

SMALL WORLD

FOR VOLKSWAGEN OWNERS
IN THE UNITED STATES



Small World, a magazine for Volkswagen owners in the U. S. will be sent to you with the compliments of your dealer and regional distributor.

Each seasonal issue will offer you tips on economy and performance, articles about VW history and engineering, and stories relating the unusual adventures of 17 million VW owners around the world. Copyright © by Volkswagen of America, Inc., 1969.

Cover photo by Henry F. Unger

Photo at right by Irv Dolin

A DRIVER'S CAR

Driving a VW is easy, and if you take the time to acquire more information about your car and learn techniques experienced VW drivers use, you will find it is even easier and more fun.

Be sure to read the Owner's Manual that comes with your car, and make it recommended reading for anyone in your family who will be driving your VW. Even if you have owned a VW before, you can benefit from rereading the manual. VWs change slightly from year to year, and it's to your advantage to be familiar with your new car.

Before anything else, you should make sure your tires are inflated to the pressures recommended for the kind of driving you expect to do. On the inside of the glove compartment door and also in the Owner's Manual is a list of the recommended tire pressures for your model VW. Correct tire pressures are essential if your VW is to ride and handle properly, and if you are to get long service from the treads. The Owner's Manual — except for Buses — also gives a special pressure for the spare (its extra air operates the windshield washer, and will not fall below a pre-set level). In case of a flat, bleed off an appropriate amount of air — for either a front or a rear wheel — using a tire-pressure gauge, a handy item to keep in the

glove compartment.

Most people sit too close to the steering wheel, cramping free movement of their arms. VW seats are adjustable over a wide range. Both fore/aft and seat-back rake adjustments are possible; find a setting so you can comfortably reach the wheel and the foot controls without stretching. The rear-view and side-view mirrors should be set so you can use them merely by glancing at them, not by changing your position. The safety belts, of course, work only when buckled.

The steering of a VW is responsive and requires little effort. Often a driver trying a VW for the first time tries too hard at steering. The object is to relax; there is no need to yank the wheel from one side to another. You will find the car tracks well with a light, but firm, grip on the wheel. Setting the car up for a curve takes little effort; you can almost "think" it around, using gentle, easy motions.

There can be no iron-clad rules for negotiating the various kinds of corners. Only you can judge, from experience, the safe speed for a curve, taking into account pavement and weather conditions, speed limits, the amount of traffic and so on. However, a safe generalization is to be able always to stop



your car within the range of your vision around the curve—and within the range of your headlights at night.

The wisest way to approach a curve is to slow down before you enter it, shifting down smoothly to a lower gear, if necessary. Hard braking or a sudden, roughly executed down-shift part way through could throw your car off balance. The idea is to enter the curve slowly and accelerate smoothly once the road straightens.

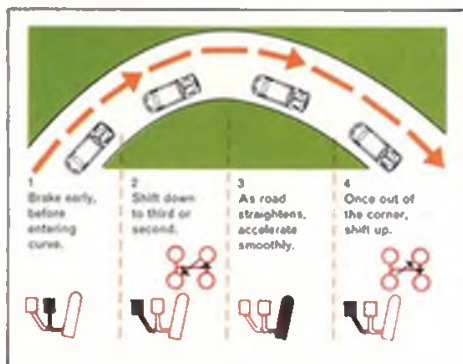
Foresight is even more important on slippery pavement. (Be extra cautious when rain first falls after an extended dry period—the initial wetting of pavement makes it extremely greasy until the residue built up during the dry spell is washed away.) A corner must be taken more slowly in poor conditions. If you believe otherwise, you are asking for trouble.

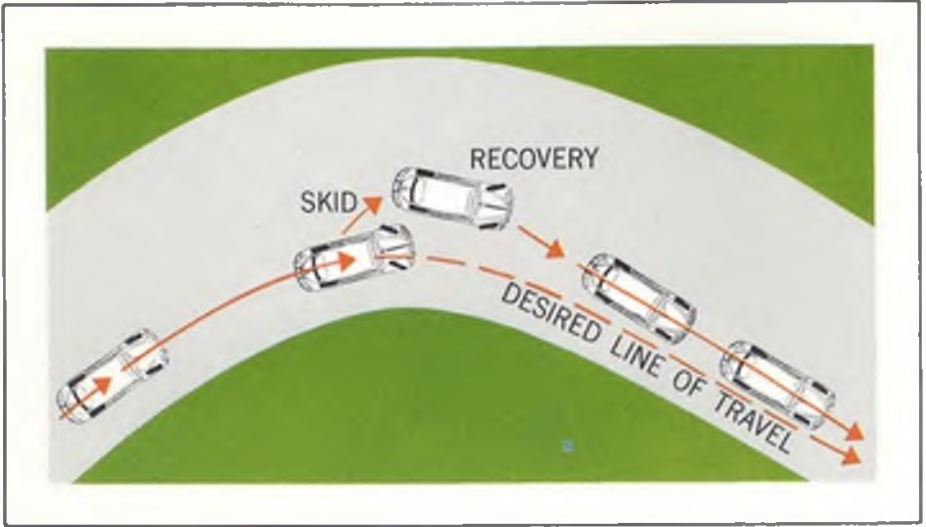
The techniques on slippery roads call for driving gingerly, avoiding harsh movements. Use the brakes with care, for if you lock the wheels, you will not be able to steer the car regardless of how you turn the wheels; they will simply act like skis. A down-shift made without coordinating engine speed to wheel speed could lock the rear wheels and cause a skid. With practice, you will learn how

much to step on the accelerator so the car does not jerk when you down-shift, saving wear and tear on the clutch.

If your car does skid, turn the wheels into the direction of the skid, but avoid turning them too much or you may “over-correct” and induce a counter-skid. In other words, turn the wheel back to and only a little beyond straight ahead; and you should try to “feather” the accelerator—keeping just a little power on.

The four-speed transmission is easy to shift, up or down. However, on some new VWs you may occasionally find first gear difficult to engage. If so, put the clutch in





neutral and try again. Things will loosen up.

In standard shift VWs, as the diagrams below indicate, speed ranges of the gears have considerable overlap. Which gear to use depends on road and traffic conditions. Do not feel you should get into fourth gear as soon as possible each time you start up. You may drive for miles in a lower gear; provided you stay within the limits for the gear, you will not harm your VW. Always start in first; doing otherwise is hard on the clutch and the engine. Properly shifted, the transmission can stand all the shifts you make better than the clutch can withstand a few improper starts.

Some drivers make the mistake of running

their car's engine at too low a speed for a given gear. This is called "lugging." Lugging does not save gas and is harmful to the engine—it must struggle to breathe, causing poor or erratic combustion. You can perform a simple experiment to help you recognize lugging:

The minimum recommended speed for a VW sedan or Ghia in fourth gear is 30 mph. This speed is in the mid-range of third gear. On a level road, accelerate from 30 to 45 in each gear. Notice two things: The sound of the engine in each gear and the relative responsiveness. In fourth, the car will feel sluggish and, at first, will sound "unhappy." Third will produce a steady, even accelera-

STANDARD TRANSMISSION SHIFT POINTS AND SPEED RANGES

THE SEDAN AND GHIA



Maximum speeds in each gear are indicated above. There is no harm in accelerating to the top limit for each — sometimes, of course, it is necessary; but you use more gasoline.

Best economy can be obtained with a light foot. Instead of revving to peak speed in each gear, stay within the ranges shown. Avoid driving below the minimum speeds.

THE STATION WAGON AND TRUCK



Maximum speeds in the station wagon and truck are lower than in the sedans because of a numerically higher rear axle ratio which enables you to haul heavy loads.

Best economy results from driving in the ranges shown above. Unless extra power is needed, about two-thirds of maximum speed for a given gear is best for saving gas.

tion. Your best bet, if you were driving normally, would be to opt for third, rather than to risk lugging in fourth.

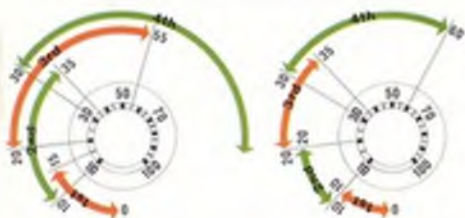
When shifting, depress the clutch fully and release it completely. Do not wait for a traffic light to change with the clutch pedal to the floor and the car in gear — shift into neutral. Aside from needless strain on the clutch throw-out bearing, there is the danger of your foot slipping off the pedal, causing your car to surge ahead and strike a pedestrian or another car.

The Automatic Stick Shift in Beetles allows you to start off in any of the three forward speeds; but each gear has a maximum limit—35 mph for Low, 55 for Drive 1 and top speed (78) for Drive 2. Of course, shifting to a higher gear 10 or 15 mph before reaching those maximums will save you some gas, plus wear and tear on the engine. And although you can start off in Drive 2, you might want to take advantage of the added pickup of the lower gears.

In VWs with fully automatic transmissions, obviously you don't have to worry about when to shift; but keep in mind that by putting the shift lever in second or first gear, you have the benefit of engine braking on long, downhill grades or slippery roads.

Advice alone cannot make you a better driver, but you can do so yourself with practice. Hopefully, the tips here will help you to drive your VW with more skill and more fun. It should not be long before you realize the appeal VWs have for 17 million drivers around the world: They drive it; it does not drive them. □

THE SQUAREBACK AND FASTBACK



Maximum speeds permit rapid acceleration, and there is considerable overlap in the intermediate gears, illustrating the flexibility of VW's engine and four-speed transmission.

Best economy calls for gentle acceleration. The extra power of the fuel-injected 1600 cc engine lends itself to brisk driving; but if you are economy minded, tread lightly.

YOUR GLOVE COMPARTMENT LIBRARY

The booklets that come with your VW are an encyclopedia of car care.



OWNER'S MANUAL

Unless you've owned a Volkswagen before, chances are you've never had a car owner's manual as complete as the one you will find in the glove compartment. It tells you everything you need to know about your Volkswagen — everything from service requirements to a complete description of the electrical system, all in plain words and clear pictures. A Troubleshooting Section will help you pinpoint minor problems in case you have trouble on the road.

Want some helpful hints on cold-weather driving? How to get the best possible mileage? What tire pressures should you use for different driving conditions? What to do about tar-spots?

Look to the Owner's Manual. You'll find the answers to these and many other questions.

VW MAINTENANCE RECORD

Volkswagen has introduced an entirely new system called VW Diagnosis. Available at all authorized VW dealer-

ships, the new system tailors your VW's maintenance to your driving conditions and driving habits. When you bring your VW in for regular service (oil change, lubrication and other adjustments every VW requires), a specially trained diagnostician, using modern electronic diagnosis equipment, will give your car a thorough going over. You'll get a Test Report showing exactly what shape your VW is in. It will tell you precisely what maintenance or repair is required or recommended.

The whole system is described in the Volkswagen Maintenance Record you received with your new VW. The Volkswagen warranty is printed in the front of the Maintenance Record, together with an explanation of the warranty, and a warranty voucher listing your car's chassis number and warranty starting date. Every new Volkswagen sold by an authorized VW dealer carries this warranty, and there are no hidden "outs." The warranty goes into effect the day you take delivery of your car.

DIAGNOSIS COUPONS

The VW Maintenance Record also contains a coupon book. To start you off

right, there is a coupon good for a free maintenance at 600 miles, and four free VW Diagnoses at any authorized VW dealer. The remaining coupons in the book make it easy for you to keep track of diagnosis intervals so you know when your VW is due for its next one.

CUSTOMER IDENTIFICATION CARD

As an additional service feature, your Volkswagen dealer provides you with a plastic Customer Identification Card. This card is embossed with your name, address and telephone number, plus pertinent information about your car.

When you take your Volkswagen in for service, the Service Adviser will use the card to imprint the repair order form. The card helps provide faster service by instantly and accurately providing all the information needed.

DEALER BOOKLET

Even on long trips, "home town" service is available. In all 50 states, Canada, Puerto Rico, Virgin Islands and Mexico, dependable authorized Volkswagen service is offered at the dealerships listed in this directory.

WANT TO KNOW MORE ?

Additional titles on VW's "Best Seller" list—each free for the asking—include a brochure on Tourist Delivery of a VW in Europe, an accessory brochure for all models except the Campmobile, a brochure on the VW Campmobile, a brochure describing the air conditioning units available for all models, a summary of the entire VW organization entitled "Volkswagen The International Car" and a pamphlet on how to tell the age of a VW. Clip out the coupon (at left) to request any of these titles and send it to Small World.

If you would like any of the pamphlets described at right, simply complete this coupon and send it to:

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Englewood Cliffs, New Jersey 07632

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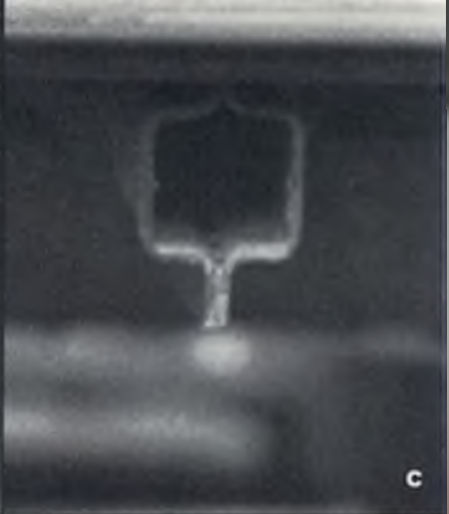
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Zip (must be included)



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whatizzit

All the objects on this page can be found on or in your VW, but how many of them can you recognize now that they have been taken "out of context"?



answers

A Front gear-bulk release lever; B Vent window release knob; C Jack port - under car in front of rear fender; D The Ein Volkswagen (on fender); E Windshield washer spout; F Dashboard symbol with warning light for the generator; G Door-operated overhead light switch; H Front-hood release lever (inside glove box); I Release for gas-tank flap located under right corner of dashboard* (a knob in Squareback and Fastback).
 *Not in Station Wagon.

score

If you got eight or more correct, you probably have owned a VW before - and a recent model; you also have a very discerning eye. Congratulations. Still, if you missed any of them, you should keep in mind that the best place to read your Owner's Manual is while you're sitting in the car.

Handicap: Fastbacks and Squarebacks - 1, Station Wagons - 2.

