

NEWSLETTER SPRING 2004

VW Shows for 2004

We're already into the season, with Dub Freeze back in Feb and the VolksWorld Show in March. There are some young chaps doing sterling work promoting the Type 3 on-line and at these shows, with far more energy than the long-standing (oh, my backache!) members of the Type 3 & 4 Club. Anyone who went to either of these shows will surely have seen the Type 3s. Well done guys.

Stanford Hall coming on **Sunday 2nd May** is the authoritative classic VW show, with top notch concours, club representation and masses of traders attending. The club stand is plot 7, along by the water's edge. Drop in for a chat (at the stand, not the lake!), and bring any bits you want to sell – mark with name (or club membership number if you want anonymity) and price.

Straight after Stanford Hall, why not go along to **Big Bang** at **Santa Pod**. Fastbackerdez says "if anyone is going to Stanford Hall on the Sunday they can camp at Santa Pod on Sunday night for the Monday only price (you get a free night's camping at the show). There will also be a cruise up the strip for the line up!!!" Check out the T3UK website at www.t3uk.org.uk so you can join in the Type 3 line-up there on **Monday 3rd May**.

The next weekend **15/16th May** you can be in North Wales at **Bodelwyddan Castle** near Rhyl. There's a **Type 3 and 4 line up** planned by the organisers, so don't let them down please if you're in that area, and fancy **free camping** from 12 noon, and entertainment on the Saturday night.

Next biggie is **Stonor Park**, on **Sunday 6th June** where the Club will again be represented.

If you fancy going foreign, get those cross-channel tickets organised, and enjoy two shows for the price of one. The **Typ3 Meeting in Leipzig (10-14 June)** is quite a way to go, but worth the trip, and the next weekend is probably the best family VW event around, at **Budel in Holland**. Ask Larry and Lin Collins, or Danny Lord about it (or any Notch owner!).

VW Expo is again in Kent on **27th June**, and Danny Lord has arranged a line-up there. Check the details with Danny on 07956-605333 (also report of 2003 meeting on p3). If you want to contact Danny by letter, please note he is now at 32 Tintagel Manor, Skinner Street, Gillingham, Kent, ME7 1LH.

July 3rd/4th sees the ever popular **BVF at Malvern**, again a family event, with clowns, evening entertainment and loads of VWs of all types. Last year there was a Beetle barbecue – literally the front of a Beetle built as a barbecue.

Peppercorn on 10/11th July will again have a Type 3 and 4 line-up, with camping on the Saturday night, and a club cruise. Again, contact Danny Lord (above) for details.

VW North-West, Tatton Park, 8th August is just the place to be if you can't get to the USA Type 3 Meeting in Hershey, chocolate capital of the USA. With a strong following in the Manchester area, it is hoped the Club will have a long overdue stand at this meeting. Volunteers, please!

Talking of which, if you can help on the Club stand at a show for an hour or even less, please find the Club plot early and put your name down on the rota. You will get first look at the parts people bring for the club to sell, too, so there can be advantages too.

Future Publications

There will shortly be an updated membership handbook, so if you've changed your car, address, e-mail or other details, please let the Editor know so he can change the data entry.

If you enjoy reading about Type 3s, please write something for the magazine – it really is much easier for the editorial team (ha, ha!) to come up with a publication if there's something to publish. Send contributions in any form, by any means, nothing so far has been unreadable either by man or machine. There's a challenge!

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Events 2004

We hope to have a club stand and/or there is a special vehicle line-up planned for all the events shown in bold print.

May

1-3 - Big Bang, Santa Pod, Wellingborough, Northants. www.big-bang.co.uk
(t3uk organised line-up Bank Holiday Monday)

2 - Stanford Hall, Lutterworth, Leics. www.stanfordhallvw.co.uk

9 - Christchurch Classic, Christchurch, Dorset.
www.jcevents.co.uk

9 - Dubs at the Park, South Hill Park Arts Centre, Ringmead, Birch Hill, Bracknell, Berks.
www.ltv-vwc.org.uk

15-16 - All Types VW Show, Bodelwyddan Castle, Rhyl, N. Wales. www.alltypesvwshow.co.uk

28-31 - Run To The Sun, Newquay, Cornwall.
www.runtothesun.co.uk

28-30 - Scottish VW Owners Festival, Biggar Show Ground, Biggar, South Lanarkshire.
svwof@fsmail.net

June

5-6 - Deva Dub Show, Chester Race Course.
www.devadubshow.co.uk

6 - Stonor Park, Henley-on-Thames. www.britishvwevents.com

10-14 - VW Typ3 Liebhaber Annual Meeting, Leipzig, GERMANY. www.typ3.de

11-13 - VW Action Theme weekend "VWoodstock", Herts County Showground. www.vwaction.co.uk

18-20 - Budel, Manege d'Auwe Meule, Budel, HOLLAND.
www.keverclub.nl/budel

20 - Bristol Volksfest, Bath Race Course.
www.bristolvolksfest.co.uk

22 - Drive your VW to work day, Worldwide.
www.ploon.nl/int-vw-day

27 - VW Expo, The Hop Farm, Paddock Wood, Kent. www.abvwc.org.uk

27 - Beach Buggin, Southsea Common, Portsmouth
www.beachbuggin.com

27 - The Historic Volkswagen Festival, Hatton Country World, Nr. Warwick. www.historicvws.org.uk

July

3-4 - British VW Festival, Three Counties Show Ground, Malvern, Worcs. www.bvwf.org.uk

10-11 - Peppercorn, Leeds Castle, Maidstone, Kent. Phone 020 8330 0148.

23-25 - Bug Jam, Santa Pod, Wellingborough, Northants. www.bugjam.co.uk

August

1 - London Volksfest, North Weald Airfield, Harlow, Essex. www.vwaction.co.uk

7-8 - USA Type 3 Meeting, Hershey, Pennsylvania.
<http://mywebpages.comcast.net/jaransonT3/2004Invasion>

8 - VW Northwest, Tatton Park, Knutsford, Cheshire. www.vwnw.co.uk

8 - Sussex VWOC Summer Festival, The Yew tree, Chalvington, East Sussex. www.thesvwoc.co.uk

13-15 - Volksfest Wales, Margam Park, Port Talbot, S. Wales. www.volksfestwales.org.uk

27-30 - The Gathering On The Hill, Beacon Country Park, Up Holland, West Lancashire.
www.volkswigan.co.uk

27-29 - Cornwall VW Jamboree, Monkey Tree Holiday Park, Nr. Newquay.
www.cvwoc.co.uk or phone 01872 870567

September

3-5 - VW Action, Herts County Show Ground.
www.vwaction.co.uk

11-12 - Vanfest, Three Counties Show Ground, Malvern, Worcs. www.vanfest.org

17-19 - VW Euro, Six Flags, Biddinghuizen, Holland
www.vweuro.nl

19 - Beetle Drive, Crich Tramway Village, Matlock, Derbys. www.tramway.co.uk

October

2 - Brighton Breeze, Brighton sea front.
www.ssvc.org.uk

31 - Slough Swap Meet, Montem Sports Centre, Slough. www.britishvwevents.com

With grateful thanks to VolksWorld and VWm Magazine for the above info. Websites:- www.volksworld.com and www.vwmonline.co.uk.

VW EXPO 2003 – Danny Lord reports

VW EXPO this year was held at the Hop Farm at Beltring, near Paddock Wood in Kent on the 29th of June. It was organised by Mike Wood of the Association of British VW Clubs, which the Type 3 & 4 Club are part of. The Type 3 & 4 Club were offered a display for approximately 20 cars.

A couple of weeks prior to this event I sent out a letter to nearly all Type 3&4 Club members in the South-East area enquiring if they would be interested in displaying their car in the line-up of this event and at the Peppercorn Show a couple of weeks later. In total there were 9 Type 3s in the line-up, but no Type 4s (where are they all?). Although a relatively small show, there were quite a few clubs present, namely the Mexican and Brazilian register, Hazzard VW Club, Kentish VW Klub, Trekker Register, Essex VW Club and a few water-pumper clubs. There were quite a few traders and auto-jumblers present. But hardly any T3 or 4 parts for sale. A couple of rusty rear wings for a late model Fast./Squareback is all I remember seeing.

The Hop Farm was an ideal venue for this event. Camping was available for the Saturday night, complete with a toilet and shower block, and was all free. Admission to the show on Sunday was about £4. If you did get bored of all the cars, you could explore some of the attractions the Hop Farm had to offer, such as the Oast Houses, Shire horses, farm animals and a small display of military vehicles.

Hopefully in 2004 we will be able to fill all 20 spaces.



Peppercorn 2003

As this year's Peppercorn event was to be a two-day trading event instead of the usual one-day Sunday, I thought it would be a good idea instead of just having a Type 3&4 line-up on Sunday, to have a cruise round the Kent countryside on the Saturday afternoon, followed by a BBQ in the early evening. I kind of stole the idea for the cruise from the Karmann Ghia Owners' Club as they had their International Kent event a few years ago. I even asked Clive Richardson of the KGOC Razor-edge Register to arrange the cruise for me, as he had arranged the KGOC one.

The plan was to meet at the entrance to Brands Hatch Racing Circuit at West Kingsdown at about lunch-time, then tour picturesque Kent for a couple of hours, ending up at Peppercorn. Not all went to plan as only 4 cars had taken up

the invitation to be in the cruise, being my '63 Notch, Larry Collins' '62 Notch, Clive Richardson's '65 Razor-edge and Dan Allum's '73 Fastback. Unfortunately on that day there had been a serious accident on the M25 or M26, making it very difficult for Dan to make it on time to Brands Hatch. After a few phone calls to Dan to find out where he was, we decided to go and meet him in Sevenoaks. Clive used to work in this area so luckily he knew a lot of the back roads (but even a few of those were fairly busy).

We eventually found Dan and decided to head straight to Peppercorn. Once we arrived, we set up camp, put on our sun-block, sat back and watched everyone else arrive. The area that is normally set aside for camping was full by about mid-afternoon, so campers started to set up on the car-parks and even on our reserved display area. After a chat with the culprits, they promised to be out of the way by Sunday morning.

After looking round at the VWs and some of the trade stands we headed back to start the BBQ. The BBQ went OK, well no-one complained about any under- or over-cooked burgers. After our BBQ, Stuart Sepple turned up in his white Squareback with his family. The rest of the evening was spent just chatting about VWs. A few members of the Kentish VW Klub (another club I belong to) had also come over for a chat. Although there was a band playing and a bar at the other side of the field put on by the organisers, we were all happy where we were.

Sunday morning soon came round, the sun was shining and it was set to be another very hot day. I had booked a display area for 20 cars, but as we started to line our cars up it soon became clear that we wouldn't be able to get that many in the area. I think we had about 14 – 15 cars in the actual line-up, plus about another 10 Type 3s in the car parks. Next year I will book a plot for 50 cars. Jim Bourne was the only person there with a Type 4. Can we have some more Type 4s and their owners next year please? It's a shame that Jane and Bryan Terry couldn't make it in their fantastic SP2 due to work commitments - maybe next year.

There were many trade stands, even some from Europe, although not many selling Type 3 or 4 parts. Other displays at Peppercorn worth mentioning were the Split/Oval window Beetles, Karmann Ghias, and the Split Screen Vans. It didn't seem to take long for the car parks to fill up, cars were even being turned away and asked to come back later as there was just no room. Peppercorn has always been a great laid-back event.

Danny.

Aircooled Swapmeet, Mol, Belgium

We first heard about this 9th International Aircooled Swapmeet last year when at the fantastic Budel VW show in Holland, so Larry and Lin Collins and I thought we would check it out. We took the Dover-Calais crossing on Saturday 7th February and stayed in a hotel on the outskirts of Mol. The journey was pretty much uneventful apart from getting lost for about two hours in Antwerp looking for a cash machine.

We arrived at the Swapmeet at around 9.20am on the Sunday morning, but the doors didn't officially open until 10am so we spent some time looking round the vehicles for sale area. You had a choice to buy a black ('63?) split screen panel van for restoration, a couple of Bay window campers/panel vans, a handful of Beetles and Type 25 wedges. There were only two Type 3s for sale, one being a red '65 1500S Notch for restoration for about £500, the other was a grey '68 Variant in reasonable condition (sorry, I forget how much it was). Also worth mentioning was a very nice late model Fastback complete with unusual red front indicators, makes a change from the usual orange or clear/white ones you see.

Once you'd paid your €3 and had your hand stamped you came face to face with a very unusual ice-cream van. I found out from the owner/ice-cream seller that it was built by Valkenaers Carrosserie and its chassis had been made up by two 1952 Kevers (Beetles). I forgot to ask if it had been built in 1952 or if any more had been built or where it had been built (D'oh). As you'd expect from a swapmeet there were loads of stalls selling everything from a front bumper to a rear light. You could even buy a side section for your Split Screen van (but only if it was LHD).

There were also a number of clubs present trying to entice new members, one of which was the Belgian Buggy Club with two cool Buggies on display. Parked in the corner of the hall was the oldest Type 2 of the show. It was a 1954 barn-door panel van, which had no end of admirers. If you couldn't afford one of the VWs in the For Sale section, you could have tried your luck by entering the raffle to win a very cool Volksrod Beetle.

The size of the show I suppose was slightly smaller than the Slough Swapmeet. There were bargains there if you looked – I bought a pair of US spec Type 3 rear lights for about £7 and a stack of German VW magazines. The only other Brits we saw were the Split Van Centre who had turned up in their stunning sign-written Split Screen van. Overall, it was a good show

with some interesting vehicles and it was nice to get away for the weekend, even if it was freezing cold. You can find out more on their website www.dekempenseclub.com. Danny.

EXPO 2004 and Peppercorn

As I wrote earlier, I will be doing another line-up in 2004, if anyone is interested in bringing their Type 3 or 4, SP2 or Brazilia, whatever its condition. It doesn't have to be a show car. Please let me know and I will reserve you a space. Finally, I would like to thank everyone who brought their cars along to Peppercorn and EXPO, and hopefully see you all again next year. Danny.

Thanks Danny for doing the organisation and writing these detailed reports. – ed.



Practical Classics Top 100

The readers voted recently for their choices, and the Fastback made it into the list. They selected a day for the 'largest classic car photo-shoot' and with the minimum of notice Seb Anstey offered to attend with his Fastback.

Seb writes:- "It was a great day, we made it up on time and the car was as good as gold. There were a couple of formation track laps then some individual photos, then we were allowed to go.

Got slightly lost on the way out and ended up going round the circuit again which was fun but apart from that it was all very straight forward. They wouldn't tell us where any of the cars came in the top 100 but the shoot is out in the June edition which is, apparently, published in May!

All in all it was a really good day, and we all had a lot of fun. Amazingly there was no Type 1 though! However there was a Split Screen Type 2 and a 911.... it seemed Triumph had the most cars there though.



Tailpiece

Seen in WH Smith's recently, a book called "The World's Worst Cars Ever Sold in Britain" had a two-page feature on the VW Type 4. If you want a copy, the book was priced at £9.99.

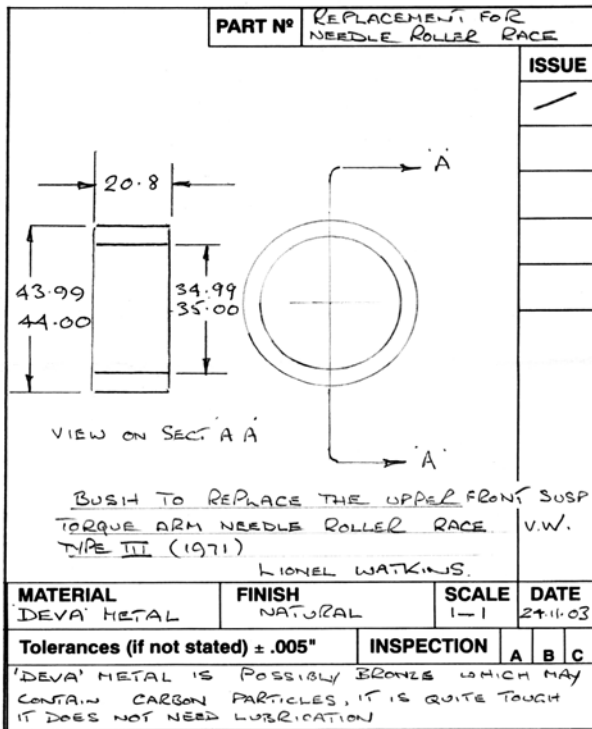
Danny.

I seem to remember it's a glossy, coffee table type book, and was around at least 3 years ago, so clearly the book hasn't sold well either! (Oops – only meant as a joke! – ed).

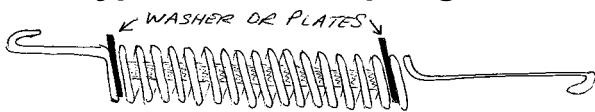
Technical Info

T3 Needle Roller Race

Lionel Watkins has sent in this drawing of the solid bearings he has made for his '71 Type 3 Variant. It has held up fine for the past 3 years in regular use, and shows no signs of failing prematurely. It looks easy enough to make with access to a lathe and accurate measuring equipment, provided you can get the necessary Deva metal (not to be confused with Oilite). The inner diameter can be reduced to allow for wear on the torsion arm.



Late Type 3 Bonnet Springs

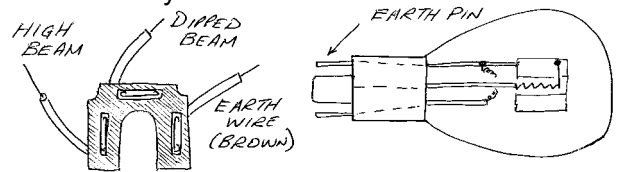


Item 1 An easy way to remove bonnet support springs is to lift the bonnet and insert a 290mm length of 15mm dia copper tube or similar into both springs. Then insert a large washer or pieces of suitable thin plate into both ends of spring trapping tube inside, carefully lower bonnet supporting its weight, the tube and plates stop springs from compressing, both become loose and can be lifted off. Leave the tubes trapped in springs for refitting by reversing the procedure.

Note that the (longer) rear hook goes over the notch at the back of the hinge, NOT through the hole, or the bonnet won't be held fully open. You may need some masking tape to hold the hook in place as the bonnet is closed and the spring is tensioned.

Curious headlight fault

Item 2 For about 10 years now the dipped headlights on the car have been very dim. I had always thought it was a bad earth or connection somewhere, but I have found that the wires to the bulb connecting sockets are in the incorrect positions. Both high and low beams work but because the earth is in the wrong place, when switched to dipped beam half the voltage available drains to earth through the high beam element. It could even be the other way around, then the high beam would be very dim, in which case it would have made me look into the problem sooner. It may be only me that is DIM but other people may have the same fault and not know why.



The correct connections can also be seen by looking at the bulb element.

I have started to give the family's old 1971 Type-3 Variant a bit of a make over, and thought these couple of items may be of interest.

Cheerio for now, George Tunks.

Parts from the USA

Dave Campen sent this on to us. It's worth a look at all the rows of VWs, and there's a few Type 3s in the pictures.

"Dear Customer, RCC has put together a container load of good quality parts from an amazing find in the US. For more information and pictures visit:-

<http://www.rccimport.com/pages/detail.asp?ProdID=522>

If you are interested in anything please contact us: Tel: 01824 702768; Fax: 01824 707809 or Email sales@rccimport.co.uk or visit our web site www.rccimport.com

Scrap Yard Exchange

In the words of the least cheerful VW salvage yard bloke on Earth...

"Dey're very rare, Dey are. Dey've all got dose f***ed up Pierburg tings on De Weber fits, but ain't got one o' dem eeder".

My typical scrapyard question "So how much when you've got one?"

Reply of non-jovial VW recomissioning yard (!) chap "You can 'ave any of de ones I not got for f*** all, but when I gots one, it'll be £40 mate".

Pete M., Liverpool.

Type 3 Panel Fabrication

A while ago a guy called Andy Fleet was making a number of repair panels for Type 3s, including the heater channels, and front bumper support panels. Mike Dempster says the guy to contact now is Liam on 01760 440 409 (home).

Oops!

Kevin Howlett admitted this:-

I hooked up a battery charger to my '73 Square, and shut the passenger side door on the charger. Later that evening I went for a test drive around the neighborhood and I kept hearing a dragging noise.

When I pulled back into the driveway I saw the bright orange extension cord that was stretched out down the drive way. I had been dragging the charger around the neighborhood. The Battery charger was pretty beat up, but it still works fine 4yrs later.

Have you got an "Oops!" story to tell? Please write, e-mail or phone the editor – anonymity is possible but not as much fun for the rest of us!

Transmission oil reminder

Manual gearbox – use GL4 rated EP90, which will be kind to the bronze components.

Autobox – use GL5 in the final drive (ATF in the torque converter of course), which is correct for the steel components there.

Bump-stop bother

If the rubber rear bump-stop has dropped off your CV joint rear axle as the mushroom head has rusted through, try your local car parts place for a universal replacement bump stop, with an M8 or M10 bolt cast in it, then drill the support flange and bolt it in place. There are other ways round it, but this is probably the quickest for most of us.

Tip from Per Lindgren, Norway.

MoT Testers manual

You can buy a copy, and parts make interesting reading, but if you have web access, it's there at :-

<http://www.motuk.co.uk/welcome.htm>

As Dan Allum points out:- Vehicles fitted with a different engine: Test according to which is older, engine or vehicle. eg. A 1995 car fitted with a 1991 engine (of whatever make), test to 1991 standards for emission purposes.

Note: The onus is on the vehicle presenter to prove engine age.

So when I put my '83 Type 4 engine in my '73 Fastback it'll still be tested to the pre '75 date. Cool!

Front Indicator lamp seals

Neil Verdon offers some advice on fabricating replacement ones:-

Here's what you can do, it's a bit fiddly but will work! Take a tail light seal as these are easier to get hold off; chop it down and use cyano (superglue?) to glue it up in the length required and away you go!!

On my GL-look Square I have used no externally visible seals - all have been internally sealed using readily available rubber strips sticky on one side. These have been fitted to the inside lip of my indicator housing and rear light housing.

It is a bit fiddly getting it in there so it sticks out enough to offer a good seal between object and body and of course there can be no irregularities on the body, but it works well and for me achieves the more modern look I am after.

Brake Parts

If you're after Type 3 brake bits, GSF seem to be prepared to keep them in stock. <http://www.gsfcarparts.com> have a listing for a Type 3 rear wheel cylinder: 65445 Wheel Cylinder-Rear Varga T3 Saloon & Fastback 8/64 > £6.00, and the brake shoes: 63108 Brake Shoe Set-Rear T3 8/63 > Rear £13.00. I had some a couple of years ago when I bought mine, so I'd imagine they're still available. They also list Master cylinders at £57+vat, part no. 65218. Dave Campen

Type 34 Register

If you are interested in the Type 3 Ghia (Razor-edge), the resources of the registry are on the internet and now free to use. <http://www.type34.org/>

VW Birth Certificates

The following e-mail was received recently from the VW Museum:-

We are pleased to research data of your Volkswagen and to draw up a birth certificate with the recorded data regarding original engine, colour, date of manufacture, port of destination.

The price for this service is 15 euros/US dollars which you have to pay "cash with order", please. Our terms of payment are by cash or via Visa/Mastercard – card number and expiry date.

Please do not forget to inform us about the chassis number of your vehicle, the name of the vehicles' owner and the complete address where we should send the certificate to.

We need 4 to 5 weeks for the research.

Christine Neefe
AutoMuseum Wolfsburg

Susanne Wiersch
Stiftung AutoMuseum Volkswagen
Dieselstr. 35
Brieffach 0903

D-38446 Wolfsburg

Tel. 00 49 53 61 92 49 54
Fax 00 49 53 61 5 20 10

e-mail: extern.susanne.wiersch@volkswagen.de
Now that sounds like a nice birthday or Christmas present for the special person in your life.

Your Reliable VW - by Bryan Buckels

This is a follow-up to the article in Summer 2003 Newsletter by Keith Park about the reliability of your VW. In my case it is a '71 injected Type 3 Variant which I have had since 1979 (bought off my father) and a '66 Beetle. The Beetle is fitted with a 1600 Type 2 engine with the help of an angle-grinder! Both cars are regularly serviced and this has paid dividends because they are both reliable enough for us to go abroad with confidence.

In June 1994 we went down to the Dordogne in France in our Variant. Again in June 1996 we went down to the Dordogne, which is a journey of about 300 miles after getting off the ferry in St Malo or Caen.

After completing a 7-year total restoration of the Beetle we celebrated our silver wedding anniversary in 1998 by touring Switzerland then down to the Italian Riviera and Monaco. The Monaco Grand Prix had been on just before we arrived, and we did a circuit through the streets and the famous tunnel by the harbour! As I mentioned the Beetle has been fitted with a 1600 engine, and this made the mountains of Switzerland and Italy seem like molehills (well, almost).

In September 1999 it was again off to the Dordogne in France. I was in the process of renewing the front and rear window rubbers on the Variant but when they arrived they were rubbish, kinking badly in the corners. So out came the Beetle at the last minute with our trailer. This is needed with a Beetle to leave enough space for the wine!

July 2001 saw us down in the Dordogne again in the Variant. This is a beautiful area of France with many places to visit close to Ribérac where we always go.

Still in 2001 we went for a week in early November for Christmas shopping. The Variant is great for this as you have all your luggage out of the way (*and out of sight*) in the front boot.

In 2002 we went again in November with friends in a Citroen Xantia. Ugh!

In June 2003 Brittany Ferries again got us over the channel, and we were heading for the Dordogne. The difference this year was that we went down into Spain for a few days. We have never seen another Type 3 or 4 on any of our holiday trips. There are obviously not many over there now because people often stop and stare as we pass. My wife thinks they are all

sad! In fact there is a new generation of drivers now with young families who have never seen a car without an engine! They stare in total amazement when they see the engine full of luggage and the back full of wine!

The moral of this story is if you have a reliable car, take it abroad and enjoy yourself. If you haven't been before, you would not believe how little traffic there is, especially in France. It is really relaxing compared with Britain.

Our driving holidays abroad have totalled 14,250 miles driving, with just one mechanical problem. This was a split fuel hose next to the injectors. A new piece of hose was fitted in about an hour and we were on our way.

You may have noticed a few gaps in the years we have gone abroad by car. I was made to fly to places like Bulgaria, Turkey and Crete. Not as much fun as a Brittany Ferry!

I heartily endorse Bryan's comments on travelling abroad in an 'elderly' VW. Unlike Bryan, we often see dozens of Type 3s on the Continent, but that's because we tend to head for the VW shows as a focal point for a weekend, and enjoy relaxing driving to get there, and usually have further days camping in the area.

The German Type 3 Club in particular vary their annual event venue, so you get to see a different part of Germany or Holland each time. I'm not sure I would have chosen to go down to the Frankfurt area if they hadn't chosen Lißberg as a venue, and I am sure we wouldn't have chosen a campsite in a former East Berlin border guard camp when we visited the Berlin Type 3 group 10th anniversary meeting. The locals know a thing or two about the area which is certainly a help if you are in an unfamiliar place. You sometimes do have to be prepared to join in a 'treasure hunt' though.....
Dave.

Type 3s and 4s around the World



For Sale - Type 3s

1965 1500S Notchback, off road for past 13 years in dry storage, complete car but partially dismantled for restoration. Some welding required, all bits included to complete. Wings and doors have surface rust where rubbed down and not primed. A few spares also available. Comes with spare floor pan. £700 ono. Simon, 01483-235241. (Surrey). 11/03

Fastback, 1971 twin carb in fantastic condition. Marina blue, 58,000 miles, full service history, MoT June. Claire, £2500 0115-8460418; 07930-488946 (Nottingham). 4/04

Fastback, 1972, needs some attention to inner wings, most panels are OK. In recent use, shame to scrap. £300 ovno. Tony Noble, 0208-5438003 (work). (Wimbledon). 1/04

Fastback, 1971/2 twin carb, white, manual, original condition except fibreglass front wings. Two owners, same owner past 20 years, kept garaged. Lots of spares also available. E-mail william.pickering@anthropology.ox.ac.uk or phone Bill Pickering, 01954-210525. (Cambridge). 1/04

1972 Fastback, 1600E, reg MPG 166L, August 1972, Marina blue, tax free, 65,000 miles on second engine, total mileage about 125,000. Completely refurbished by Jay's Garage. Waxoyled, new clutch 2 years ago, new battery and dynamo, spare wheels, new calipers fitted after standing for a while. £2800 ono. Eric, 0208-422-2669 (Greenford, Middx.) 1/04

Fastback, 1972 1600TL Marina blue, recently restored by Autozone, Bristol, two owners from new, service history, 64,000 miles. Fitted with black EMPI 8-spokes, MOTO steering wheel, new carpets, one-piece windows, seat covers and rubbers, H4 halogen sealed beam headlights, Canadian indicators. The is kept under cover and the engine turned over regularly. £2000 ono, to include many other Type 3 spares. Contact Lorenzo Buratti, 01527-877452, early evening. (Bromsgrove). 01/04

For Sale - Type 4s

411LE 1970 J-reg 4-door Sedan, tax exempt, 73,000 miles, Marina blue, 7 mths MoT, recent service, all original, very good condition, chrome generally good, body has a few spots to touch-up. Lots of bills and service history. Owner going abroad, so regretful sale. £1800 ono. Scott, 0781-6230566 (Northamptonshire). 11/03

412LE Variant, 1973, good condition, in regular use, black, offers. Raymond Kelly. 028-92673104 day/ 028-40622075 (N. Ireland). 9/03

411E 1971 4-door Fastback, white over original blue paint, white/black redone interior, automatic transaxle, 14"x5" Fast wheels, 175SR14 tyres. Needs brake, electrical, fuel injection work. \$2000.00 USD. obo. Contact David Pilpa-Augustyn, 1-(626)-584-6957.

For Sale - Parts

Various Type 3 parts; engine components, crank-cases, 5 camshafts, reground cranks, half a gearbox, 2 front axles, rear suspension assemblies, lights, etc. Phil Evans. 01922-620851 (W.Midlands). 11/03

NOS Type 3 nearside inner rear wheel arch repair panel. Michael, 0729-920090 05/04

USA New Type 3 Parts – Type 3 quick shifter kits, \$20; fuel pumps 113-127-025E \$20; set 4-lug to 5-lug GM wheel adaptors \$80; main bearings set \$20; crankshaft oil-seal \$5; crankshaft 311 105 101F \$100;

Used parts:- pair FI intake manifolds, \$30; set 1500cc dome top pistons, \$200; transaxle saddle \$10; Bosch 009 distributors \$20; motor cooling fan \$20; stock wheels 4 and 5-lug \$10; transaxle shift-rod coupling \$5; 6-volt Bosch starters \$15.

Other parts, manuals, accessories and magazines also available for VW and other vehicles. Prices plus shipping; other currencies and some trades (swaps) accepted. Contact David Pilpa-Augustyn, 1 (626) 584-6957.

Wanted

Type 3 floorpan or just the floor sections for restoration of a '64 Type 34 Ghia. Also rear wings or wheel arch sections for modifying to fit the Ghia. Michael, 07929-920090. 05/04

Fastback wanted, in original good condition. Good price paid for suitable car. Mike, 01527-545613 (Redditch). 11/03

Type 3 Parts – rear Fastback seat, good s/h; Fastback no. plate light; Type 3 Solex carbs 32-34 PDSIT-2/3; pair Type 3 CV joints; 2-ton hydraulic lorry bottle jack; several 165SR15 tyres with good tread; Type 3 and general workshop manuals; Type 3 NOS chrome tail-pipe; Type 3 NOS clutch cable (later type); Type 4 original owners manual (as supplied with car); Eberspacher heater control module. Contact Stuart Sepple, 0208-8564432. 1/04