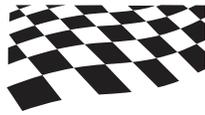


Drive for Deirdre



PEKING TO PARIS 2019



Newsletter No. 2

October 2018



Thank You!

This newsletter's theme is "Thank You".

Firstly, to all those who have made donations to the Arthritis Society's "Drive For Deirdre" campaign. At this time more than \$12,000 has been raised, nearly 25% of our goal. We feel confident that we will meet our target. The campaign will run into the autumn of 2019, as we are planning to display the car at local events upon its return to Canada. Those who wish to make a donation can do so online at: <http://arthritis.ca/hostyourown/DriveForDeirdre>

Secondly, we would like to express our appreciation to all those who have helped us prepare for the upcoming Challenge.

Preparations

We have been overwhelmed by the generosity of the many people who have offered us advice and guidance in planning for this project.

Lloyd and Treacy Reddington, who live nearby, have competed in the Peking to Paris Rally twice, most recently in 2016. Lloyd and Treacy have been very helpful indeed, advising us on what to expect during the rally and with down-to-earth advice on preparing both ourselves and the car for the event. Treacy has even offered to help us pack for the trip!

Within the VW community, we have been delighted with the encouragement offered by enthusiasts both in Europe and North America. Patrick Sommer from Belgium, who won his class in the 2016 Peking to Paris in a VW Karmann Ghia, has been a great help. From Florida, we have had much guidance and dozens of photos from John Lazelle. And in Southern California, both Rod Koch and Garrick Staples have offered us the benefit of their extensive experience in off-road racing and long distance rallies.

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The Reddington's in their 1927 Nash during the 2016 event.
Photo by Gerald Brown



Chris and John in the workshop

The Nuts and Bolts

For those who are interested in the technical details, the following may be of interest. As mentioned in the previous newsletter, we are attempting to prepare the VW to withstand the rigors of the rally while keeping its appearance as original as possible.

Some modifications are permitted and indeed encouraged, in the interest of safety, comfort and durability. Factory upgrades, made during the production life of the model may be applied to older versions of the same car.



Engine being assembled and nearly ready to install



The engine displacement has been raised from 1200cc to 1776cc. A fully rebuilt and strengthened transaxle, sourced from Southern California has been installed. Disc brakes have been fitted at the front, activated by a dual master cylinder. Heavy duty torsion bars and shock absorbers and a raised, adjustable front axle beam have been fitted. Additional reinforcements have been added to the suspension components.

We have upgraded to a 12 volt electrical system and additional circuits added to power extra lighting (front and rear),

electric fuel pumps and navigation aids which include a Monit rally computer and a GPS unit. A roll cage has been installed as well as three point seat belts.

The VW was restored some 20 years ago and had subsequently seen relatively little use prior to its purchase by John. Some minor rust repairs to the car body and strengthening of front and rear bumpers have been done. Skid plates front and rear remain to be added.

Rally seats have replaced the original seating. Two spare wheels and tires are required to be carried, as well as fuel for a range of 400km, so an extra tank has been placed in the front "trunk".

Any spare parts that may be required along the way must be carried in the car, as well as tools and of course our personal belongings!

More Information

Further updates will be provided in the months to come. You may contact us at:

DriveForDeirdre@gmail.com



Front disc brake and axle beam



Additional wiring, fuel tank and even a windshield washer system