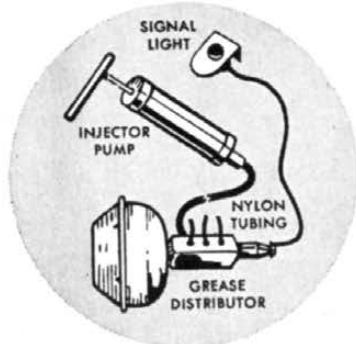


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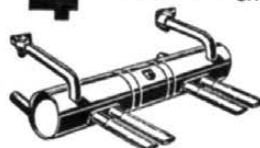
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letters

plug trouble

Dear Sir:

I have a problem. At 4000 miles my VW developed a high speed miss 48 to 55 mph. I replaced the Bosch plugs with Alquist H.C. Power Plugs. They worked okay until at 6200 miles I installed a Judson supercharger. The miss came back at 55 to 60 mph. I consulted Judson and they recommended Champion L-11-S plugs. They were okay for 100 miles, now I get the miss back at 65-70 mph. Do you have a solution?

Your advice will be most welcome.

Very sincerely yours,
Raymond Dunlap
Philadelphia, Pa.

It looks as if you are in for the expense of a set of Lodge platinum-point plugs. These are about \$3.80 or so apiece, but they do the job. Use the recommended heat range of the manufacturer for your car to prevent fouling. The platinum will prevent burning. You might also check with Lodge for advice. — Ed.

volkswagen service

Dear Sir:

Having recently finished reading your latest edition under new management and editorial direction, I have found your magazine to be exactly if not more than your Policy Statement in your April edition.

I am now presenting a problem which many others in my position are faced, loving sports car, but being able to afford the German VW.

Although maintenance is relatively no problem, I have been in somewhat of a futile search for material concerning mechanical data and detail servicing of my car. Having no response from the dealer from which I purchased my car, I have tried various book stores with no avail.

I would greatly appreciate any information which you or your staff might present to me as to available publications concerning the VW.

Sincerely,
PFC Donald J. Groshong
Camp Pendleton, California

There is little, if any, independent literature on the VW. Even the authorized dealers have trouble getting service literature, it's so scarce. In view of this, we will be covering service data on the VW with some regularity. Some of this will concern straight servicing, some will concern modifications and modernization. Also we are in contact with the VW Owners' Club which passes on information as it is discovered. As a service to readers we will act as a clearing house for technical data on VW as well as other foreign cars and invite readers to pass on to us any and all service and modification data they might come across.

— Ed.
new boy
Dear Sir:

I have just recently become interested in sports cars and in your fine magazine. I now own a Detroit model but hope by next summer I will be the proud owner of a really fine car, such as the Porsche. I very much enjoyed the article about my dream car in this month's magazine.

My friends and I have a little argument about exactly what it means when a car is called a 2 or 2.5 litre car. Would you kindly straighten us out on this.

Enclosed find my subscription and remittance for 18 months of your magazine.

Sincerely,
John H. Mayo AG2
US Navy
NAS, Norfolk, Va.

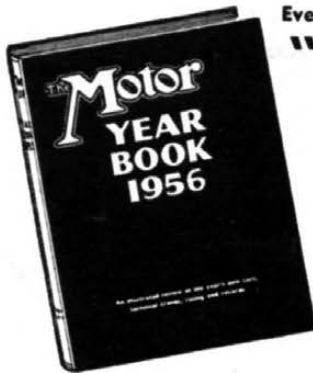
The litre designation refers to the displacement of the engine in metric terms. A 2-litre car would have an engine with a swept volume of 2 litres or 2000 cubic centimeters, which in English measure is 121 cubic inches.

— Ed.
cool jag
Dear Sir:

As a regular reader of your admirable journal, I noted with interest the letter from Dr. Walters headed "Hot Jag."

While your recommendations are in order, particularly in regard to the advancement of the ignition timing, there is one modification that should be carried out which I feel would obviate his troubles. The water pump impeller should be replaced with the new five bladed type. At the same time, make sure that there is not too much float between the impeller and the pump housing.

Your very truly,
Jack Parkhouse
Parkhouse Motors
Los Angeles, Calif.



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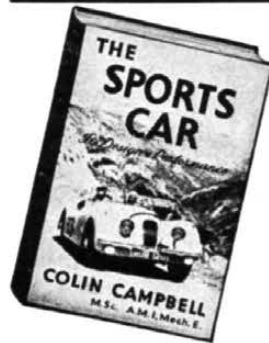
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