.
A.T.

Dear A.T.

Needles to say, thank you for your interesting question as I am sure this will help a lot of our fellow V dubbers. On a lot of occasions when I have had cars in the garage I have noticed the same things i.e. flat spare tyre, wrong jack, no lever, etc. So let's get to the point. The jack that was original made for your humble bug was fine when the car was new and the jacking points are corrosion free and solid. In this day and age when your bug is tired and feeling fragile you are best advised not to jack it at the intended points. There are two types of jacks that will do the job, unless you want to carry a great big trolley jack in your car, not a pretty sight. A bottle jack or a scissor jack is fine provided you position it at the right points. OK, hand break on, loosen the wheel bolts then on the front, jack under the beam nearer to the offending wheel. At the rear, position the jack under the torsion arm cover and start jacking keeping clear of the car as there have been cases when the jack can tilt and collapse, so every caution must be taken. For those of you who are thinking what the hell is a beam, a torsion arm etc. just pop in at Battys VWs and Dr Batt will not only make sure you have the right tools but also give you a quick course on how to change a wheel.

Happy motoring.
Dr Batt

For Sale
1969 Beetle 1300
12 Months Ticket
Metallic Purple
£950 ono
Simon or Rachel
01908 855890

How's your German

INDICATORS

Die Blinkenleitentickentocken

SPEEDOMETER

Der Egobooster

PUNCTURE

Die Phlatte mit Bludypoopen

WINDSCREEN WIPER

Die Flippenflappenmuckenspredden

FOOTBRAKE

Der Edbangenovindskreenstoppenquick

BREATHALYSER

Die Puffintem fur Pistenarsen

SEAT BELT

Der KlunckenklickenFrauleintrapper

HEADLIGHT

Das Dippendontdazzleubastad

FOG WARNING

Die Puttenfutdownenfukit

HIGHWAY CODE

Der Wipen fur Arsen

TRAFFIC JAM

Die Bluddifukkindamnundblasten

BACKFIRE

Der Lowdenbangenjumpen

JUGGERNAUT

Der Fukkengret Trukken

ACCIDENT

Der Bleedinmess

NEAR ACCIDENT

Der Bludineer Poopenself

CYCLIST

Pedalpushenpilloken

Issue Number 14 March 2000

Could you give this car a good home?

Cars like this don't come up for sale very often and, when they do they usually seem to find their way into the hands of other lucky people.

Joan in Bedford emailed me last week to tell me about her pride and joy, a 1983 1300 Golf c

What's that, a water cooled car in the newsletter? I know, it's not air-cooled and it's only an old, base model Golf but let me explain why this little car is so special.

This is in fact the proverbial one lady owner, full service history, low mileage car that urban legends are made of. It was brought new in Germany (rhd) by Joan in '83 and the drive back to Bedford is the longest trip it's ever made. With just 32k miles on the clock (an average of just 1900 miles a year) it's never travelled more than 20 miles on a single 'outing' - It knows its own way around Bedford.

Joan has every single scrap of paper to show the full history of the car including the original bill of sale and all the MOTs. It's been serviced regularly and garaged between weekly trips to Sainsbury's. Its condition reflects this but its price doesn't as Joan is keen to sell to someone who will look after it, hence her contact with the club.

I drove over to Bedford on Sunday to take a look and if I had the space and money I would have bought it myself!

So, If you would like a fine example of a water-cooled VW to add to your fleet give Joan a call on 01234 354804 and please mention me Malc.



Dates to come out and play

Sunday 5th March

The Old Barn From 7pm

Saturday 11th March

Club Bowling at The Super Bowl.

See inside for info...

Sunday 12th March -POSTPONED

Until more cars are on the road - Cruise to meet with the the TFI aircooled club in Aylesbury...

Saturday 25th - Sunday 26th March

The National Volksworld Show

Sandown Park, Esher, Surrey

No excuses, mark these dates in big red letters (VW) on your calendar!

What are you doing on the 11th March at 8pm, I know where I'll be, at the Milton Keynes SuperBowl CMK . If you fancy a game give me a call or, tell me at the next club meeting, on Sunday 5th March at 7pm; here are the details as follows: £12.95 includes two games £100 holiday voucher, winner or loser certificate, a choice of four basket meals, and a camera. A £5.00 deposit is required with your menu choice as soon as possible.

MENU CHOICES.

SCAMPI AND CHIPS

VEGETABLE KIEV AND CHIPS

SAUSAGE IN A FRENCH STICK WITH CHIPS

CHICKEN IN A BUN WITH CHIPS.

MEET AT 7.30PM SO THERE IS ENOUGH TIME TO SORT OUT SHOES AND THE ALL IMPORTANT ALCOHOL .

CALL DAWN ON MK 605831

Roundabout VW Club Contacts

| | | | |
|-----------------|----------------------|-------------------------------------|-------------------------------|
| Sayed Batt | Chairman | 07957 720797 | |
| Ian Metcalf | Membership Secretary | 01908 605831 | ian.metcalf@cwcom.net |
| Dawn Metcalf | Events Co-ordinator | 01908 605831 | |
| Anto Toniolo | Treasurer | 01908 571427 | |
| Malcolm Hawkins | Newsletter | 01908 609736 | malc@roundabout.freeisp.co.uk |
| | Website | http://www.roundabout.freeisp.co.uk | |

Golden Graham

Well what can I tell you about Graham that is very embarrassing? Well loads actually, but seeing as Graham is sitting hear giving me a hard time about being horrid to your husband, I will save these sordid stories for a time when Graham is not around or very very drunk. So you wont have to wait to long!

Graham bought his first VW in 1987 when I say VW I mean just a floorpan, engine and fiberglass body shell. Yes we have another buggy fan in the club. But Graham really liked to upset the die hard "Beetles should be left as they are" set by telling them he had a 1959 floorpan that he intended to turn this into a long wheel base hard top GP, so it was safe to say that he was an annoying git back then (and as those of you who were at malvern last year will know not much has changed). When I met Graham in 1990 his beach buggy was still a floorpan waiting for all the rest of the stuff to go on.

Within five months I was the proud owner of an M reg 1303 and very pleased to have a VW up and running before Graham. Unfortunately this did not last long, six months later my lovely beetle was hit up the bum which revealed lots of lovely filler. I was



assured by a friend that he would repair my beetle for me, by February 1997 I gave up and sold my beetle as baby number 2 was on the way.

In between this time Graham had swapped his Cavalier for a Baja. This very nosy bugs upside was it annoyed the neighbours at three in the morning, the down side was being stopped by the police (are you sure those exhausts are legal?) having the passengers shoes washed every time you went through a puddle, and setting on fire everytime you go to Aylesbury.

We then swapped the baja for a microbus which had a few less holes and was very reliable (it only had 4 engine rebuilds). We then swapped our bus for a cal looker which was very hard to get into when the battery went flat and the solenoids would not work, and also liked to catch on fire but in far more interesting places like petrol stations (as you can guess we sold this one too).

So now we have our crappy but working Ford and a very stationary Bay window camper, which will soon (ha ha) be on the road so we won't look so stupid in the convoy on the way to shows.

So as you can tell we are not at all obsessed by VW's you can tell by the way our two children Jake almost 5 and Honor 3 shout Vdub and wave madly at any thing resembling a beetle. **Alison**



Unleaded fuel, Fuel Additives and Fuel Catalysts

This article and the information contained in it, is truly independent of any fuel company or product manufacturer. There is no bias, blame or solicited promotion. It is written by a professional fuels chemist whose hobby, for over 12 years, has been restoring aircooled VWs. The information is pitched at a non-technical and light hearted level to enable aircooled VW owners to get the message. By no means is this meant to be insulting to all the tech – heads out there.

What is Happening?

As of January 1st 2000, the availability of leaded petrol in the UK will be drastically reduced. The Government says 5% of total fuel sales after the end of 1999 can still be leaded.

MYTHS

As with any large topic which has an element of technicality, there is an element of "my mate down the pub says..." . Some of the myths and answers are as follows:

MYTH ONE - An In Line Catalyst Will Work

Adding some sort of gadget into your fuel line is a waste of time and money. Most of the gadgets cost just over £50. Under £200 will buy a set of brand new unleaded heads ready to fit. Save your money and spend it wisely. Some of these gadgets require you to make adjustments to your fuel mixture and ignition timing before you can use unleaded. Any old car will run on unleaded with such adjustments. It's just a lottery on when the valves will fallout or the head will split. This is because you are depending on the old coat of lead which your engine has already built up on the valves and seats. This is known as the "Memory Effect". However Memory Effect wears a bit thin after 10 – 15000 miles. When your valves drop out after 20 000 miles and you try to claim against the gadget manufacturer, they will either: Have stopped trading, or out Blame the failure on your tired old engine which probably needed new valves anyway. I do not stand alone in this belief. I am the latest in a long and distinguished / experienced / qualified line of people, (Including the Federation of British Historic Vehicle Clubs) who are saying the same about "gadgets" . The choice is yours.

MYTH 2 - Additives Are Expensive

You will find that the price of unleaded 2 star with a shot of anti-wear additive will work out cheaper than the cost of leaded 4 star. Figures are shown below.

MYTH 3 - New Valve Guides Are Required

Bunkum – as long as your old VW valve guides are not too worn, they are fine. It's just the seats that require attention. Other makes of vehicle may require new guides or have oilways drilled into them. Check with your owners club on this.

MYTH 4 – Super Plus Unleaded Will Do

Rumours are circulating that the Super grade unleaded (98 Octane) is fine on an unconverted engine if you alter the timing. Firstly, super grade unleaded (also called Super Plus) will also disappear from our forecourts. It was only created as a short term measure to woo the drivers of early 1980s sportier cars to run on unleaded. Cars designed since the early / mid 1980s have engines planned to run on standard grade or super unleaded (95 Octane). When fuel companies note a significant drop in sales as the early XR3s, MG Maestros etc etc are scrapped, high octane unleaded will be too. It has already gone from some forecourts. One day there will probably be only one grade of unleaded available.

MYTH 5 - Use Aviation Gasoline

Aviation gasoline, which has a very high lead content and octane number, can be mixed with unleaded (if you know what you are doing) and will work in your unconverted engine. However, AVGAS is not taxed for road use and HM Customs & Excise would not be pleased to find you using it.

MYTH 6 - Store Lots of Leaded

Storing amounts of fuel in cans is not only a serious fire hazard, but also a waste of time in the long term. Fuel sold at forecourts is not designed to have a long "life" and its properties are mixed to suit the season and climate (quicker vaporisation in winter for cold starts). You could end up with fuel from the wrong season, which has gone "stale". Real Solutions. There are only three solutions to the problem:

Solution 1 - Just Ignore the Problem

If your VW heads were made after 1968, and you can guarantee their history, they will work fine on unleaded. If your engine looks to have been meddled with by at least one "backstreet VW expert", try one of the other solutions.

Solution 2 – Additives – DIY & From the Pump

From The Pump If you know your heads are sound and the valve seats have a healthy coating of lead (ie they haven't been reground for a long while), use Lead Replacement Petrol (LRP) which will slowly be available at most larger garages. This is simply unleaded with "lead substitute" pre mixed before it gets delivered to your "local". It is planned to have the same Octane rating as leaded 4 star. There is no requirement for any additional additives to be added to LRP – in fact mixing of additive brands and types may harm your engine. Just stick to either LRP or the DIY method, but do not chop and change.

DIY. All of the main fuel retailers will sell an additive which is easy to use, and will work. I am now in my fourth year of running on unleaded plus a garage brand additive, since the ban came into effect when I lived in Germany. My valves had been ground (thus removing all traces of previous lead) and the engine still runs well, with valves and head in peak condition.

A brief word about Octane ratings for aircooled VWs.

Since 1968, VW recommended that 1200 & 1300 drivers use 93 Octane fuel (the same as basic unleaded) and 1500 & 1600 drivers use 95 Octane fuel (the same as premium (or Super) unleaded.). As premium unleaded is only 95 Octane, and if your VW is set up to run on 4 star leaded (98 Octane), you will therefore need to add octane.

'Millers VSP Plus' is the only approved additive which also boosts Octane levels. The rest would require the use of an additional Octane additive as made by the firms listed in the next paragraph. As well as the Petrol retailers, aftermarket suppliers such as Millers, Redline, STP, REDEX, Wynns etc etc will make an additive. An independent and stringent test by the Federation of British Historic Vehicle Clubs approached 38 firms who manufacture products to help beat the leaded issue. Many declined, knowing that their products were an elaborate scam, or that their products would not perform as well at the tests. The FBHVC approved only four products, which gave little or no signs of damage to valves and heads.

Many of the "magic gadgets" not only failed the tests, but actually increased the damage! Hence they have been the subject of either advertising or sales bans in some countries.

The additive products which passed the test are:

- Valvemaster
- Redline Lead Substitute
- Superblend Zero Lead 2000
- Millers VSP Plus

You are advised to stick to one brand and not alternate as there may be an adverse reaction between products. These products are by no means new. Redline has been used in the US for 15 years, Superblend in Europe for some years, and Valvemaster is the only additive to pass the super difficult Australian tests.

Large or Highly Tuned Engines

Some of the additives used on the continent have been found to fail under high load conditions. In simple terms "load" means a V8 being run at 6000 revs +, or the Schmidt family hack loaded up with 5 passengers, towing a loaded caravan all the way from Hamburg to Lake Garda. "Fail" does not mean instant valve collapse and head cracking, but actually, a drop in performance and frequent "pinking". This will not be of concern to most aircooled VW owners. The only solution for the wife's Aston Martin DB5/Old Ferrari or 1930s Blower Bentley/etc etc, is to get the heads converted.

Solution 3 - Convert .

On aircooled VWs, you only need to change the valve seats. Any honest workshop will tell you this. New valve guides and stainless valves are a luxury you do not really need. Your old valves will be rock hard, especially after being hammered against the seats 10 billion times during their lifetime. Saying that, if you are going to buy or get new valve seats fitted, why not pay a few quid more and get a matching set of new valves and guides. It'll be worth the peace of mind.

Summary

The choice is yours: If you have post '68 heads or the car has been fitted with unleaded valve seats, or you are happy to use LRP - Sit back and relax. If you need to do something, but don't want to shell out the cash, use an approved fuel additive. It is not difficult or messy to use, despite claims by some "gadget makers". If you want to get the heads converted, remember only the seats require work, but a new set of valves and guides probably wouldn't be such a bad idea at the same time.

More Info:

Redline: 01732 866 885.

Millers: 01484 713201.

Superblend: 0116 291 1700.

Valvemaster: 01908 372 611.

Tinker

(Taken from the John Maher Racing website:- <http://www.johnmaherracing.co.uk>)