



T34 World News

2011 Edition #2

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The Excitement is Building!

There is so much activity in anticipation of the T34 50th Anniversary celebrations in Germany, UK, and the USA! It's great to see 61 T34s pre-registered for the Germany event, so many friends old & new to renew relationships that are often only established by email these days. I'm excited about meeting the European T34 owners, driving a T34 for three hours one-way on the roads of Germany, and getting to inspect the beautifully preserved & restored T34s up close. Just to name a few of the ones I'm most excited about seeing: **Johannes Krasenbrink's** 35K-mile Pearl White 1962, **Andy Holmes'** Black early-1962, **Franck Boutier's** restored 40K-mile Sea Sand 1965, **Michael Neumann's** 60K-mile Lotus White 1966 with Pigalle interior, **Paul Peeters** 40K-mile Chrome Blue 1969, & possibly the **Karmann Museum T34s** too. I'm excited to hear the old Karmann workers speak about their experiences with the T34, see the historic photographs from the German KG clubs collections, and see what fun Jorg's team has dreamed up for us. If you are at all considering this trip ... make it happen! If you can't make Germany in August then try to make it to England in early-May for the UK T34 50th Celebration (read more inside).

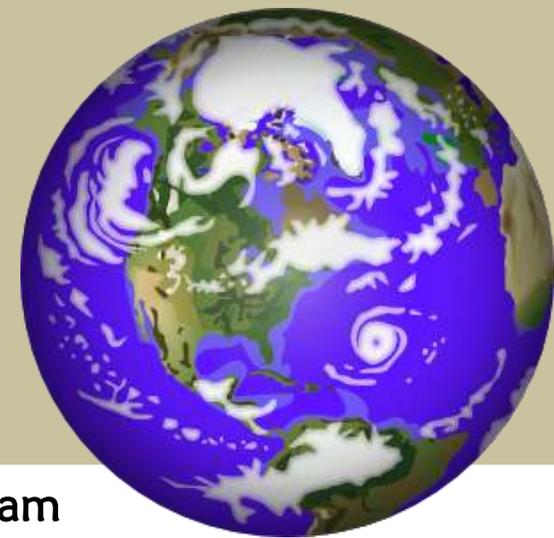
With the growing interest in T34s naturally the values have risen dramatically. In the USA for the longest time US\$10,000 was the ceiling for T34s but now we're seeing them reach US\$20,000 for original show-quality models. T34s are worth more but on the negative side it also means that T34 parts prices are skyrocketing. Unfortunately many non-T34 enthusiasts are profiteering at the expense of T34 owners.

We are proud to announce our **new T34 World reps for South Africa, Netherlands, & Japan!** In South Africa, Greg Davids cares for his 1966 M345 with Pigalle interior. In the Netherlands, Remco de Bruijn is restoring his 1966 M343. In Japan, Toru Ebine is a 21 year old whose first car is his Lotus White 1967 M344 bought one month after getting his driver's license! We're thrilled to have all three guys & know they will organize the T34 owners into a solid active group. Read more about Toru & Greg in the Rep Intro sections inside ...

Another proud moment for old-timer T34 enthusiasts was seeing the March 2011 VolksWorld feature article on **Andy Holmes'** Black early-1962 Coupe! What a monumental achievement Andy has made to return this extremely early T34 to life from its dire condition languishing in South Africa for so many years. A huge congratulations to Andy for his dedication & perseverance! Read the complete 6-page article at the back of this edition ...

I'm still working daily to enhance the T34 World organization. The web site has become a useful resource, the email group is discussing topics weekly, and the forum is active with a wide range of topics. I plan to scan the many Owner's Manuals into PDF format for viewing on the web site. And we're still searching for a good T34 classified ads program and an owner-submitted photo gallery program, so stay tuned. We will soon have color 3" (7.5cm) window decals thanks to Allen Gasper. And we will be printing special T34 50th Anniversary tshirts too!





T34 World International Team

The key to the success of T34 World will be maintaining an active group and the support of T34 owners in many different countries speaking many different languages. Our international team of 30 dedicated T34 reps will help T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's the team! Please contact them directly for assistance & advice.

GERMANY:

- Southern – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Northern – Klaus Morsch (KlausMorsch@T34World.org)

UNITED STATES:

- Southern California - Scott Taylor (ScottTaylor@T34World.org)
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- Northern California - Larry Edson (LarryEdson@T34World.org)
- Mountain States - Paul Colbert (PaulColbert@T34World.org)
- Southern USA - Jason Weigel (JasonWeigel@T34World.org)
- Central USA - Bob Dervin (BobDervin@T34World.org)
- NorthEast USA - Rick Hasse (RickHasse@T34World.org)

BELGIUM:

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CANADA: Ron Buckley (RonBuckley@T34World.org)

FRANCE: Franck Boutier (FranckBoutier@T34World.org)

ITALY: Antonio Pellegrino (AntonioPellegrino@T34World.org)

JAPAN: Toru Ebine (ToruEbine@T34World.org) **NEW!**

MEXICO: Antonio Martinez (AntonioMartinez@T34World.org)

NEW! NETHERLANDS: Remco de Bruijn (RemcodeBruijn@T34World.org)

NEW ZEALAND: John Kanters (JohnKanters@T34World.org)

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

SOUTH AFRICA: Greg Davids (GregDavids@T34World.org) **NEW!**

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)



T34 50th Anniversary: The Latest Info

www.50-jahre-typ-34.de

By Carsten Klein, Germany Rep

Hopefully it will soon be Spring as it has again been a long, strong, cold and wet Winter! Most of our T34s are still garaged, not having been moved for months here in Europe.

We have reached 2011, the year of the 50th Anniversary of the Type 3 and Type 34 Volkswagen models. Over the past several months we have had several meetings within the organizing team in regards to let this event become a very unique one. Many activities will happen throughout Spring to promote this meeting and let our dream of having approx 100 T34s at the meeting become true.

Promotions:

We have published the T34 50th meet information in:

- more than 150 web-sites and blogs worldwide
- every major magazine web site
- many magazines events sections
- Press releases have been sent and we are expecting a lot of VW-related magazines will publish this information

Shows:

We have already presented the Karmann Ghia T34 at these events:

- Winter Käfer Treffen in Herford, Germany
- Classic Motor Show in Bremen, Germany

We will be promoting it at these events this Spring/Summer:

- Technoclassica in Essen, Germany
- Technorama in Ulm, Germany

Many friends are helping us to publish and promote our event on every VW related meetings and events as well as all other shows we are not taking part directly.

Promotional Items:

There are promotional items available in the shop of our website:

- www.50-jahre-typ-34.de/shop/shop.htm
- all drivers will receive a drivers package with some of these gifts, and others can purchase them on our web shop!
- there are limited quantities of models, shirts, watches, etc

Specials Lorenz Display:

We are organizing a special area with Lorenz convertibles and expect 5-6 at this meeting with the first one (1980) & last one (2000) built.





Interaction between the travel agency, VW office, and German dealership would lead to problems--one minor, one major. On arrival, we learned from the VW dealer that owing to confusion they'd had a later date for our arrival; the car had not yet been delivered; we'd have to wait three days. That wasn't so serious. The bombshell: The car delivered for us was a 1500 with the single-carb engine! The dealer couldn't explain why it wasn't the model we'd ordered. Following a series of frantic telegrams to and from our travel agent and his communication with the San Francisco VW office, I received their offer to substitute a Type 3 sedan, which I rejected. I informed all three parties that I'd reluctantly accept the car but would bring legal action later.

We started our trip on that bad note. Driving through the continent I was pleased with the T34's handling and fuel economy. But I was somewhat disappointed in its marginal power for avoiding Mercedes Benzes on the autobahnen and for climbing mountain roads.

Owner Tales: Bob Nelson's 1963 M343

In the summer of 1963, as my wife and I prepared for our Fall trip to the European continent, I was driving down a main highway on the San Francisco Peninsula and spotted an unusual vehicle in the used-car lot of a domestic-auto dealer. I inspected the car and it was love at first sight! It was a T34 Ghia with a single-carb engine. Its lines and proportions were sheer artistry. I asked the salesman about it and all he knew was that it had recently been traded in for a larger car. I inspected the car thoroughly and decided that was the type I would order for our trip. I learned from the local VW dealer that the new 1964 model would have a dual-carb engine.

I paid the local travel company (owned by a former German national) for our round-trip flight and the car, which we would pick up in September in Germany. They placed the order through the VW office in San Francisco. As I recall, the price, including "U.S. Equipment" and transportation to the German dealer, was close to \$2400. I turned down the few options (such as a Blaupunkt radio) to economize. That was the era of "Europe on Five Dollars a Day." Later, shipping cost to California was about \$200. Regretfully, I no longer have the original purchase paperwork. I believe I chose the color combination (Pacific Blue body with a white top) over the telephone by someone at the VW office who read them to me.



Over the two months of our travels, the only problems I encountered were with the directional-signal shaft (two broke and were replaced) and with the speedometer unit, which emitted a loud clicking sound. We stopped at a VW agency, which exchanged the noisy unit for a new one in less than an hour. As I got into the car, ready to drive off, I saw that they'd installed one reading in km/hr. When I pointed this out to the service manager, he apologized and said it would take a day for them to obtain one calibrated in mi/hr. We stayed overnight in that town, the replacement was made and we were off again.

We traveled through German, Austria, Italy, Greece, Yugoslavia, Monaco, France, Denmark, and Holland. The car performed flawlessly, delivering excellent gas mileage. More than once, while driving through urban areas, we were greeted with "Guten Tag!" (Good Day) by children who spotted the car's white, elliptical international license plate and VW nose medallion.



We drove through a part of Yugoslavia (Skopje) that had recently been struck by an earthquake. We stopped at a Red Cross aid station to donate several small cartons of food that had served as our rolling canteen. (One of these contained a box of dried prunes that we'd bought in Italy, and whose markings indicated that the contents were from San Jose, California, not far from where we lived.) The station was manned by uniformed soldiers from various countries, including the (then) Soviet Union. Some of soldiers with red stars on their tunics gathered around our car, pointing and offering obviously admiring comments, which we couldn't understand. We acknowledged them by smiling and shaking hands with our Cold War adversaries.

In Rome, after parking in our hotel's basement garage, I noticed that a tire was badly gouged. It was late afternoon. I told the concierge about my problem. He made a phone call, and soon a mechanic arrived on a Vespa scooter. He looked at the tire, shook his head, and made me understand that I'd need a new one. With the concierge interpreting, the mechanic said he'd take me (on his scooter) to a tire shop, where I'd find a size "650-L," which we'd take back to the hotel. A harrowing trip through Rome rush-hour traffic followed. I paid for the tire with Traveler's Checks, and we were on our way, with the tire draped around me like an oversized necklace. An hour later the replacement was made, and all ended well.





The only near-scary event of our trip occurred when we parked alongside a deserted secondary road in Yugoslavia to eat a makeshift lunch. Alongside the road was a shallow ravine. Suddenly, two men came into view. They were using shovels to deepen a trench in the ravine. They saw us, laid down their shovels, and climbed up the ravine to approach us. They looked at our car admiringly, and we acknowledged their presence. They pointed to the rear seat. Wanting to be the friendly tourist, I reached for food and drinks, which I started to hand them. Suddenly, a uniformed man with a holstered pistol strapped to his side came running along the ravine toward us. He climbed the shallow bank and shouted at the two men, who quickly drew back and slid back to the ravine. The man was highly agitated, yelling in a language we couldn't understand. He pointed to his pistol and to the two men, who had resumed digging. It was suddenly clear: the two were prisoners. He was surely telling us that we'd foolishly made ourselves vulnerable to--who know what? The guard slid down the ravine, approached his two charges and waved us on.

In some cities, the desk clerk or concierge told us that leaving our new, attractive car parked on the street overnight was unsafe. What was the alternative? Our car could be guarded all night by a dependable "guard," at a reasonable charge. We engaged such "watchers" several times, and once or twice our middle-of-the-night checkups proved they were indeed "on duty."





The only near-bureaucratic disaster dealing with our car occurred when we drove out of Germany (having all our papers inspected and signed off at the frontier station) and proceeded to Denmark (by ferry). On returning, going through the German frontier station and showing our papers again, the guard pointed to them, shouted loudly, shook his head, and waved his arms. As my knowledge of German is miniscule, I couldn't understand what the trouble could have been. Instantly I realized that the papers we carried were for a car being exported from Germany --- but not to be reimported! I.e., technically, what we were doing was illegal and would probably require endless paperwork to be straightened out. But the guard looked at our passports, shook his head at the dumbkof Americans, and waved us through. Fortunately, this screw-up didn't impede the later processing to ship the car from Holland to California.

Our car arrived about two months later in California. Only a couple of tools had been "liberated" from the tool kit in the locked front-trunk compartment.

Because our car was not the dual-carb version I'd wanted, had ordered, and had expected to pick up in Germany, I hired a lawyer to recover what I regarded as a partial loss. My suit was successful. The travel agency accepted responsibility for the foul-up and paid a couple of hundred dollars in recompense, as well as the lawyer's fee.

I learned to do my own tune-ups, valve adjustments, and brake replacements. However, despite my cautious driving, strict adherence to service schedules, and frequent checking of everything that might fail, the engine threw a connecting rod at about 40,000 miles. I had the complete cylinder bank replaced.

In 1976, with 65,000 total miles on my car, while browsing at the nearby VW dealer's counter, I noticed a crate with German markings; it held a dual-carb pancake engine. The counter person told me it had been ordered by a customer who'd later changed his mind. Would it fit my car? Yes it would; I could have it for \$800, installed. No, they weren't interested in buying my engine; I should advertise it for sale.



The new engine was installed, requiring cutouts of sheet metal to accommodate the dual carburetors. Simultaneously the buyer of the single-carb engine arrived with the agreed-upon \$200. The mechanic and I loaded the used engine onto the buyer's truck, we shook hands, and he was gone. I drove off in my new-engined car. It was remarkable; power to pass other cars safely & climb steep hills in fourth gear. (Coincidentally, the young mechanic who did the replacement owned a later model T34. He proudly showed it to me, explaining how he'd re-engineered and rebuilt the rear suspension.) Two weeks later I received a phone call from the buyer of my T-34's original engine. I was mortified, afraid it had blown up. He was calling to thank me. He'd installed it in his old Type 3 wagon and now was able to climb steep Highway 17 with power to spare!

Over the years the T34 served as my reliable daily driver on freeway commutes to the aerospace firm where I worked. Unfortunately, thoughtless parking by others in the company's enormous lot left numerous scratches. After 15 years those scratches, plus serious dulling of the paint caused by the California sun, were reason for having the car repainted in its original colors and adding horizontal strips on the doors, to ward off the effects of careless adjacent car-door openers.



The only other notable event in my T34's life happened a couple of years ago as I drove on Highway 101 at about 60 miles an hour, at a safe distance behind a large truck. Suddenly the windshield exploded, showering me with glass fragments. I pulled onto the shoulder, examined myself for lacerations (there were none), and pondered what to do. The windshield had been the car's third, the preceding two having sustained scratches and pitting. I drove home slowly, feeling like the motorcyclist I once was. In time I located a former T-34 owner/enthusiast who lived not far away who had two windshields for sale. He delivered and installed the replacement, rendering my car whole again. It took a long time to vacuum the countless pieces of tempered glass scattered all over the interior. I have no idea what had caused the windshield to shatter. Possibly it was a stone, or possibly it was stress. I count myself lucky that the non-laminated glass caused me no bodily harm.

Because I'm an engineer who appreciates fine machinery, I've given my Type 34 all the attention it deserves. It has always been garaged, never abused. Its record file is 3 inches thick. The brakes have always been replaced when necessary. The transmission was rebuilt at about 20,000 miles because I didn't like its sound at road speed. The generator was replaced once, the clutch twice, just for precautionary reasons. At age 48 and 113,000 miles, the T34 drives perfectly and makes passersby stop to make admiring comments wherever it's parked.

Besides the memories of never having been let down by my "affordable" machine, which was virtually unknown when I bought it (and its having served me well throughout its "maiden" travels through nine European countries), I remember, fondly, the numerous times that people stopped to inquire about the car's origin, features, and so on.

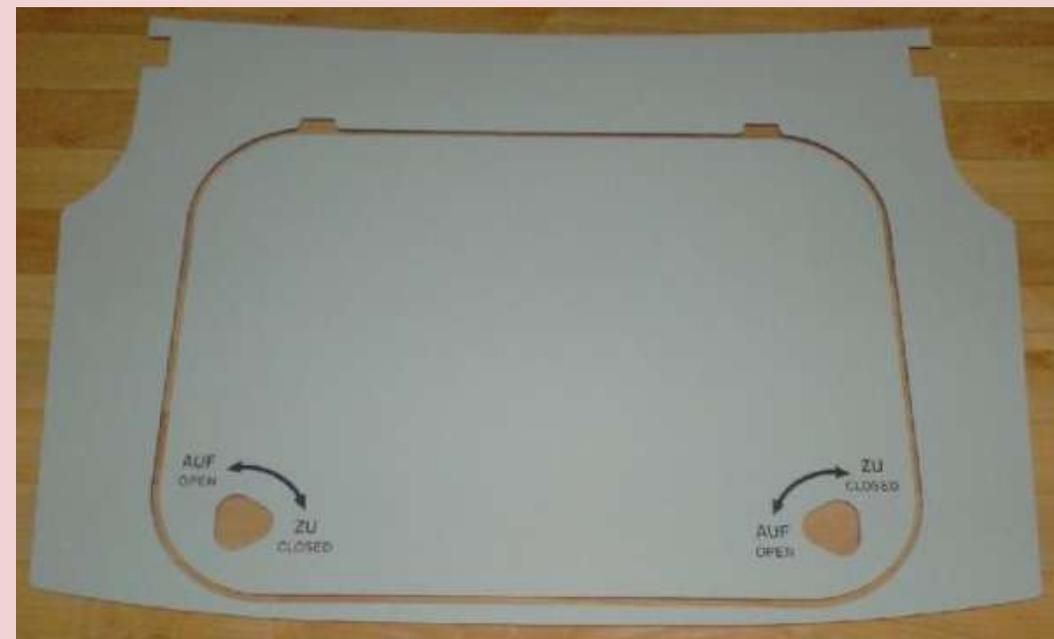
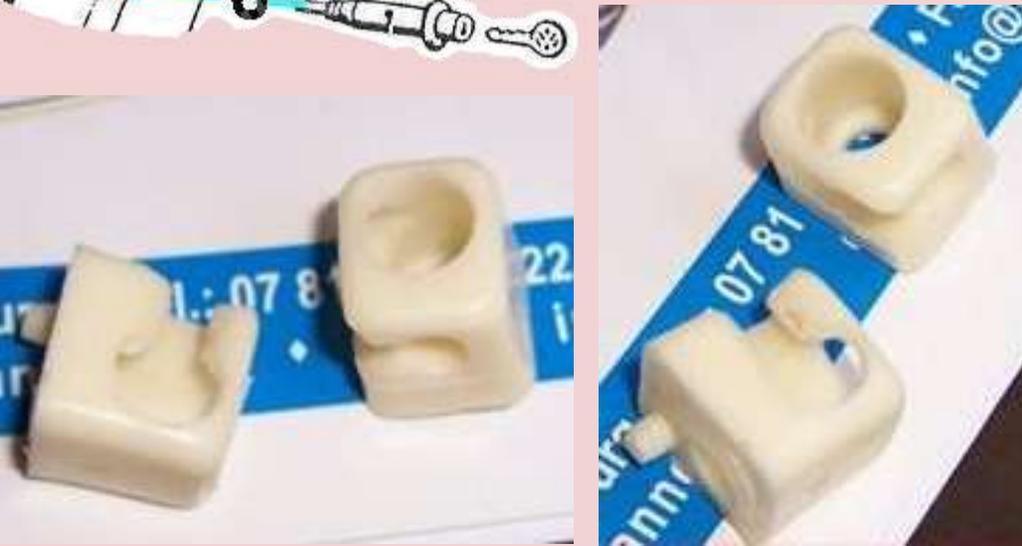
New Repro Parts

There's a new source for the **headlight-to-body seals** but they are expensive (90 Euro/pair) from ErsatzteilService in Germany at www.KarmannGhia.de along with several other seals. Email info@karmannghia.de to order these.

They also have the **rear decklid lock seal** for 5 Euro. But perhaps the biggest news is their new repro **sunvisor clips!** These have been obsolete for many years and now are 28 Euro per pair, far less than the metal ones from ISP West. And lastly they have the bumper bracket seal set (front & rear) for 80 Euro that has also been unavailable for some time.



The **rear compartment insulation liner** is now in-stock again from Belgium for 200 Euro (shipped to USA) or 125 Euro if picked-up at an event in Europe. These are laser cut from 6mm MDF board and painted gray with vinyl decal lettering. Contact BerT3 at bert.van.der.jeught@pandora.be





A new source for T34 sheetmetal repair panels has surfaced in Germany with Jürgen Wagner Blechteile! He's been offering T14 parts for several years and now is doing T34 parts too. The first parts are the **lower door skin panels** for 33 Euro each. Next will be the rear lower corners under the bumpers, the lower part of the backside sheet (20cm), and the front inner fender with bumper bracket area under the front bumpers. Email him at wagner.blechteile@t-online.de or order online at www.wagner-blechteile.de

For the longest time T3 owners had no options for replacing their rusty floorpans with fresh metal ones but now these **full-length floorpan sections** are available! They're produced in Bogota, Columbia in South America from 18 gauge cold rolled steel and cost about \$500/pair (USA) and 900 Euro/pair (Europe) + shipping costs. They are etched & coated with zinc chromate. Seat rails and the rear kick panel (rear seat base) are the only T34-specific parts on a T3 floorpan. Several of our T34 owners have bought them. The seller (Gerson) didn't respond to my request for prices & shipping info. Previous shipping to the USA was US\$171 per set & US\$302 per set to Europe via DHL. Check on the Samba T3 Forum for Gerson.

Another interesting repro part that just became available is the **sunvisor base**. The original plastic part is fragile and breaks easily. The new repro part is made from aluminum so it will never break and it's painted to match the originals. Contact ISP West at Alex@vwispwest.com or call 310 637 2100 and ask for Alex. The pair are US\$87.50. They also have a limited supply of ten (10) **NOS early T3 ignition switches** for \$275 each and **repro (non-locking) ignition switches** for \$175.



Resto Update: Making Things Right Again

By Paul Colbert, Lake Tahoe Nevada USA

Years ago I had my 1963 M343 painted by a very reputable body and paint specialist in Southern California. I was satisfied with the work at the time but while assembling the vehicle I noticed several flaws in the previous metal work as well as dings from kids playing in the garage over the past several years so I decided to get them fixed.

I chose a local body shop as I wanted to be able to see the progress on a frequent basis and be available if they had questions. Glasurit paint, which was originally on the car, is now unavailable in my area. Some was found in Oregon but they would not ship as it is now considered a hazardous material. We had to settle for another brand of single stage paint. The car was finished in about two months and it was painted twice. They were unable to completely remove the Dot 5 silicone brake fluid that had spilled on the front end and, as a result, the paint had what spots which appeared like "fish eyes." The metal looked super clean when they first sprayed but apparently that stuff is hard to remove.



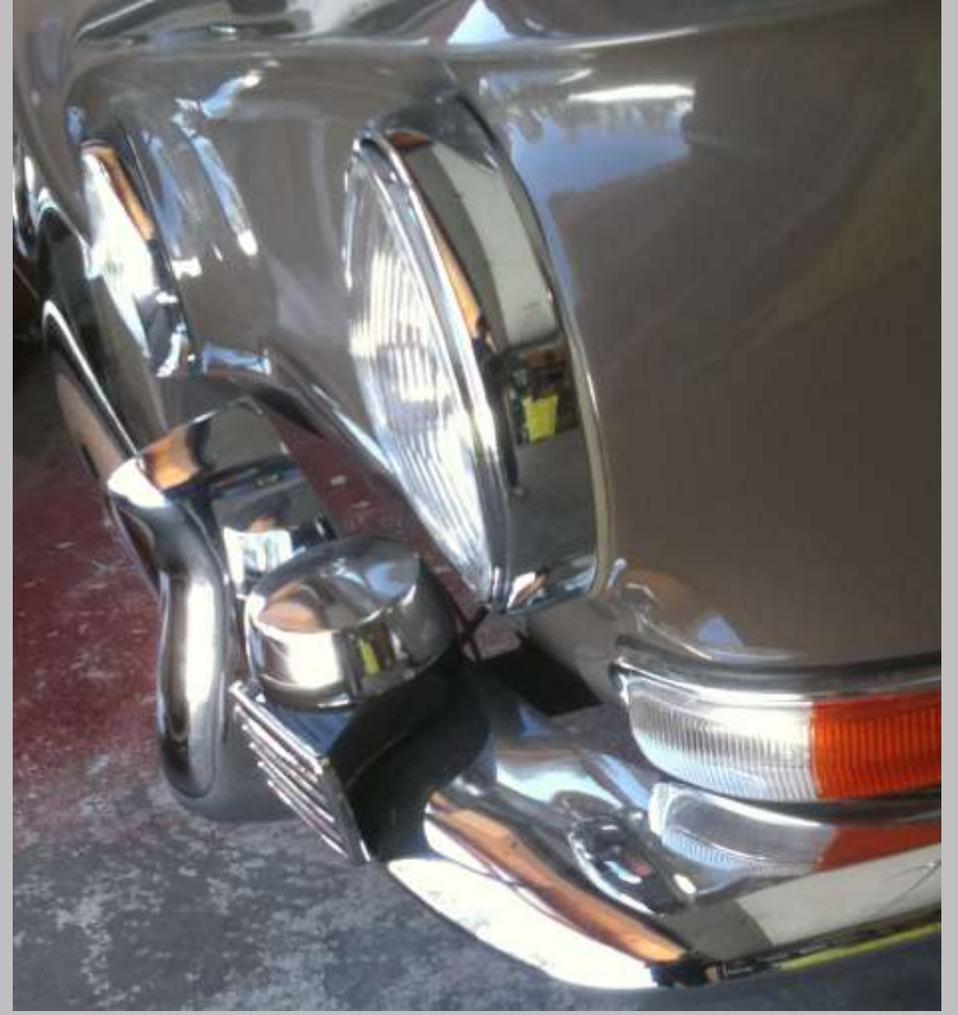
Getting the car home proved to be difficult, despite being only four miles away. If the roads were clear of ice I was prepared to drive it home but with a constant barrage of snow storms I had to wait three weeks. Finally with a short two day break in the weather we were able to get it home on a flatbed trailer.





Now that the car is here I am re-doing the assembly process. Things are going well and fairly quickly. The hardest part is getting the electrical system to work properly again. All the formerly clean “grounding points” have a fresh coat of paint on them which makes things difficult for a solid circuit.

Experienced car owners know this drill. Always wrap your bumpers with cloth to avoid scratches while installing. Then cut the fabric off with scissors after you are done.



I bought new headlight gaskets which are available at www.karmanghia.de for 90 Euros. My old ones had crumbled and needed to be replaced. As you can see it shows it's pinched on the outside of the rim but this will be fixed after the headlights are adjusted. In the past reproductions proved difficult to install and some of them were actually bright white in color. The only unknown aspect of this repro is the color, as some feel the originals were dark gray or black while others say light-gray is correct. Regardless, this light-gray color blends-in nicely with the Anthracite paint.

I hope to be finished assembling the car by mid June and have a carpet installed by late July. I could possibly have the vehicle at the KG Treffen in Ventura this summer.



Rep Intro: Brazil's Fernando Mendonca

Fernando lives in Sao Paulo, Brazil and is a native Brazilian. He's 43 years old and has been a T34 enthusiast since the first time he saw a T34 driving in Brazil two years ago. Since he bought his 1969 T34 he has been completely involved with its restoration and as each day passes he continues to enjoy its style and elegance. He's really happy and proud to be one of the twelve T34 owners in Brazil.

In August 2009 he discovered his T34, attracted to its beautiful lines & styling, 1960's elegance, and its rarity in Brazil. He says "the T34 has a fluid design and the same style concept of brand new cars like Hyundai IX-35 and the new Fiesta." His is a 1969 M343 and was originally Toga White but is currently disassembled in preparation of body & paint work. He plans to "slowly restore it to the best of my ability and continue to refine its originality to perfection over time. But I don't plan to use it as a daily driver and do not plan to ever sell it". He's most interested in finding a replacement pseudo-wood dash cover. When it's finished he plans to share it with the four events per month in Sao Paulo and the most important happens in Aguas de Lindoia city in Sao Paulo state once a year.



One of his goals is to find as many T34s in Brazil as possible, to document their condition & keep photos of them in an archive. With only twelve T34s ever exported from Germany to Brazil by the largest VW dealership, he's got a good chance of finding all of them. He's also willing to help anyone interested in buying a Brazilian T14 KG, Brasilia, TC, or SP2. You can email him at FernandoMendonca@T34World.org





T34 50th UK Celebration 7-8 May 2011

To celebrate the 50th Anniversary of the Type 34 launch T34s are participating in an event at the Heritage Motor Museum, Gaydon, Warwickshire on Sunday May the 8th.

The KGOC-GB will be having a dedicated stand at their **Gaydon Spring Classic event**. This will give T34 owners the opportunity to gather together in a central UK location with as many Type 34 owners as possible to mark this anniversary. Entry to the event is only £5 per person (normally £11) and consists of displays by various car clubs, an auto-jumble and inclusive entry into the museum along with access to the restaurants and kids attractions for those with families.

To make the event more attractive, especially for those travelling longer distances, it will start on Saturday 7th May with a gathering at a hotel near Stratford upon Avon. This is only a 25 minute drive from the Heritage Motor Museum and 10 minutes from the M40. Saturday will allow us some Type 34 time before we join in with the bigger classic car event on Sunday. Saturday's activities will include:

- A bid and bring event where you can sell or exchange your unwanted T34 parts and only have to bring along those parts that people want to save you carting around unnecessary clutter in the hope of selling it at a boot style faire - no idea how I am going to run this yet but expect it to involve some form of online technology for which I will need your e-mail addresses!
- A tour of the area around Stratford where people can possible go their own way at some point to catch up on information about Shakespeare etc
- An evening meal together at the hotel and maybe a few drinks as well to celebrate 50 years of the Type 34.



Andy Holmes has reserved 10 double rooms at the hotel in the hopes of a good turnout. Cost per room is £129.00 per room for Bed and Breakfast, and each room can sleep up to 4 people with children under 16 being at no extra cost. Children over 16 have to pay a £10 supplement for breakfast. The idea is also to book in for a group evening meal together at the hotel.

To book please contact Andy at andysholmes@talk21.com and further details will be provided on the hotel how to book and access to the show on the Sunday. Here's the weekend plan:

Saturday:

- 12.00 am - Arrival and registration at the Hotel – own arrangements for lunch
- 1.30 pm - Gather for a catch up and the Bid and Bring event
- 2.30 pm - Tour of local Warwickshire sights and back in plenty of time to freshen up for the evening meal
- 7.00 pm - Group dinner at the Hotel

Sunday:

- 9.00 am – Leave hotel for short run to Heritage Motor Museum
- 10.00 am - Arrival on club pitch and visit to the Gaydon Spring Classic show
- 4.00 pm – Departure from the show

What is needed from you:

An indication if you will be coming on the Saturday and/or Sunday and if you will be booking in to the hotel direct and joining the evening dinner. Andy needs numbers from as soon as possible so he can organise passes for the Museum and also book the table for the restaurant.

Authenticity: Pigalle & Teak 1966 Parts

Unique to 1966 models, T34s had the option for Pigalle (red) or Teak (brown) components in addition to the standard Black. These are extremely rare today with only an estimated dozen Pigalle & half-dozen Teak surviving. Pigalle were only fitted to Black or White bodies. Teak were on Black, White, & Roulette.

Pigalle or Teak Colored Parts:

- Carpeting & plastic carpet trims
- Seat upholstery & interior panels
- Steering column
- Ignition switch cap
- Steering wheel
- Turn signal lever
- Upper door & quarter pads
- Armrest pads
- Front door plastic drip covers
- Dash pads (upper & lower)
- Dash grab handle
- Plastic trims in corners of dash
- Front footwell heater sliders
- Rear footwell heater openings
- A-pillar & B-pillar vertical trims
- Front seat backrest adjustment knobs





Thanks to **Michael Moesinger** for the great Pigalle photos!







Events: Thailand's Siam VW Festival

Thailand (formerly Siam) is a kingdom in SouthEast Asia with 64 million people and nineteen known T34s. Most are late-model RHD models and they are a very active group. In February the vintage VW community met at the annual Siam VW Festival and four T34s joined the fun. Our **Thailand rep Nam** took photos and spoke with the T34 owners about their recent restoration work. Nam has been fully restoring his Silver 1966 M344 for the past two years but it wasn't ready in-time.

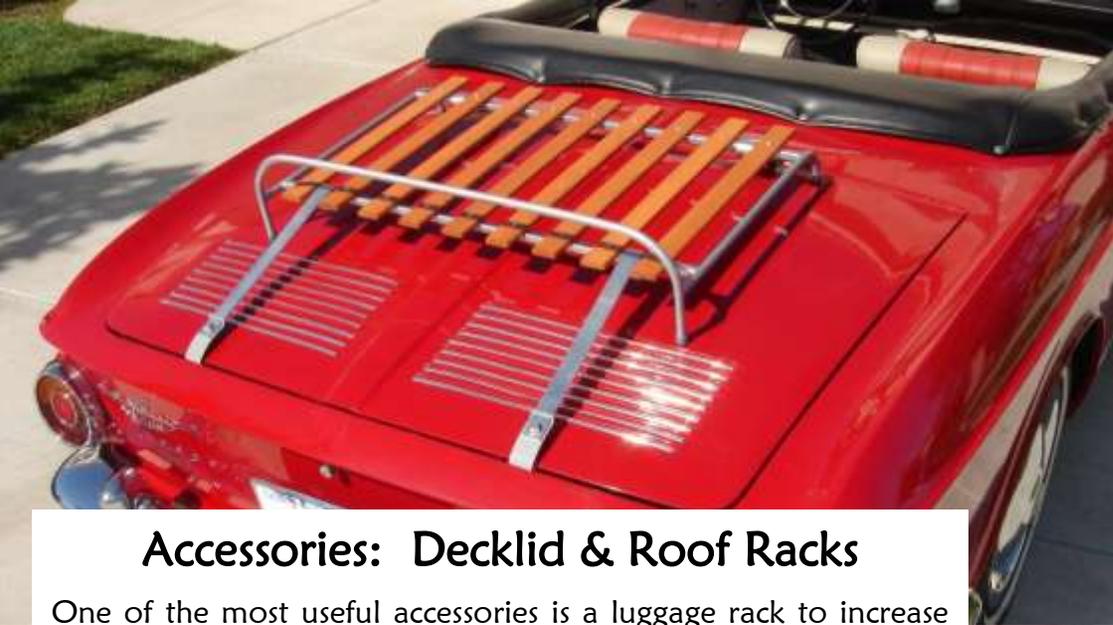
The Red & Black 1969 M344 (1521 license) with black interior & headrests is an Automatic. It's running with the rare Karmann side emblems. The owner is **Rittirong Thongpiam**.

The Sea Blue & White 1966 M344 (34 license) was recently restored by **Toby Subwat** and is running on baby gasburner rims with a lowered stance. The clear front turn signal lenses have amber bulbs. Toby looks like a happy T34 owner (above)!

The Red 1968 M344 with ivory interior (bottom right) was recently restored by a VW specialist. It's been fitted with both side marker lights and Karmann emblems.

Tong owns the Sea Blue & White 1966 M344 (5955 license) and has been fitted with bullet front turn signals and rear window Venetian blinds.





Accessories: Decklid & Roof Racks

One of the most useful accessories is a luggage rack to increase the carrying capacity and making it more comfortable for the passengers. Racks are available for both the roof and decklid from Pedro's Racks in San Diego, California USA. Pedro is offering T34 World members special FREE SHIPPING within the USA, a US\$60 value! Thanks, Pedro!



These racks are made in the original 1960's VW style with a hand-made welded metal frame and finished with high quality powder coating. They are contoured to fit the T34 perfectly and tested before delivery. The wood slats are "knot free" kiln dried Douglas Fir, stained with a custom color then protected with marine varnish to last years. The roof rack feet are covered in black rubber hose and the mounting brackets are coated in rubber to protect the T34 from scratches. Decklid rack feet have gray rubber covers and have quick-release clamps for fast installation & removal. EMPI locks are available at extra cost to prevent theft. Delivery is typically 4 weeks from the order. Shipping in the USA is by Greyhound Package (US\$60) but is FREE for T34 World members, delivered to the nearest Greyhound station. Shipping outside the USA will be quoted to each specific country. Cost: decklid racks are \$235. Roof racks are \$325 for 1-stage powder coating or \$350 for 2-stage.

Ordering: go to www.PedroRacks.com or send Pedro an email at Pedro@PedroRacks.com He accepts PayPal as well.





The roof racks have six feet that have black tubing to protect the gutter from scratches. There are two quick-release clamps that mount securely under the aluminum roof gutter trim. Leather straps are an optional item to give it a period-correct look. The slim profile allows air flow into electric sunroof opening also.

www.PedroRacks.com





In-Scale: Serata Auto Sculpture T34s

Made in Yokohama, Japan these small (3.25"/55mm) resin castings can be custom-ordered in any color, available in both Coupe & Cabriolet models. Cost is 2800 Japanese Yen (US\$34 & 24.6 Euro) + 200 Yen shipping and they accept PayPal. The T34 Cabriolet model is #G-007 and you'll have to ask for the T34 Coupe model #. You can select the colors & personalized license plate details. Details are a bit crude and the hand-painting is clearly evident, but these little cuties are well worth collecting now as their limited production will make them far more valuable in the future. If you order two then shipping is free for both! Thanks to our Japan rep Toru Ebine for the info.

Ordering: Email to serata@nyc.odn.ne.jp
http://www.serata-auto-sculpture.com/catalog_ge.html



Resto Update: Second Time Around

By Tristan Robson, England

It's 1995 and I'm driving through my home town when I spot the most beautiful car. I managed to get the owner to pull over and had a good look around the car, and fell in love. It turned out to be a Type 14 Karmann Ghia, and I vowed to buy one.

Later I spotted an ad for a 1966 T34 Karmann Ghia. It was advertised at a cheap price, so I arranged to take a look at the car. He opened up the garage door, and to be honest I was disappointed at what I saw. "That's not a Karmann Ghia!" I muttered to myself, "What is this guy up to?" The seller then took the car out of the garage so I could get a better view. That's when I saw the front end of the car! What the ...? Now this car was quirky, it's definitely different! After taking the car for a short test drive I was hooked. The deal was done.

The M344 was used as my daily for a couple of years, then I came into a little money and decided to have the car restored. She was entrusted to a local VW "specialist" who could talk the talk, but unfortunately I discovered he couldn't do the work. I guess it was a typical restoration of that time, no new metal grafted in, just repaired with body filler, and badly at that. After nearly two years, I managed to get the car back from the shop and while driving down the same road that I spotted the first T14, an elderly guy decided to drive down the side of my car, knocking huge pieces of filler from the rear wing. The car was repaired again. Disheartened, the car was then taken to my lock up and put into storage.

Fast forward to 2010, while visiting the Hot Rod show at Beaulieu National Motor museum I spotted a German T34 parked in the car-park. It had been freshly restored and looked stunning, so I then realised it was criminal to have my car sitting for 10 years and decided to get the T34 back on the road. I contacted Alex Taylor who is a reputable VW specialist and he came over to inspect the car. He quoted 300 hours to sort all the body work and paint, and we started making plans to get the resto started.





In the mean time I went on the hunt for parts and while chatting to **Peter Hayes** (Type 3 and 4 Club spares officer) he told me where some parts may be stashed, so we arranged to meet the guy. The owner turned out to be **Derek Frow**, ex KGOC-GB Chairman and one of the founder members of the Type 3 and 4 Club. Unfortunately Derek couldn't help me with any spares, but while he was showing me his T14 and T34, I spotted another T34 rolling shell buried under miscellaneous VW parts that Derek had collected over the years. I learned he had imported it from Florida in 1993 and that he thought the car was a 1962 model. I spotted the sunroof and thought now that car really needs saving. This T34 turned out to be a very early-1963 model having been built on the 15th Aug 1962. The sunroof is not original to the car, as Derek had the roof grafted onto the car during its body work restoration. Unfortunately the person carrying out the restoration died suddenly, and the project stopped. Alex Taylor then had a look at the 1963 and it turns out the body is very solid, without rust, and was a far better basis for restoration than my rusty damaged 1966.





Andy Holmes also inspected the car and wrote up a very comprehensive appraisal, listing everything that comes with the car, the missing parts and general condition of the shell and parts. A huge thanks to Andy, as that info is going to be invaluable! We agreed on a price in November 2010.



Come January this year, Peter had managed to clear the parts that had buried the car and made it accessible, so I trundled off to Derek's with trailer in-tow and with the help of several VW enthusiasts (whom I hadn't even met!) we got the old T34 out of the garage for the first time in around 15 years. Now back home the fun (and financial ruin) can begin. I'm planning to restore the car to as near "factory fresh" as possible. Originally she was painted Pacific Blue, but that colour doesn't really float my boat, so I think it will be painted Anthracite. It will be going into Alex's (www.defcon-3.co.uk) in March, and he'll be correcting some of the work done to the car, finishing the metal work/prep for paint, and then once we have finalised the discussion on colour, he'll get it into the paint shop.

One of the conditions that Derek laid down on the sale of this T34 was that once she is completed that I take him for a cruise. My plan is that he will be in the very first ride, once road legal. I can't wait for that day to arrive ...



Rep Intro: Toru Ebine from Japan

Toru is 21 years old and lives in Nagoya City, Aichi, Japan. He's an active 1967 M344 owner that is excited to discover the T34s living in Japan & organize the T34 owners. Here's his story:

"I got my driver's license in March 2010 and my 1967 M344 the following month as my first car. It was my High School homeroom teacher's car, but he couldn't afford to maintain it. He stored it outside for ten years so it didn't look so good when I got it. I repainted it back to the Lotus White L282 so it looks good from the outside again. The original Indian Red interior is OK but will need to be restored. Imported by Yanase, the famous importer of Japan, there is a Yanase identification plate installed below the front VIN plate (above pic). Since I love my MP3 music I installed another radio below the one in the dash for now but I know it needs to be changed later. I took my driver's license one year ago so I have a sticker showing I am a new driver. Now I'm beginning to collect other T34 owner's data & photos so it's fun to contact owners & see their T34s. There are 12 T34s in Japan now but I will find more. Please email me if you have a T34 in Japan or want to talk T34s."

ToruEbine@T34World.org





Found! Aussie 1967 M346

RHD Electric Sunroof (M346) models are exceedingly rare, with only 21 known to have existed and about half of those are not restorable. There are only four 1967 M346 models known. This M346 is a matching-numbers 1967 with paperwork to verify. It was ordered and received by a Madam Trost in Hong Kong in 1967 and exported to Australia sometime in its early life. The seller in Australia decided to offer it on ebay after not finding a buyer for it on theSamba at US\$7500. The ebay bidding closed at US\$7125 in January 2011.

The rust in the rear section of the roof around where the sunroof drainage channels follows the drainage route down the B-pillars and ends up with rusty inner rear corners. The chassis is thin in places and there is some rust on either side of the rear air duct drainage gutters. The car had been re-sprayed at some stage so there will be other bits that will require some attention once the car is blasted. But this M346 seems to be a solid car that is restorable. The front nose and rear section are very straight and appear never to have been in any front or rear accidents and there is no rust in those areas. The interior has been retrimmed at some stage but the car is complete and in great running condition. It's only missing the aluminum window trims and carpet set.



Found! Original Owner 55K-Mile 1968

In January an ad was placed in Hemmings, an antique American car magazine, for a “One-owner 1968 T34 with just 55K-miles and in perfect original condition” at US\$19,500. Being an extremely rare combination of features, Lee immediately called the owner for the inside story. There is only a handful of late-model T34s in the USA and none that are such low-mileage, not to mention the opportunity to hear an original owner’s story!

The 80-year old original owners had bought it in Germany while touring in 1968 and shipped it back to Flagstaff Arizona USA soon afterwards where it lived its entire life there. It’s a Toga White & Black M343 with solid red leatherette upholstery and 55,373 miles on the odometer. It’d been repainted 20 years ago by a local High School auto shop (the owner was a teacher), the electrically-heated rear window had been broken by students and replaced with a non-heated one, but the body was rust-free and it ran like new. Lee made arrangements to visit it in-person while on business in Arizona but the day before the visit the owner called to say it had been sold. Ugh!



Two weeks later Lee got a call from the new owner, Mark Snelling from Stockton (near San Francisco), asking for help finding a few parts. Turns out Mark felt the T34 was too good to pass-up and bought it quickly. He’s planning to raise the saggy rear end and drive it on weekends with his wife & kids.



Authenticity: Carpet Trim Set

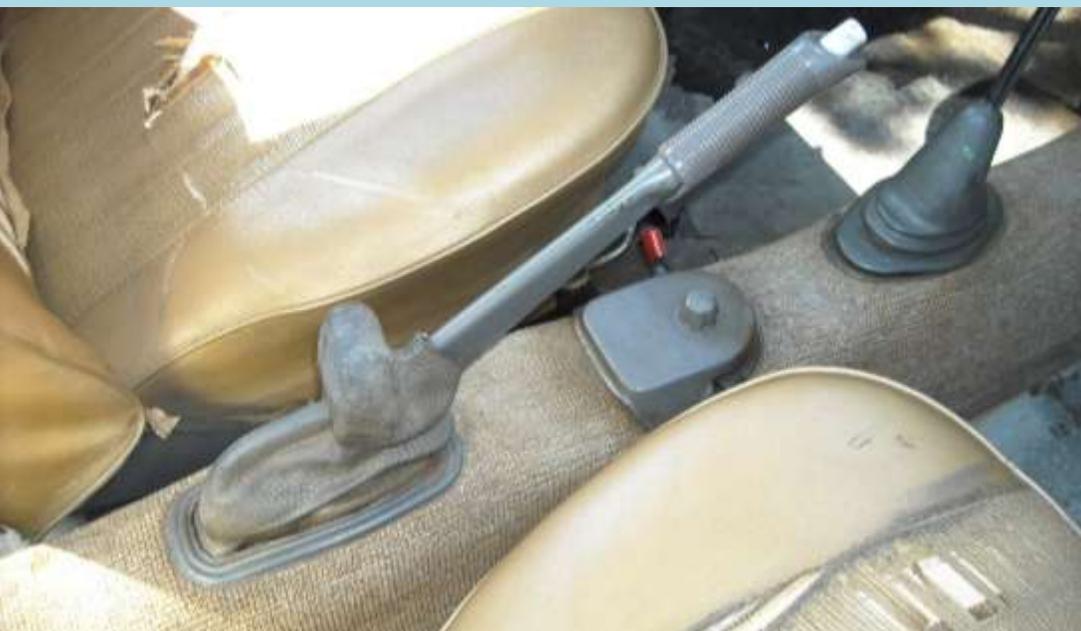
Restoring your T34 will eventually come to needing a new carpet kit. There are a couple of sources for kits in Europe, Great Britain, & the USA in both LHD and RHD formats. If you're planning to restore your T34 to original then you'll want to keep the original carpet trim pieces from your old carpet or buy a used set. These pieces were originally heat-welded into the carpet, not sewn.

There are 10 pieces in the set for earliest T34s (1962-63), 12 in the set for the mid T34s (1964-65) and 17 pieces in the set for the late T34s (1966-69). The main pieces include: clutch pedal opening, brake pedal opening, side footrest pad, front floor heater openings, rear seat heater openings, gearshift opening, heater control opening, emergency brake opening, & seat belt mounting holes on the tunnel. The earliest T34s in 1962 and into early-1963 did not have the rear seat heater vents. And the late T34s had carpeted floor mats with the large heel mat and the four grommets to secure the mats to the floorpan buttons.

There were also different colored carpet trims based on the color carpeting fitted. The dark gray carpets (most common) used the black trims. The brown carpets used brown trims. And the red carpets used red trims.



Quality carpet kit sources will remove the old carpet from your original carpet trim pieces and sew them back into your new carpet set if requested. This is absolutely the best way to accurately restore your T34 to look authentic again.





Carpeted floor mats were fitted beginning in 1966 and included the carpet trims for the floorpan buttons (above in 1967: two per mat for front & rear) and the heel & side foot pads (below: in 1967). Right lower pic: rubber floor mats fitted in 1962-65.

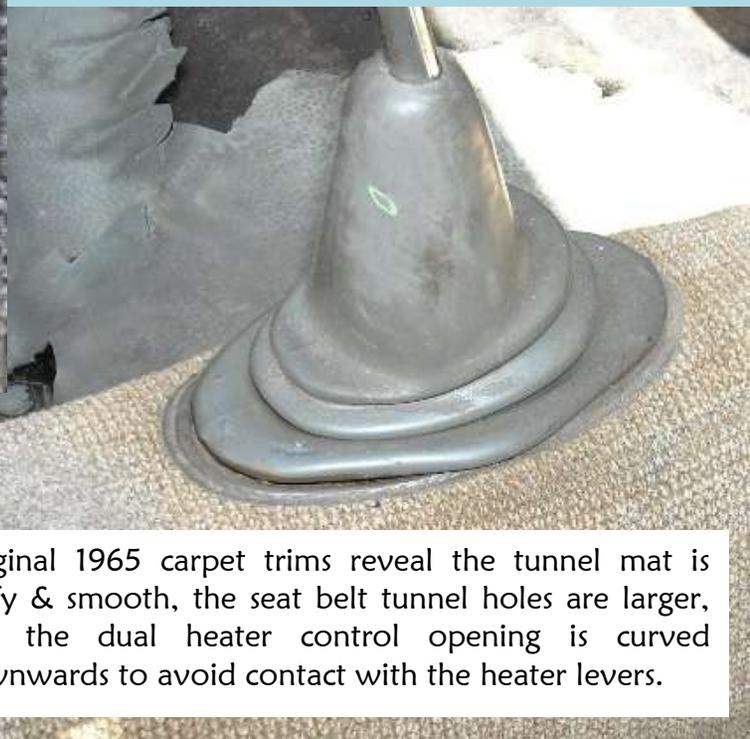


T34s from 1962-63 used a rotary heater knob (vs the dual control style) seen in this original 1962 tunnel mat (top right).





A closer inspection of an original 1968 carpet kit (above) reveals the edges are bound in vinyl, not cloth & Velcro pieces are sewn into the front heater pieces to mate with the floor mats so everything stays in-plate. He also noticed the back-side of these pieces were coated with some sort of moisture proofing that makes them much heavier than the earlier non-coated carpets.



Original 1965 carpet trims reveal the tunnel mat is puffy & smooth, the seat belt tunnel holes are larger, and the dual heater control opening is curved downwards to avoid contact with the heater levers.

Rep Intro: South Africa's Greg Davids

I live in Rondebosch, Cape Town South Africa and I'm 46 years of age. My T34 is a Lotus White & Black 1966 M345 electric sunroof with the rare Pigalle interior (#346 257 394 with original engine #T0 214 872). I have always owned unique and limited edition classics and am a big fan of Italian coachworks designers with Ghia been one of my favorites. I have traced its history back to the last three owners. The earliest was a collector who must have brought it into the country from Europe and later sold it to Ken Voget in 1999 who sold it to Jonathan Buskin in 2005. Under Jonathan's ownership it was subject to an expensive but average bumper to bumper restoration by a near criminal outfit in Johannesburg before being transported by carrier to Cape Town. Jonathan drove it for a short and then stored in his small plane hangar from about 2006 until I bought it in November 2010. It was caked in years of dust but was rust-free and started within a few minutes after all the years idle.

I'm excited about locating the twelve other known South African T34s and finding others that surface over time. I've been searching for a set of fog lamps including the lenses and chrome rings so if you have a set please let me know.

GregDavids@T34World.org



I have spent the last few weeks getting her running very strongly and now she's rattle-free and smooth. The car was red but sprayed white as part of the restoration, which is a fortunate thing as Pigalle interiors were typically fitted on white T34s. There were quite a few chips on the paint work and several holes in the floor pan which I have since had repaired and then also painted the roof black. The electric sunroof works but runs very slowly and the door locks, window mechanisms need attention as well replacement of window rubbers.

She attracts lots of interest, particularly the comments and interest from the old ladies and young kids who are not normally into admiring cars. After only one day at the VW specialist I was offered 17K Euro as-is! My daughter has requested that I drive her to her wedding one day in the T34. I love old Porsches and the T34 is as precious but far more rare and cost a third of their buying price so I am very pleased that I diverted my money on this one. After having owned 62 cars I think this is one I want to hang on to.

I'm proud to be associated with such a professional and thorough organization. The dedication to T34s is truly impressive. And I'm excited to have the opportunity to participate in the 50th Anniversary in GMH Germany in August, and very excited to drive with Lee in Jörg's beautiful 1963 during the events.



Accessories: 1960's Key Fobs

One of the joys of restoring a T34 is finding cool little accessories to complement its 1960's look. One great item is a key fob. These were fashionable for European car owners and they came in a wide variety of colors & materials. Leather was the most common but there were formed-rubber ones as well. Karmann even had some with their name stamped into the leather. Vintage key fobs can be found on ebay and can usually be found from US\$15-50.

The red leather one with the KARMANN stamp (#1) was sold recently on ebay Germany. The green leather one (#2) has Andy Holmes' Roulette Green M344 keys. The blue plastic one (#3) was from a New York USA dealership and was just sold on ebay for US\$16. The yellow leather one (#4) is used for Lee Hedges' Ruby Red 1962 keys. The saddle brown leather one (#5) holds Andy Holmes' Black 1962 keys. And the red hard rubber one (#6) was also seen in January on ebay Germany.



Spotlight: Liechtenstein 1966 M343

This 1966 Coupe may be the only T34 in Liechtenstein, a tiny country squeezed between Switzerland & Austria. In the summer of 2010 it was discovered in Switzerland during a church wedding ceremony by Swiss VW owner **Guido Bosshart** who'd been exploring an old town while his kids were at the local waterpark. The owner Louis said it'd already been repainted in "Alfa-Romeo Red" over its original Henna Red when he bought it in 2000 and it was his favorite over his T14 Cabriolet, Beetle Cabriolet, & Transporters. He was planning to retire soon and offered it to Guido. Two days later Guido & **Philip Egger** (our Switzerland rep) inspected the 1966 up-close and made the deal to buy it. Louis told them the T34s nickname was Joggeli (Swiss for a funny kids clown), carried over from its previous owners.

#346 159 176 was first registered 25 Feb 1966 and has been a Swiss T34 since new. It's not known when it was restored but it's in excellent original condition. After cleaning, Guido & Philip sold it in late-2010 to a vintage car collector in Liechtenstein who is thrilled. Philip says "it's a nice car, original, complete, good chrome parts with very good unscratched windows. It runs great, everything works, and it's fun to drive."



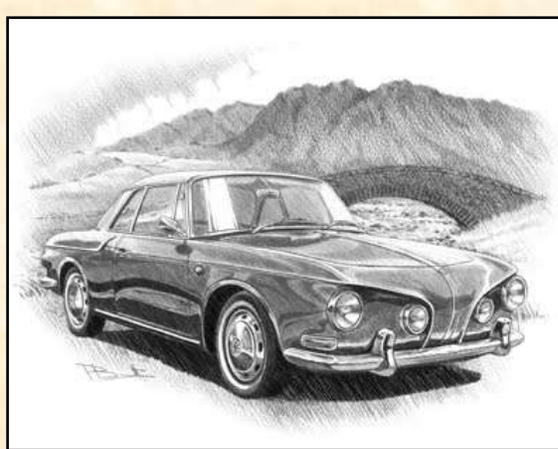
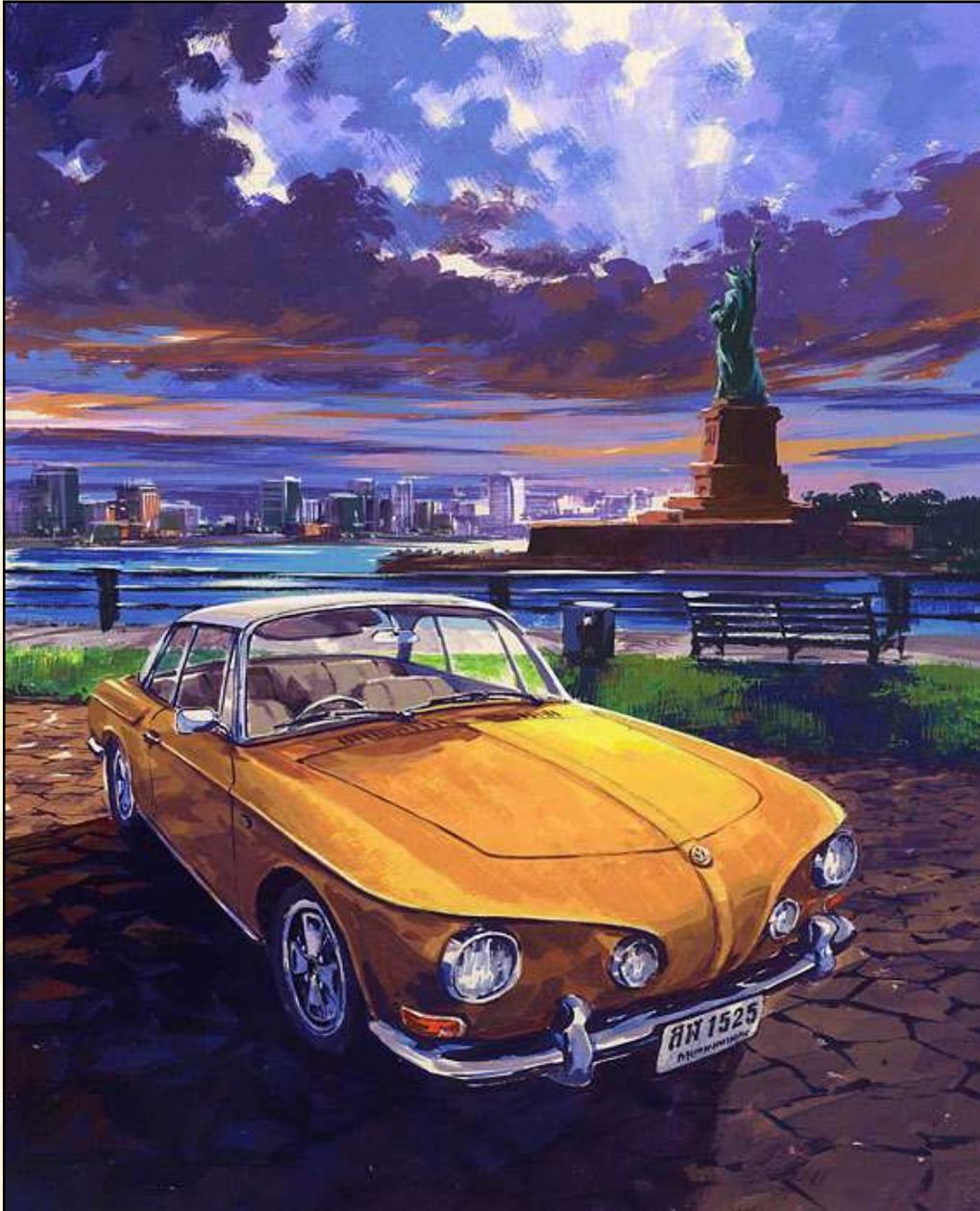
Joggeli





T34 Art: Seriously Talented!

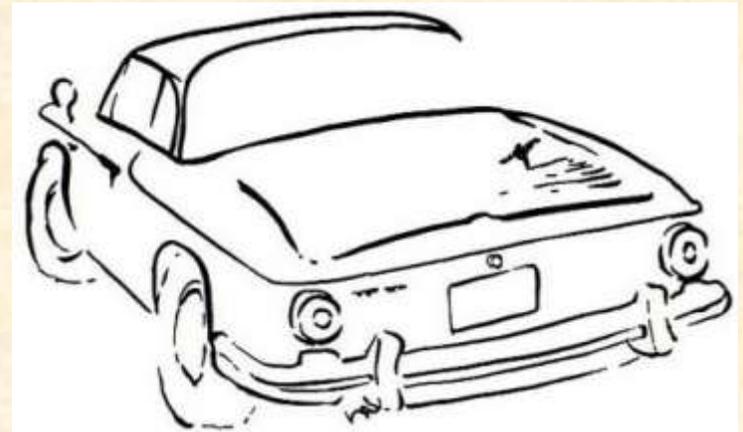
Drawing realistic objects is a serious talent that very few of us possess and I'm always in awe of these talents when they're applied to T34s. Here are three artist's creations from Thailand, Great Britain, & Japan. Enjoy!



Left: Thailand's **Toby Subwat** created this awesome scene of his yellow 1966 M344 near the Statue of Liberty. See the license?

Above: Coupe & Cabriolet drawings by the UK's **Paul Bennett** and you can now order these drawings in either B&W or hand-colored for 10GBP additional. Visit www.classicmemories.co.uk for ordering information. Paul said he can change the rim style if you include a photo of your rim. Outstanding gift ideas!

Below: Japan's **Toru Ebine** created this cool stylistic line-drawing of his 1969 M344 "just for fun".





SAVED FROM THE GRAVE

— 1961 Type 34 —

This year sees the 50th Anniversary of the Type 3 and Type 34 Karmann Ghia, so what better way to kick off the celebrations than featuring one of the earliest models left?

Words: Ivan McCutcheon Photos: Anthony Butler

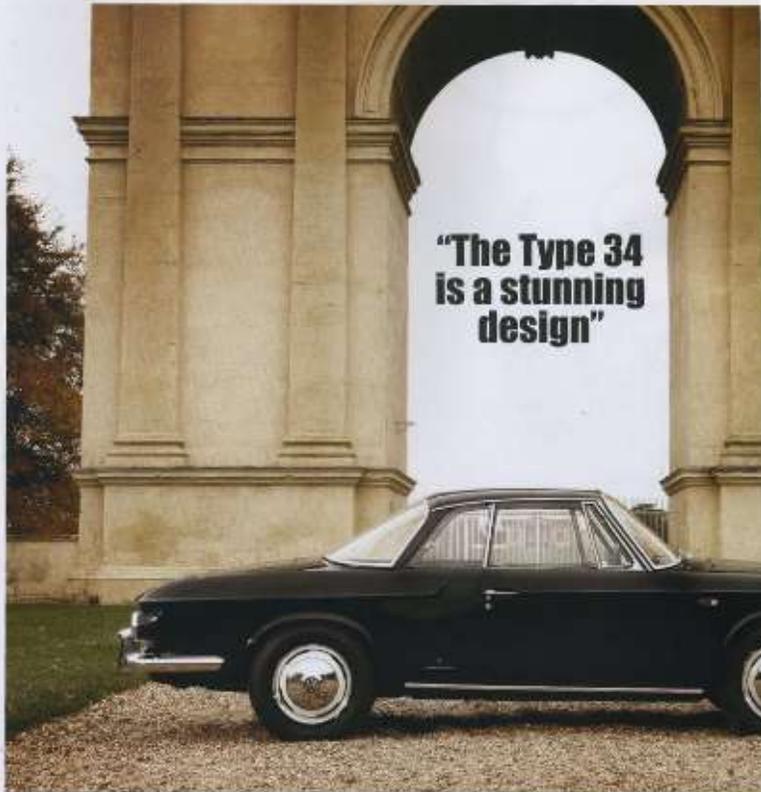
The Sergio Sartorelli-designed Type 34 Karmann Ghia was launched alongside the new Type 3 Saloon in September 1961 at the Frankfurt Motor Show and instantly became the most prestigious car in the whole VW range. It was not only the best-appointed car in terms of luxury that VW had offered, it was also the most expensive. The car was vastly different from the Beetle-based Karmann Ghia, not just in its mechanical components but also in terms of its build styling. In fact, the styling may have been too masculine for some, especially those used to the curvaceous and feminine lines of the original Karmann Ghia. Some say this led to the car being a sales flop, but that's perhaps missing the point. I can only agree that a total of 42,500 units during its eight years of production is a low figure when compared to other VW models, but certainly not bad when compared to a similarly pitched German sports car of the time such as the Porsche 356. Compare production figures and pricing between these two and you'll find that Type 34s did very well indeed, despite being around the same price as the Porsche and twice that of a Standard Beetle.

VW now offered a sports coupé for more affluent buyers, and the car found greatest favour with its home market. It was never destined to sell in vast numbers or to be a massive hit with export markets. In fact, only 30% of the production was sold outside Germany and from my research I can find only one example of a car being 'officially' exported to the United States of America. The

SAVED FROM THE GRAVE

fact VW did not actively attempt to sell into its Number 1 export market suggests it always planned for the car to be a low-volume model. It also meant that VW did not have to produce back-up spares to stock its huge network of dealerships in the USA. If I had to guess, I'd suggest VW felt it wasn't worth bothering with. However, a number of US servicemen based in Germany clearly did think the Type 34 was worth bothering with, as many shipped these cars back home as personal exports.

Whatever the story behind the scenes, there's no doubt the Type 34 was a very stylish and exclusive car and the same applies 50 years later. This is a Volkswagen you'll rarely see outside of a VW show and even then it is sure to be outnumbered by virtually every other kind of VW on show. Type 34s are very thin on the ground today, and really good ones are seriously hard to find. The vast majority have long since rusted away – in most cases Karmann's coachbuilt bodywork went on a ferrous oxide frenzy shortly after coming in contact with salted winter roads. Those that survived are either restoration projects, patched up to stay on the road or have benefited from a life in a more favourable climate. So to see a car this good is a real treat and it is thanks to Andy Holmes that we can enjoy looking at it. If you are not familiar with Andy's



"The Type 34 is a stunning design"



» The Ghia badge and Karmann script behind the door are only found on really early cars like this.

» Every single element of the interior, right down to the gauges, was restored. The seats and door panel trim came from the USA.



» The Type 34 Razor Edge was the first VW to be sold with built-in foglights. ADAC badge dates from the same year as the car.

name, we can tell you he is one of the longest-standing Type 34 fans in this country. He started life with VWs when he got his first Beetle way back in 1973 and has had them ever since. Together with Mark Poulton, he has probably had more Razor Edge Ghias than anyone else in the UK. We previously featured his restored Right-Hand Drive 1965 1500S Type 3 Ghia in February 1993, though it really doesn't seem so long ago that I wrote about that car! Now, just like for the majority of lifelong VW fans, the longer you're into a specific Type, the more the need for a really early example kicks in. And the earlier the better,

"It was built in the first months of production"

just to get back to basics and back to the roots, and there's nothing quite like having a car which has those 'first year' foibles – those early-car quirks and peculiarities are what VW eccentrics really love.

Andy found this seriously early car for sale in South Africa and we can only imagine how keen he was to get it! He told us, "It was built on 20th November 1961 (chassis

0002910) within a couple of months of production commencing and is the fourth oldest one known to survive and probably the oldest Type 3 of any kind in the UK."

The car was originally black with a red/white interior – exactly the same as the car featured in the very first Type 34 sales brochure, which only added to its allure. It had been sold new in Denmark to a chap called Storck-Nilsen who shipped it to his home in Capetown, South



» The early heater knob with a red dot was an NOS item that was still in the VW bag!

» The Type 34 has two luggage compartments – one in the front and one above the engine. Note the way the spare wheel sits, to give maximum space.



The knowledge

Here are a few nuggets of information on the Type 34 Razor Edge Karmann Ghia

1 The Type 34 was designed by Sergio Sartoroli, Chief Stylist at Carrozzeria Ghia in Turin, Italy.

2 Right-Hand Drive models (Type 34R) were not introduced until January 1964 and were based on the VW Type 3 1600S platform.

3 A Convertible Type 34 (Type 34L) was planned and shown at its launch in 1961 at the Frankfurt Motor Show. Although working prototypes (17) and pre-production cars (10) were made, the car never went into series production.

4 The Type 34 was the first VW to be offered with an electrically operated sunroof. This model, designation Type 34S, became available in July 1962 and February 1964 for the RHD Type 34S version.

5 Production started at the Karmann factory in Osnabrück, Germany in September 1961 and continued until July 1969.

Africa where it remained until 2002. The car arrived here in the UK early in 2003 and it was clear it would require an extensive, total restoration. That work was to end up taking six years to complete, but there was no rush, as Andy was more concerned about doing the job as well as it could be done rather than rushing anything. It wasn't like he didn't have one of the best RHD Type 34s in his garage if

SAVED FROM THE GRAVE

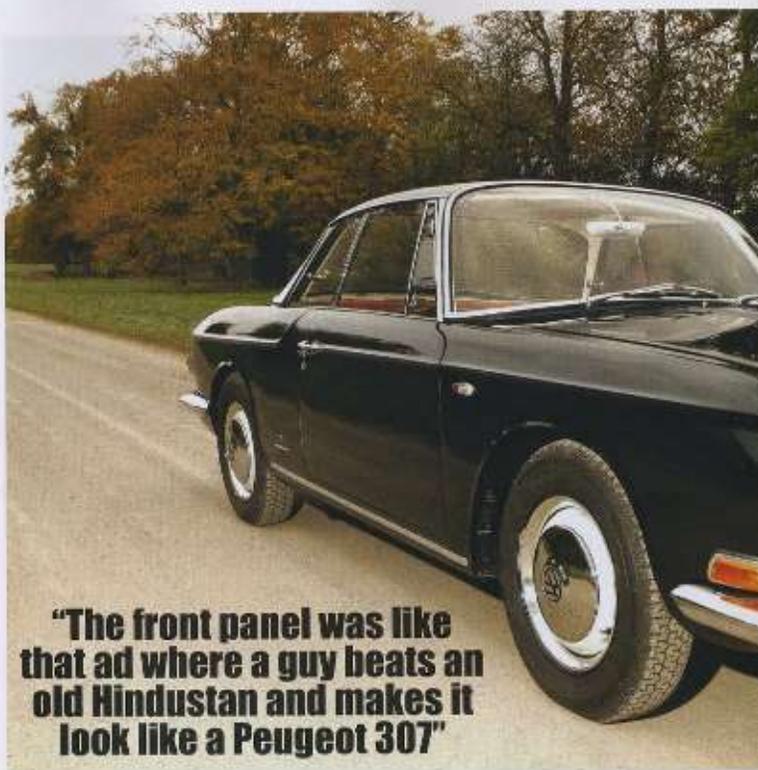
be fancied a drive at any time! Work started in 2004 with the removal of the body from the chassis, which needed serious work. The floorpan halves were in a bad way. One had been replaced with pop-riveted steel sheet and there was virtually nothing left on the other side. Type 3 Detectives supplied good used sections from cars they had broken up and these were professionally let-in to the chassis. Once the welding was complete, the floorpan was shotblasted and powdercoated.

A written off '62 Notchback donated its correct early 1493cc single-side draft engine. The engine was stripped and rebuilt with a new camshaft, lifters, bearings, oil pump and barrels and pistons. The rest of the engine components were well within tolerances due to the fact it had only done 50,000 miles since new. Andy had to track down a couple of bits of tinware (easier said than done on such an early engine) but here thanks are due to fellow Karmann Ghia enthusiast John Figg, as he found the parts needed in France. The Solex 327FN side-draft carb was replaced with a rare New Old Stock item.

The original transmission was given a full rebuild by Peter Engleers at Cogbox in Middlesex. The subframe, axle tubes and backing plates were also all blasted and powdercoated, then Andy rebuilt the whole assembly with new subframe mounts, shift rod connector, gear-shift bush, all the brake components and perian shock absorbers. He also stripped and totally restored the front end with New Old Stock or OEM components throughout. He told us that his wife, Theresa, helped him fit the chassis back up.

Body Shocks!

When you've been around Type 3s as long as Andy has, you know to expect rust. It goes with the territory. But this one had what he refers to as "unexpected horrors", and they were so plentiful we haven't got space to list them all here (the repairs fill three photo albums!). But along with the rust there was accident damage! Andy told us, "The front panel was like that TV ad where some guys beats an old Hindustan Ambassador car and makes it look like a Peugeot 307." Well, thanks to another long-standing Type 34 fan, Clive Richardson, and Type 3 Detectives, Andy was able to track down used panels along with new repair panels and handed the lot over to John Williams of Chesterton Coachworks. Truth be told, the body really was in a bad way and at one stage Andy was faced with a



"The front panel was like that ad where a guy beats an old Hindustan and makes it look like a Peugeot 307"



« The 1962 Model was the only one to come with these badges.

« The rear seat on the Type 34 was basic to say the least. Over five years of age? It's not for you!



a part has been replaced with an unused original sourced from eBay or thesamba.com and lucky finds at VW shows. Andy called on the help of many of his Type 34 contacts, such as Mark Poulton, Lars Neuffer, Mark Blondin and Lee Thomas Hodges. In fact, it was Lee that sourced the seat covers and door panels based on TMI materials but not sold as a kit by the company.

The plan had been to debut the freshly restored car at The VolkWorld Show and the clock was ticking fast! Andy had to pull out all the stops to get the car completed, and encountered many obstacles along the way, but he did it. The car may not have been MoT'd or registered, hence it was trailered to the show, but it was complete. It was so stunning we decided to make it the first car you saw as you got into the main hall.

After the show, Andy took a breather before sorting out the final details and making it legal, but finally we were able to get together with him and bring you the feature on the fourth oldest Type 34 in the world – just in time to kick off the 50th Anniversary of the Type 3 in real style! VW

« After an extensive and painstaking restoration, Andy Holmes has given us one of the best early Type 34s in the world!

really tough decision: Continue or give up? Obviously, we wouldn't be talking about the car now if he hadn't decided to go ahead, although the sheer amount of work needed certainly affected the time this project took, especially when funds ran out! Eventually, the body was restored and sent off for blasting. But it came back with a bent passenger door, which wasn't good news – after all, it's not like you are likely to find a new replacement. But that's exactly what happened at the 50th Anniversary of Karmann Ghia meeting in Germany, when Andy found an NOS '62 door! He is ever thankful to Derek Frow for bringing that door back to the UK. Eventually, the body was at the paint stage, and obviously, the only colour it was going to be painted was Tukan black, just like the one depicted in the original brochure.

What's inside?

The interior was in a terrible state after 40 years in South Africa. The seats had been poorly re-covered and the other interior components were fried. To cover every element here isn't possible, as each and every part has either been stripped and restored (such as the gauges) or a good used part has been tracked down after extensive searching, or



« Type 3 1500 ('62 Model) motors don't come any more correct. Every detail is spot on!

« The man behind the machine! Andy told us, "It feels like the end of a 30-year obsession getting it featured."



As found in South Africa

The build

Andy Holmes has covered the restoration of his 1961-built Karmann Ghia on his blog. With monthly updates, you'll be able to read far more than we could ever cover here, so make yourself a brew, log on and enjoy at rebuildmyghia34.blogspot.com



Didn't expect it to be this bad!



This really was a total body resto!



Inside and under the engine bay



The result of a lot of really hard work and panel replacement



The rolling chassis before...



... And after restoration. Stunning!



T34 WORLD