



T34 World News

2011 Edition #8

CONTENTS:

- Events: T34 50th Anniversary in Germany
- Spotlight: Unrestored 15K-mile Sea Blue 1963
- Legends Interview: UK's Derek Frow
- Owner's Story: Fräulein Nelly
- Owner's Story: Fritz' Shakedown Trip
- 2012 Calendar
- Spotlight: Henri Yvan's 1967 Coupe in France
- Accessory: Rear Window Shade
- Progressive Refinements: Late-1962 to 1963
- In-Scale T34s: AirTrax Kit
- Authenticity: Rear Hood Light Button
- Handi-Capable Automatic T34: Dave Ball's 1968 & Wally Burrows' 1969
- Resto Update: Rick Hasse 1965 M343 in USA
- Resto Update: Steve Thirkettle's 1969 in England
- 1st T34: Dr. Karmella, paging Dr. Karmella

Once in a Lifetime, T34 Over-Dose

I'd envisioned a lot of T34s all together but I was overwhelmed with 140 T34s in one location. I'd driven a 30K-mile T34 in Canada 20 years ago but I was stunned at how "new" Jorg's Anthracite 1963 Coupe actually was while driving in GMH for four days. And I knew there would be a lot of friends there but there were simply not enough hours in the day to spend as much time as I would have liked to meet everyone & connect again. The T34 50th Anniversary events in Georgsmarienhutte, Germany were beyond my expectations in every way. More T34s that I could count, great driving events to the VW Osnabruck Museum & around GMH, tons of spare parts for sale at outrageous prices, and so many friends to share the experience with.

My trip began in northern Italy as my wife & I decided to take a romantic 10 days before the GMH events. We toured Venice, Cinque Terre, Isla d' Elba, and Florence all while driving Antonio Pellegrino's restored Silver 1971 T14 Cabriolet. It was an excellent way to experience the real Italy. Then my wife flew back home and I flew to Germany, landing at 3:41pm and my foot touching German soil at 3:46pm ... a fitting beginning to the T34 events that would overwhelm my senses over the next six days.

Dag Henriksen from Norway met me at the airport and Tobias Ebner picked us up and took us back home for cold beers and an hour inspecting his beautiful Emerald 1963 Electric Sunroof. Then we went to Jorg Fischer's home to celebrate his son Malte's 6th birthday. Parked outside his home was an incredible Pearl White 1963 Cabriolet, one of six that have survived. Incredible! Breakfast the next morning with the T34 cruise driver's gave us a boost before cruising together 7 hours north to GMH, picking up other T34s along the way. Dark clouds were threatening and by the evening the rain began to fall. It took a break on Saturday but was relentless for the majority of the events. We stayed in a nice B&B a few blocks from the show site and crashed by midnight.

Thursday was spent helping the organizers get things ready and checking the presentation equipment. As the participants began to arrive it was clear this would be an historic weekend. There were T34s everywhere, in every color, year, and model. I made an attempt to document each one but after 50 I couldn't keep up.

Friday was the cruise to the VW Osnabruck Museum about 11 kms away in the rain. I had never seen the 1959 Sartorelli T34 prototype in-person before, so it was a special thrill for me to get a really close-up look at all the styling differences in this full-size metal prototype built by Carrozzeria Ghia. The dash-mounted rear view mirror, flush-mounted front signal lights, unique bumpers & guards, stylized exterior door handles, thick one-piece aluminum trim around the windshields (how'd they ever get that installed??), an explosion of red colors inside the interior, and so many more features. Then Jorg & I gave a historical presentation series in German & English to a packed crowd that seemed truly interested in our research over the past 25 years.

Saturday was the big show gathering and swap meet. I stopped counting at 140 and spent some time searching for parts for my M346 and others T34s that were on my list. I scored a pair of early quarter window pads for Rick, couldn't find an NOS early painted hub cap for Paul, but found an NOS left door armrest for Jorg's Cabriolet from Lars Neuffer's booth. The best part I found was a length of foam rubber for the spare tire well for 20 Euro.

This special edition covers the T34 50th Anniversary in Germany with the biggest edition yet, 51 pages! Enjoy!





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 team of 34 dedicated T34 reps in 21 countries will help T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's your international team! Please contact them directly for assistance & advice.

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

GERMANY:

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

UNITED STATES:

- Southern Calif – Bob Walton (BobWalton@T34World.org)
- Central Calif - Tom Reay (TomReay@T34World.org)
- Northern Calif - 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:

- Jurgen Magdelyns (JurgenMagdelyns@T34World.org)
- Paul Peeters (PaulPeeters@T34World.org)
- Jimmy Vernelen (JimmyVernelen@T34World.org)
- Mike Zanella - Liège (MikeZanella@T34World.org)

AUSTRALIA:

- Queensland - James Kramer (JamesKramer@T34World.org)
- Victoria - Patrick Duane (PatrickDuane@T34World.org)

UK: Mark Poulton (MarkPoulton@T34World.org)

BRAZIL: Fernando Mendonca (FernandoMendonca@T34World.org)

CANADA: Ron Buckley (RonBuckley@T34World.org)

DENMARK: Morten Christensen (MortenChristensen@T34World.org)

FINLAND: Timo Tanhuanpää (TimoTanhuanpaa@T34World.org)

FRANCE: Franck Boutier (FranckBoutier@T34World.org)

INDONESIA: Iwan Sadono (IwanSadono@T34World.org)

ITALY: Antonio Pellegrino (AntonioPellegrino@T34World.org)

JAPAN: Toru Ebine (ToruEbine@T34World.org)

MEXICO: Antonio Martinez (AntonioMartinez@T34World.org)

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

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

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

PHILIPPINES: Dindo Razonable (DindoRazonable@T34World.org)

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

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

50 Years of the VW Type 3



A California Central Coast Celebration September 29–October 2, 2011



Join Us: Central California T34 50th

Well here it is - we have been planning and have tightened up our itinerary for the **US celebration of the 50th anniversary of the Type 3 VW**. It is fashioned to be a self catered affair, just a four day gathering of folks and our cars in a central location in one of the most beautiful areas in California.

The beach town of Cayucos is going to be the home base starting Thursday evening, **September 29**. There will be a cruise up to Lucia (in Southern Big Sur) on Friday, an all German Car show that we will have a special spot at in Cambria on Saturday, and a cruise to the wine country of Northern San Luis Obispo County of Sunday.

Scott Taylor has put together another great blog with information about the event as well as the original introduction of the Type 3 50 years ago. Please visit vwt3celebration.blogspot.com/

Come for the day, all four days, or whatever part of it you can make. Accommodations range from camping to 4-star B&B's. It would be best to stay in Cayucos, but Morro Bay, San Luis Obispo, Los Osos, and Cambria are not that far away either.

<http://www.cayucosbythesea.com/hotel.html>

There will be a special party at the historic Borridori Garage on Saturday night, but they depend upon the turnout. For more details or to confirm, email Tom at TomReay@T34World.org



T34 50th Anniversary in Germany

One hundred forty T34s at one event! An unbelievable new world record was set in Georgsmarienhütte, Germany this August and many of our T34 World reps & members were there. Unfortunately heavy rain was also there but everyone made the most of the wet weather and enjoyed the events over four days.

Thursday was the day most owners drove into GMH, arriving in the afternoon and allowing introductions from countries around the world: Germany, England, France, USA, Norway, Belgium, Netherlands, Switzerland, Italy, Scotland, and many more.

Friday began with an 11km cruise over to the VW Osnabruck Museum to see the T34 prototypes. VW relocated the two 1959 T34 prototypes from Wolfsburg to Osnabruck, so it was a special chance to inspect the Sartorelli VR337 prototype up-close. The restored Silver T34 Cabriolet (1961 body on 1969 chassis & dash) and the Cherry Red T34 1600 TC Fastback prototype (1965 body on 1969 chassis & dash) were also there.

Friday afternoon Jorg Fischer & Lee presented historical seminars on the T34 Design & Development, T34 Cabriolet Story, & Annual Refinements, in both German & English. Then eight Karmann workers from the 1960's were interviewed about their experiences with the T34 during production.

Saturday was the main show day and 140 T34s were counted present. The 20km driving tour of GMH had six long miles of T34s that took over an hour to complete, even with the streets blocked by police escort. The villagers were all out to witness the event, clapping & smiling & waving as T34s of all colors kept coming. The cruise ended up back at the show site and the T34s were parked end-to-end for the official event photo. It was amazing to look out over the cars and see nothing but T34s.

Sunday was the awards ceremony with a heartfelt speech by Mrs. Sergio Sartorelli (above). Awards were handed-out to the best of the best despite the heavy downpour of rain that day. Old and new friends said their goodbyes as the T34s left the show site for their homelands. It was truly an epic once-in-a-lifetime event!



SERGIO SARTORELLI CUP (Best of Show) was awarded to the restored Pearl White 1963 Cabriolet of Jorg Fischer from Darmstadt, Germany.

BEST T34 COUPE was awarded to the unrestored Chrome Blue 1969 Automatic Coupe of Paul Peeters from Flanders, Belgium.

BEST EARLY T34 went to the unrestored 15K-mile Sea Blue & Blue-White 1963 Coupe of Jan Peter Henkels from Germany.

BEST LATE T34 went to the freshly restored Black 1968 Electric Sunroof mild-custom of Jurgen Magdelyns from Belgium.

OLDEST T34 went to the freshly restored Black 1962 Coupe (#0 002 910) built in Nov 1961 of Andy Holmes from England.

YOUNGEST T34 went to 91 year old Alfred Tiemann from Germany.

LONGEST DISTANCE DRIVEN went to the 3600km (2250 miles) round-trip from Scotland by Graham Filmer and his Black 1967 M344.















The T34 World reps were asked to provide their personal experiences during the T34 50th Anniversary so we could get a more rounded perspective. Here are their replies:

Mark Poulton (UK): “I was amazed at the number of late model sunroof and/or Automatic T34s but not surprised that most had cracked wood dash panels! I was able to get 38-39 mpg in my 1968 to and from the channel - not possible in the UK. I helped work on three of the UK KGs and I was glad to have a spare voltage regulator to keep Derek's 1969 rolling. I was amazed at the prices T34s are achieving in Germany. And I was concerned to hear (from the traders) the market for KG parts is declining.”

Paul Peeters (Belgium): “From the moment I knew that this event was going to be organized (about three years ago), I've been looking forward to it. The record number of T34's was amazing, and I've enjoyed seeing all these great cars, meeting their owners, talking with 'old' and new friends. I've been to many VW shows, but this one was absolutely unique. Some thoughts that make this meeting stay in my memory forever: Driving to the meeting with our little international convoy, with some little problems but fun anyway. The well organized meeting, everything went so smoothly. Friday afternoon's lectures from Joerg & Lee and the presence of the ex-Karmann employees. Seeing the 'time capsule survivor' low mileage 1963 Coupé from J.P. Henkels. What a car! The mini-photoshoot of my own car at Karmannstrasse nr. 1, the entrance of the (ex-Karmann) VW factory on Saturday morning. And the heartfelt speech by Mrs. Sartorelli and receiving the “Sergio Sartorelli Typ 34 Coupé” award for my 1969.”

Carsten Klein (Germany): “It's difficult to summarize my best experiences of GMH but a few of my memories include: meeting so many people/owners that I had never met in person before, seeing so many T34s in good condition, having twelve T34 convertibles in one place (right pic) was a world record too with 3 original 1963's, 7 Lorenz conversions, & 2 hand-made ones. My personal wishes were fulfilled as there were 7 Lorenz verts out of the 8 I know still exist today! I saw some of the best T34s we know worldwide, and the speech by Mrs. Sartorelli was beautiful. I was surprised & happy by the large number of people & T34s attending the Sunday morning awards ceremony although the weather conditions were wet again.”



Remco de Bruijn (Netherlands): “There were so many beautiful T34s. Can there be such a thing as a T34 overdose? How do I get that job at VW where you can drive around in those museum cars? Was I wise in trading a NOS exhaust (didn't fit my car) for a NOS ashtray? How did Antonio & the judging team have time to inspect 140 T34s for the Sartorelli Cup? When will the next event be?”

Jörg Fischer (Germany): “My very special moment at GMH was on Saturday morning around 11-12 AM. All the participants were there, very few driving around. There was no music, no loudspeakers, no cars leaving, no new cars coming in. It was really quiet with many people talking in small groups around the T34s. Although the place was full of T34s & people the silence was what amazed me the most.”



Philip Egger (Switzerland): first of all I was happy that I finished the restoration of my 1969 T34 just the day before we left for GMH. We drove to GMH with three really great friends and our sons packed in three T34s including a portion on the Auto Train of the DB (Deutsche Bahn) which was really fun (above).

On our way we visited the historic car museum of Mr. Jürgen Kolle in Braunschweig seeing some really rare cars like for example a '46 Plattenwagen. We then headed to Wolfsburg to visit the Autostadt & then the Karmann museum in Osnabrück. That was three remarkable museums in just two days.

At the event I was impressed of the number of cars in attendance, the variety of accessories, and of course I was amazed by the low-mileage like-new 1963 Coupe of Mr. Jan Peter Henkels. It was also the first time I saw a Pigalle T34 which I liked very much! I also enjoyed meeting up with Lee and Carsten again. Pity that there was so much going on, so much to see and so little time to talk. I also found the presentations of Jörg and Lee were very interesting!

Finally I found it interesting meeting parts guys like Lars Neuffer and Rüdiger Huber in person, talking with them about parts, reproductions, prices ... - and as a special highlight for me I got to know a very nice vendor - Mr. Jörg Rudat who had some fine parts for sale and I made a very fair deal with him for two NOS carbs (in the box!!!). Together with my pal Roland who joined me for this trip I installed the carbs right away and the really bad hesitating of my engine was gone. So the drive back home was smooth, making it easy to daydream about all the impressions we experienced during the three days in GMH.

Lee Hedges (USA): “I was honored & thankful to drive Jorg Fischer’s 30K-mile Anthracite 1963 Coupe, as it drove like a new car with no rattles, perfect response, and in perfect original condition.

I was thankful to get some quality time to reconnect with Derek Frow, my old friend from England who came a long way to this event with the UK caravan. I was thrilled to speak English with Mrs. Sartorelli and hear about Sergio’s thinking process was when he envisioned concept cars for Carrozzeria Ghia. She’s truly an elegant lady that is ensuring the reputation of her beloved husband. She said he believed cars can have a spirit, a life, if the designer is able to visualize that spirit and build it into the car’s shape.

With so many original T34s there I was able to finally discover what the rear hood light button looks like, having inspected the “new” 15K-mile 1963 of Jan Peter Henkels up-close. And late Sunday I spoke with a German toy collector that discovered an original large-scale T34 prototype model (3 feet long!) built by Karmann in 1960. I saw photos & was excited to learn something new after 50 years.

My best memory of this event was meeting old & new friends from so many countries that all share the same love for T34s. Driving with Dag (below), eating BBQ with Clive & Janet, talking toys with Wolfgang, finally seeing Johannes 1962 & Jan Peter’s 1963 up close (and they were better than I’d imagined), cruising with the Swiss team, dinner with Antonio, and so much more!”



Spotlight: “New” 15K-Mile Sea Blue 1963

You may remember a beautiful original unrestored Pearl White 1963 Coupe owned by Jan Peter Henkels in a previous edition, which was recently sold. Here’s the story behind his next T34 that may be the best original unrestored T34 in the world!

In the summer of 2010 a friend asked Jan Peter if he’d be interested in an original T34 in a Toyota dealership service bay that was more original than his 1963 Pearl White one. Of course he jumped at the chance to see such a T34! In September he visited the Toyota dealership, only 13 miles from his home. The service bays were empty and no one was around, so he walked inside for a look. And the Sea Blue & Blue-White 1963 Coupe was on the lift covered in a thin layer of dust, but completely original & preserved. You can imagine how excited Jan Peter was to see it in person ...









He soon discovered that the T34 was owned by an elderly gentleman collector that had recently died and his relative (an old senile woman) had no interest in the cars so she sold them to the Toyota dealership service man. The original owner drove it only 22,300 kms (13,800 miles) and stored it in a dry garage in 1968 with three other old cars. It stayed there for 42 years until the owner died and the cars were inherited by the old woman who was a distant relative. The service man wasn't really interested in the T34 and since Jan Peter had helped him source NOS parts to get it registered again, he allowed him on a gentleman's handshake to buy the T34. It took him another month to get the gas tank restored, the carb replaced, and the brake system restored to pass the German TUV. In October Jan Peter took delivery of this beautiful T34.

With chassis #0 212 885 & original engine #0 234 588 it meant this 1963 was built in the late 1963 production. The birth certificate from VW confirmed it was built on 14 July 1963 & delivered to Dusseldorf on 16 July 1963. This is why the rear air duct grilles are fitted, a mid-year change. It has its original blue cloth upholstery with Ice Blue vinyl on the outer edges. Headliner & sun visors are both Ice Blue as well.

This 1963 was the most talked about T34 at GMH and people were swarming over it for a closer look. It's like a new car in every way. So obviously it was chosen as Best Early T34 although Jan Peter was unable to collect the award in-person as his wife is in the late-stages of her pregnancy and was advised not spend any time away from home.









Here are the first photos taken after it had been transported to the Toyota service bay after spending 42 years in dry storage in a German village only 11 miles from Jan Peter Henkels home.



Legends Interview: UK's Derek Frow

Lee's Introduction: I met Derek Frow in the late-1980's (pre-internet) as we both were KG club leaders: he as Chairman of the KG Owner's Club Great Britain and me as founder of the T34 Registry. We wrote long letters between England & America, sharing insight into club issues, event planning, and restoration work. Derek has always been the proper gentleman with his encouraging advice, guiding me to "stay the course" and maintain the high-level of dedication to the T34 community despite the various hardships we dealt with. I met him in-person in 2000 when I visited his chalet in France and then again in 2003 when I visited England for their KG Int'l. He is tall, distinguished, and has a charming smile. Now 80 years old, he & his wife Glenys live in Bath, a historic city in southwest England. He's one of the T34 owners I most admire for his humility, advice, & generous manner.

Lee: When did you first get involved with T34s & KG's?

Derek: "I admit to having a long 30-year love affair with air-cooled VWs starting with my wife Glenys' Type 1 Beetle, then a Camper Bus, Fastback, & 412 Variant. I did a 5-year restoration of a Ferrite Brown 1960 T14 Convertible (top right), the oldest RHD KG in the UK. Then came my Orange & Black 1973 T14 Coupe (middle right), which I'm pleased to still own today. The T34s came along in 1984."

Lee: When did you serve as Chairman of the KGOC-GB?

Derek: "I served the KGOC-GB as their Chairman eleven years from April 1994 to October 2005. Before that I served as Club Spares & International Liaison."

Lee: When did you buy your first T34?

Derek: "In 1984 I bought my first T34, a second-owner 1969 RHD Coupe with VIN #349 123 295 (bottom right), having heard it was for sale from Paul Bates in Nottingham, England. It had 140K-miles and had been repainted Cherry Red, however, I didn't have the skills required to restore it properly since it had severe rust issues, so it sat in my garage for years. In 1997 it was sold to Caryl & Jim Murphy who wanted to restore one. After the restoration was mostly complete they decided to emigrate, so I bought it back in 2005 and still own it today."

Lee: What do you like best about T34s?

Derek: "I first saw a T34 at a motor show in England. I liked the T34s lines, its excellent visibility, and overall stylish appearance."





Lee: **What other T34s have you owned over the years?**

Derek: "I bought a very early 1963 (lower left) and imported it from Florida USA along with T34 parts. I found an electric sunroof roof in Europe which was then fitted by my body restorer in his workshop. The intention was for him to restore the complete car, but unfortunately he was killed so the car came back uncompleted. But now it's been sold to fellow T34 World member Tristan Robson in England who plans to bring it all the way back."

Lee: **You've known a great many people over your 30 years with KGs. Tell us about one that most impressed you and why.**

Derek: "The man who impressed me most was the man in charge of the Karmann Museum at Osnabruck. He was enthusiastic and knew so many interesting details about most of the vintage models on display. Of course, I'm always impressed by T34 owner's dedication to their restorations, the fun atmosphere at our club events, and meeting old friends from around the world."

Above: Derek & his daughter Tina drove 1120 miles in his 1969 M344 Coupe for the 50th Anniversary events in Georgsmarienhütte, Germany.

Below: Derek's early-1963 Coupe fitted with electric sunroof awaiting restoration in the garage next to his restored 1973 T14 Coupe.





Andy Holmes: “I first met Derek in Apr84 when he attended the annual meeting of the KGOC(GB) at Chateau Impney, Droitwich, shortly after he had joined the club and before he had bought his first KG. What really impressed me about Derek was his search for detail, he was in the middle of looking for his first Karmann Ghia and wanted to learn all he could about the cars before he bought one. What also struck me was how friendly Derek was and what a range of interests he had. At the time Derek had a green T4, was into model railways, gardening, & house alterations.

Over the years I got to know Derek his thirst for knowledge continued and his desire to see the continued success of the KGOC(GB) also impressed me, he succeeded myself and Mark Poulton as Chairman of the KGOC (GB) and presided over it during the peak of interest in KG's and indeed the heyday of the KGOC(GB) itself. Ever helpful and ever willing to learn is how I would sum up Derek.”

Mark Poulton: “Derek has always been willing to help and prepared to listen. I really got to know Derek in 1988 when he asked me to take my T34 to the Bristol Classic Car Show to put on the Club Stand. This included my wife and I staying with Derek and Glenys over the weekend. It didn't stop raining and access to the two-story venue by the quayside was up a 25-degree wet wooden ramp with a sharp left 90 degree turn at the top. The KG's all made it but some of the other exhibitors had no chance! Over the weekend Derek cheerfully ferried us to & from the show in his 412-LE Variant.

In Sep91 we also travelled with Derek/Glenys to a KG meeting in Marianske Lazne, a spa town in Czechoslovakia. We journeyed from England across Belgium into the old W.Germany then onto Dresden in the old E.Germany. Since the border had only come down two years earlier the state of the old E German roads was appalling. Then we crossed the border to Liberec, Prague, Bratislava, and Vienna as well as the race track at Brno before the meeting at Marianske. Following Derek in Czechoslovakia in the dark following road signs we couldn't spell was character building to say the least!”

Clive Richardson: “We joined the KGOC-GB in 1995/96 but as our 1965 T34 wasn't on the road yet it wasn't until 1998 that we attended our first International meeting and met Derek. He was running the Club Shop and Chairman at the same time. It was here that we decided to join the committee and become joint Area Secretaries. At the Annual General Meeting the next year Derek talked me into taking on the T34 Register Secretary role and Janet continued doing the Area job. For the next 6 years we continued to operate under Derek's leadership and guidance, until Glenys became ill and he asked me to take over. Derek has always had the KGOC firmly at heart and does all he can to ensure its success. I remember when I first took over as Chairman & how everyone asked after Derek. As Chairman, he was always keen to meet new members, to chat with them about their cars and make them feel welcome to the club.”

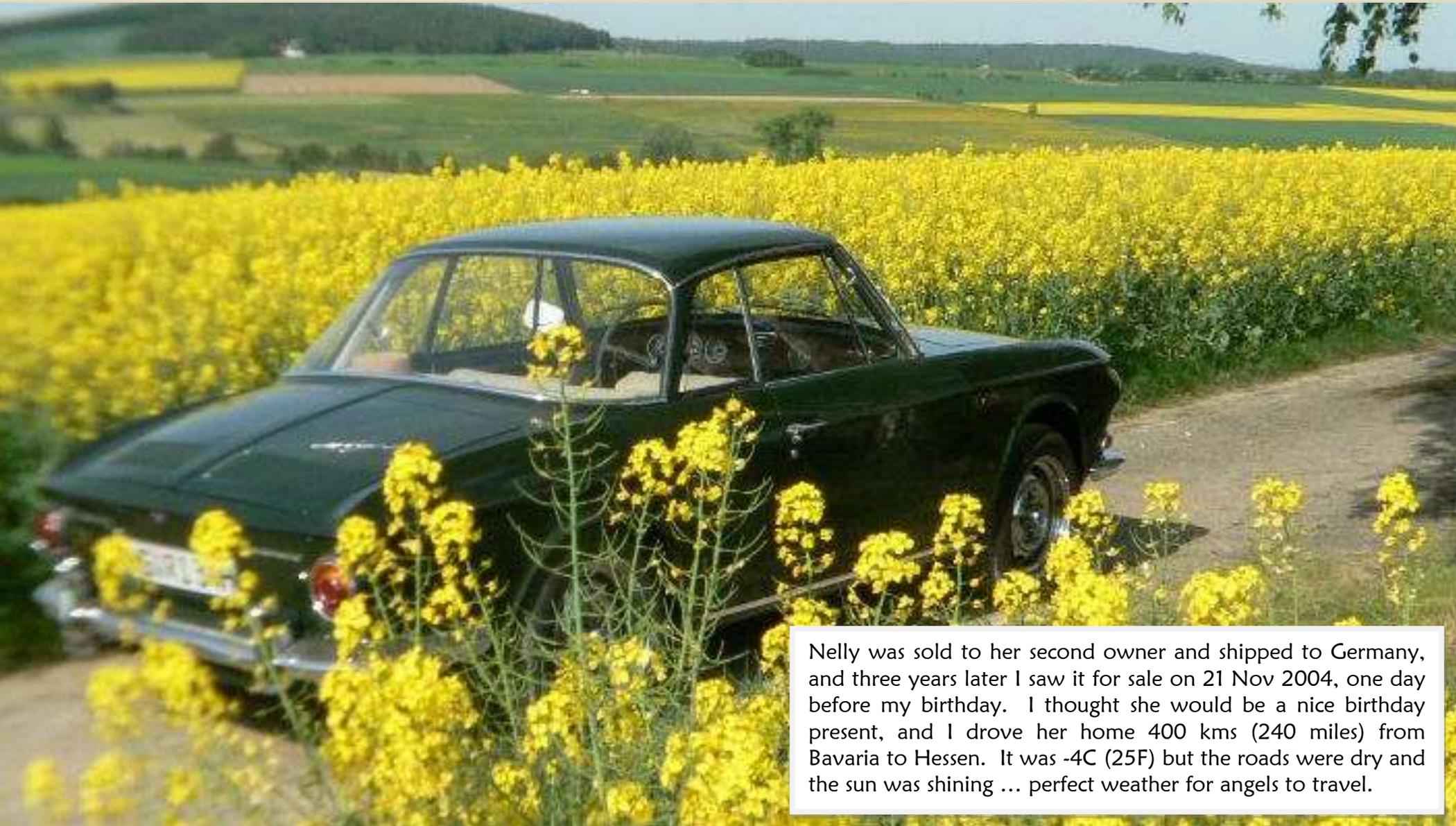
Owner's Story: Fräulein Nelly

By Ingmar Becker (Usingen, Taunus, Hessen, Germany)

In 2004 I was looking for a white 1970 T14 but I found this T34 instead. I didn't know the T34 from earlier times because in the country where I lived nobody had such a car in the sixties or seventies. It was a car that was mostly driven in the city. It fascinated me because it was so different in the design. My first car was a white T14 Coupe 1500 from 1970. That's why I searched for one in 2004. During the 1980's & 90's I drove old Beetles in the winter and in 1995 I bought a brand new Mexican Bug 1600 in which I still own and drive today. This T34 was the first & only T34 that I had inspected. At that time it was expensive at 12,500 €, but it was in excellent condition.

Her first owner was Fräulein Dr. Nelly Schmid from Basel Switzerland, so I named the T34 "Fräulein Nelly". The doctor placed the order on 07 May 1968, paying 13,165 Swiss Francs minus 6465 for the T14 for a balance of Fr 6700. The notes in the contract read "Deliver as fast as can be". Nelly was delivered 80 days later on 27 June 1968 and the good doctor (52) traded her dependable 3 year old 1965 T14 Coupe with 10K kms to get the Pine Green 1968 T34 Automatic with white wall tires. She drove the T34 to her appointments and to society meetings in Basel. After 30 years of driving her the doctor died in 1998 at 82 years old.





Nelly was sold to her second owner and shipped to Germany, and three years later I saw it for sale on 21 Nov 2004, one day before my birthday. I thought she would be a nice birthday present, and I drove her home 400 kms (240 miles) from Bavaria to Hessen. It was -4C (25F) but the roads were dry and the sun was shining ... perfect weather for angels to travel.

My experiences at the T34 50th Anniversary were really great: first I was very happy that I choose to be there for four days because the Thursday was so sunny and the convoy-drive with 7 T34s to GMH was the first good feeling of the weekend. Then, I was very impressed to see 140 T34's in one area, and everybody knows that to top this quantity of cars would never be possible in the future.

When I was in the dry tent and looked in outside at my car in the hard rain I was thinking that at home my car never comes outside in such bad weather. But I realized that there were over 400 Karmann-Drivers who had the same thoughts at the same time. I was very lucky with our group that drove to GMH, also with my little B&B, and to get to know so many international Karmann-Friends.





Owner's Stories: Fritz' Shakedown Trip

By Graham & Anne Filmer (Lanark, Scotland)

It was 1986, when we acquired 'Fritz', our 1967 T34 RHD Coupe (#347 099 623). It had not been an intentional purchase, at the time we were unaware of the difference between T14s & T34s but the purchase decision was made on sight. Part restored as it had been partially stripped, the car was badly fire damaged in the front, the result of the garage it was being restored in being burnt to the ground. The upside was a very low purchase price. The downside was the absence of virtually all chrome & front lights. Overall, it is fair to say the car was very tired and rusty, with some interesting repairs. In spite of all the negatives, the car was roadworthy within a few weeks, which was handy as we had no garage. Unworried about originality at that time, the car sported Austin headlamps from one of my Dad's old cars. Over the years slow improvements were made as finances, time and a growing family allowed. A new engine, new fenders, front clip, and poor bumpers followed and the car was then resprayed in its original all black livery.

Sporadic appearances at the UK Karmann Ghia Internationals followed, as well as several relocations up and down the UK, allowing Fritz to be garaged.

Our two children both loved being out in Fritz; on one occasion we heard our eldest son discussing the merits of the car with his young friends in that earnest tone that only seven year olds can muster. "Why do you call your Daddy's car a 'collector's car?'" his young friend enquired. Deep contemplation followed, and then Daniel brightly replied; "Sometimes when we drive Fritz, bits fall off and Daddy has to run back and collect them". This was a clear reference to some 'want away' wheel trims.

Fast forward to 2010, Fritz has been off the road for 8 years. Numerous spares had however been acquired and stored with all good intentions to get the car back on the road. The motivation came from an email from Clive Richardson announcing the 50th anniversary to take place in Germany! Both sons were now at university and we felt there was plenty of time to get the old boy back on the road (that'll be right).



As it turned out, we missed the Friday deadline and the MOT was gained on the following Tuesday. As I drove home the grin on my face was enormous and for the very first time looked at the map to see where in Germany we were going to go, seriously I had given it no thought whatsoever.

On Wednesday I was up at the crack of dawn, opened the garage door to be met by the smell of petrol. It was an easy fix, the seal on the new sender had failed, so in went the old sender (didn't work but didn't leak). More parts were fitted and everything was checked. We had set ourselves a 10.30am deadline to decide whether or not Fritz was good to go. At midday off to the Post Office to get the car taxed and at 12.20 the decision was made; "we are good to go".

A systematic view was taken of how best to get the car back on the road. Funds & time would not allow for a concours restoration, and we like the notion of ongoing 'fettling'. What was required was to make the car as safe and reliable as possible, with 'looking as nice' as possible a desirable bonus.

The rebuild started on New Year's Day 2011. The car was bolted to a body roller in our somewhat small garage and chassis repairs commenced which led to wheel arch repairs and on and on. Welding was a one of a number of self-taught skills. Meantime, with the help of KGOC-GB and the T34 World Forum help was on hand, as was the trusty credit card. Chrome was sourced and replated, the local powders coaters now see us as a valued customer and bit by bit things started to come together. Headlamps proved a problem, but then we discovered that unusually our car had sealed beam units from new; which proved a godsend, albeit welding in replacement headlamp buckets stretched the welding skills. With all the bowls all fitted, we simply needed some sealed units, the old Austin units fitted straight back in!

With a month to go I found help with the clutch change and setting up the carbs, but inevitably that threw a few more curve balls our way. The MOT was scheduled for the Friday before the event, and a few comments from fellow UK drivers suggested that this was cutting things a tad close.



Clothes and tools were quickly packed and off we were ready to go. Our youngest son waved us off as we pulled off the drive, only to be met by a metallic noise as one of the brand new wheel trims fell off. Our 'collector's car' principles were still in place, good to know the car has a sense of humor. One further wheel trim fell of a little further down the road, but otherwise, the car behaved impeccably as we headed to Hull to meet Mark & Tricia Poulton. Water leaked-in from everywhere as we drove through water of biblical proportions.

The ferry trip worked brilliantly and the next morning in better weather our little convoy headed off. A quick pit stop as the boot opened was the only slight hitch, until a comfort break further down the road when we discovered the battery was flat. Mark had the solution with a power pack and it was off again, but what we had now established was a lack of some key dashboard lights and a likely problem with the dynamo and/or regulator. Next door to our hotel was a Seat garage that kindly recharged the battery and checked the dynamo, pronouncing it 'kaput'. An additional battery was purchased (to be followed later by a battery charger, as I estimated I could make it home with two batteries and the charger!)

The whole event was brilliant, great company, willing help from too many to mention, if you saw the local VW technicians around my car then you may have thought this was an interesting addition to the itinerary. Many new parts were acquired for the ongoing restoration, and photographs taken to guide the future work. For us the highlight was the cruise, we simply could not believe the number of people who turned out shouting "das Englander" as they spotted the steering wheel on the wrong side (it really would have been trite to say we were from Scotland)!



On Sunday morning the very heavy rain and ongoing concerns about my car's electrics promoted Mark and I to miss the presentations, opting to head for home. On route we stopped for a break and an opportunity for me to bail my car out, there really were inches of rainwater in the car. At this point I received a message to let me know that I had won the award for Furthest Driven T34. I was very surprised, this had never occurred to me, and I'm sorry that I was not there in person. We also discovered another thing, the dynamo and regular were working again, so cars definitely have a sense of humor.

The journey to the ferry and onwards to Scotland was uneventful, and we happily entered our driveway at 3PM on Monday afternoon. In total, we covered some 2300 km, reacquainted ourselves with many old friends, made some new ones, gained more parts, and had a wonderful time.

And the final word, our neighbor who has watched the rebuild over the year looked over the wall and said "Works progressing well, you'll be ready for a shakedown test soon". We think a quick trip to Germany counts, don't you? Now let's start sorting out the electrics.

KARMANN

Ghia

TYP 34 KALENDER

2012



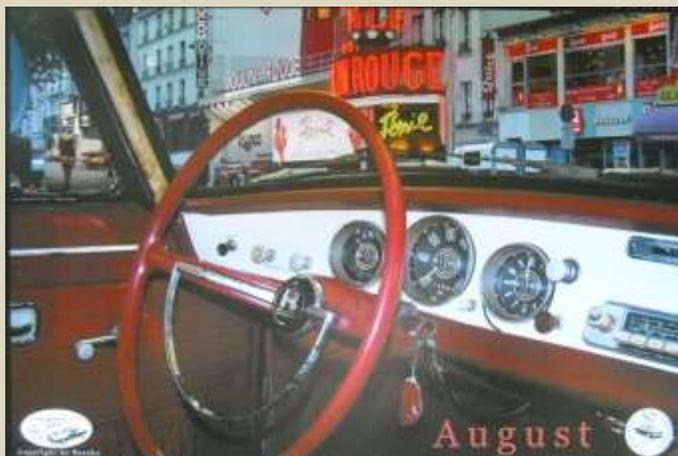
Aus dem Verkauf dieses Kalenders gehen 5 Euro in die Organisation "50 Jahre Karmann Ghia Typ 34" 11. - 14. August 2011 in Georgsmarienhütte

2012 T34 Calendar

Get your new 2012 T34 Calendar featuring 12 beautiful scenes commemorating the 50th Anniversary of the T34. Limited edition of 300 calendars and only 10 Euro each. Created by professional photographer Buschy, this calendar is in large color format: 12x16.5" or 30x42cm. Makes an excellent Christmas gift for under the tree.

Contact Carsten Klein for ordering & shipping costs at CarstenKlein@T34World.org

März



August

November



Do	Fr	Sa	So	Mo	Di	Mi	Do	Fr	Sa	So	Mo	Di	Mi	Do	Fr	Sa
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
18	19	20	21	22	23	24	25	26	27	28	29	30	31			

Mi	Do	Fr	Sa	So	Mo	Di	Mi	Do	Fr	Sa	So	Mo	Di	Mi	Do	Fr	Sa
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
18	19	20	21	22	23	24	25	26	27	28	29	30	31				

Do	Fr	Sa	So	Mo	Di	Mi	Do	Fr	Sa	So	Mo	Di	Mi	Do	Fr	Sa	So
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
18	19	20	21	22	23	24	25	26	27	28	29	30	31				

Spotlight: French 1967 Coupe

Henri Yvan has finally finished restoring his 1967 Coupe (#347 080 647). Bought from the Belgian second owner, with patience & dedication he finished it and was proud to be part of the T34 50th Anniversary in Germany this year.





Henri likes the T34 because “her shape is beautiful, her inner passenger compartment is very luminous, and her motor is simple and very original”. The interior was done in a caramel full Connolly leather. Accessories: 4.5 liter oil sump, old Jaeger tachometer, rear fog light & rear reverse light, and chrome steel rims. Henri enjoys going in my T34 throughout France but also on international meetings. He’s still searching for: window winder handles, a few rubbers for the door windows, and a new gasoline gauge.







Accessories: Rear Window Shade

Looking for a cool accessory for your T34? Here you go! These rear window shades were first available at the T34 50th Anniversary and there's still a few left. It's a limited edition (25 sets only) rear window shade that is unique for the T34. It's made from high-quality materials: stainless steel & anodized aluminum. Price: 150 Euro plus shipping costs. Payment by PayPal only. Contact: Carsten c.klein@voha-tosec.de or Matthias schick.matthias@gmx.net





Progressive Refinements: Late-1962 to 1963

The series from late-1962 through 1963 saw a many changes in both function & cost-reduction from the early-1962 models. It was the last year for the single-carb 45hp engine (which many felt was underpowered for the T34s price). But many collectors prefer these early models for their rarity and unique parts.

The easiest ways to identify this period is with the rear scripts: VOLKSWAGEN & 1500 (tabbed version) on the left rear panel & the KG script on the decklid. The nose emblem was changed to a simple round VW logo (vs the cast rectangular heavily-detailed one). The side mirror changed to a small oval-shaped mirror (vs the cat's eye mirror). The front & rear window trims changed from two pieces to three, with the top section being separated with a flat clip joining the two pieces. And the wheel beauty rings saw the introduction of the 8 thin-slotted version that was used through 1965, but the hub cap logo was painted black.





Inside this period featured a one-piece fresh-air control chrome trim with newly designed levers & knobs with blue dots (upper-left). The rest of the dash components were identical to the earlier 1962s.

Mid-way through the 1963 model year there were several changes. The rear air duct was fitted with metal grilles & tabs to support those grilles (below). The quarter window knobs changed from smooth to ribbed (left).

It was the last year for the ivory rotary heater knob & the manually-controlled rear heater vents (bottom left), the 90mph/150kph speedometer (bottom-right), and the half-moon horn ring. The colored cloth material used for the lower door panels would disappear after this year.



In-Scale T34s: Air-Trax 1/24th Kit

There's a new T34 model kit available in large 1/24th scale, or about 7 inches long (17-18 cm), so it's a great size for displaying on your desk at work or in your toy collection display cabinet. This size also makes it easy to customize with your T34s color scheme and to add detailed trim, scripts, and other accessory parts.

The Air-Trax kit includes the body, rear lights, head lights & fog lights, turn signals, tail lights, instrument panel, door panels, & bumpers. The parts are cast in clear, clear red, & white resin.

Because the Air-Trax T34 kit is a trans kit (needs a base kit for the chassis components), you'll need to find the Tamiya 1/24th scale T14 kit first (bottom right). In the USA, ebay-USA has about 20 T14 kits available from US\$33-75. In Europe, ebay Germany has about 6 starting at 22 Euro + shipping. You can also go to Hobbylink Japan (www.hlj.com) to buy them for about US\$20 + shipping.

This is the only 1/24th scale T34 model. It has been crafted by hand following drawings, photographs, & correct measurements of a full-size T34, and then carefully shaped to adapt to the Tamiya kit.

You can order the T34 Air-Trax kit directly from the manufacturer in Helsinki, Finland. It costs 45 Euros + 12 Euro postage to the USA (about US\$85), payable via PayPal to Tapani Rauramo raurata@yahoo.com and he can also send the Tamiya kit for extra.

Because it's a resin kit, it's not an easy nor quick task. Working with resin parts requires advanced/experienced modeling skills. Prepping the parts, painting, and assembling the kit will take at least a week of straight work, so for most of us that means several months to finish.

At this time there are no assembled kits to buy but the manufacturer has quoted 650 Euro (US\$933) to build one to your specs which includes the T14 kit and postage. Timeframe is about 4-5 months. Tapani (owner at Air-Trax) built the blue & white 1962 here and he's willing to provide in-depth assemble advice to T34 World.





The kit components (left) are well-detailed but do have many tiny imperfections that would need to be filled to be perfect. Look closely at the dash (below) to see the level of detail & areas needing filling.

The only built model (below) was done by the owner of the AirTrax company and based on an early-1962 Sea Blue & White Coupe. The rear panel KG script & rectangular front nose emblem were custom made. The seats are used from the T14 Tamiya kit, painted two-toned to match the body.

The separate dash panel was done in the 1962-64 style with push-button light control switch & small-diameter speedometer.





Authenticity: Rear Hood Light Button

For as long as I can remember one part has eluded me ... the little button that fits into the rear hood hole that presses down on the rear compartment light switch. The majority of T34s have an empty hole and some have filled the hole with a rubber plug (above) or metal nut. At the T34 50th Anniversary I was able to solve this mystery, as I was able to inspect a 15K-mile preserved unrestored original 1963 that had never been touched (right & lower left). Andy Holmes' Roulette Green 1965 also has a button fitted that could be original (bottom right) that is much flatter & rounded.

The 1963 button is a black rubber "stopper" in the shape of a cylinder. I found two used parts in the swap area that looked similar to the original one on the low-mileage 1963 T34 (on my hand).



Handi-Capable: Hand Controls in a T34

By David Ball (England)

My first car in 1984 was a 1972 VW Beetle and by 1986 I'd bought a split screen van and that was my keeper. But in 1994 I broke my back in a road traffic accident and am now paralysed from the chest down. I had a lot of adjusting to do and adaptations to do to my house so when someone offered me £850 for my bus I sold it.

I looked at getting another air-cooled VW and the search criteria were: 1) air-cooled and 2) factory automatic. I narrowed it down to 1968 or 1969 Type 3s as they had the factory full auto option but still had the good looks of the earlier models. I'd always wanted a Karmann Ghia so looked for a Type 34. I found a RHD just about 5 miles from home but although I loved it (it even had an electric sunroof) and I could just about afford the £3,500 price tag, I couldn't find any more money to get it adapted for me to drive or to do the cosmetic repairs it needed.



At this point I was a bit disheartened and buried my head in the sand pretending my days of air-cooled VWs were over. I stopped going to shows and cancelled my subscription to VolksWorld; I found it torture to look at what I had once enjoyed being part of but now felt I could no longer participate in.

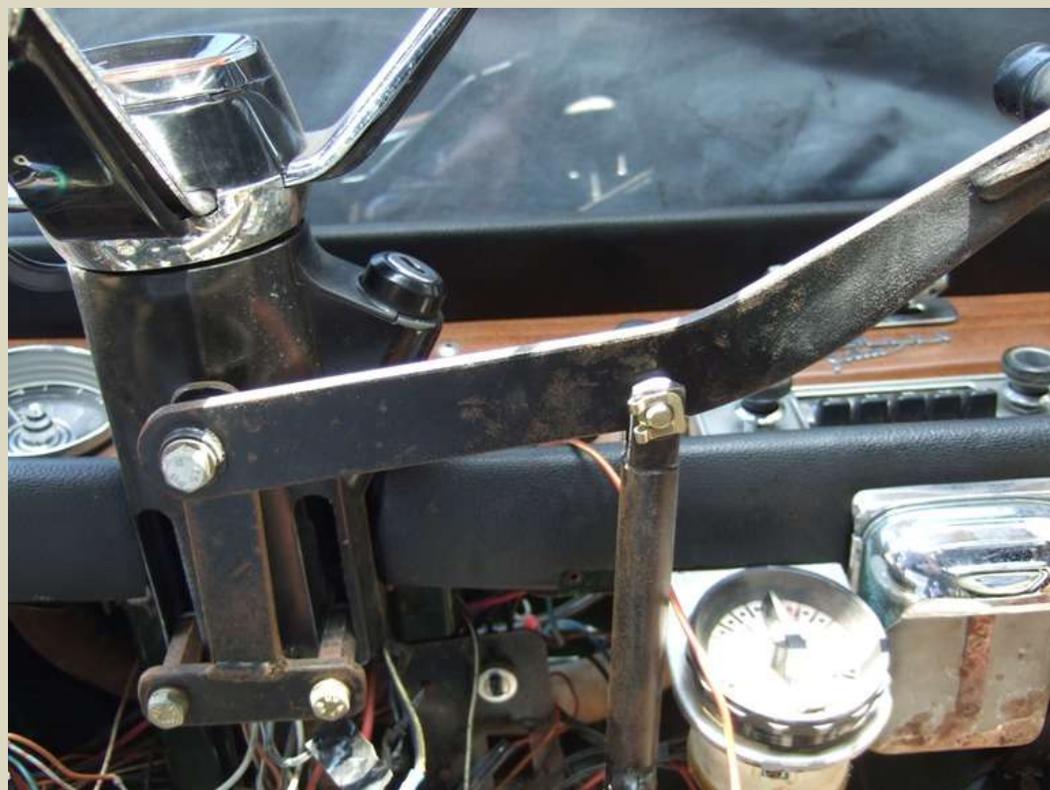
Fast forward 10 barren years and whilst surfing eBay one day I came across a T14 Ghia project. This got me thinking again ... and within a week I was arranging to go a see a LHD Automatic T34 in London. It wasn't brilliant but did have a valid MOT (I suspect this wasn't 100% legitimate in hind sight) so seemed a good bet. Automatic T34s don't come up very often in the UK and I think there are only 7 Automatics on the road here. Anyway, I bought it and it was delivered a few weeks later. It needed a fair bit of work to get it driving properly and legally so it went off for a mechanical overhaul. Then followed an expensive trip to the body shop to tidy a few bits up which just grew and grew and turned into a full respray!

I had hand controls fitted by the guy who installed the same controls on my daily driver. The steering ball (right) was one I had left over from the Peppercorn show I went to in 1995 soon after I was discharged from hospital. I knew I'd hung onto it for a reason. The hand controls are very simple really. They connect onto steering column bracket (bottom right) and then pivot so that if I pull them the T34 accelerates and if I push them it brakes.

With this set up there is a tube connected to the lever (bottom right) which has a solid bar within it connected to the brake pedal (below). Push the lever forward and the brake pedal is pushed forward – the links are set such that any able bodied person can still drive. When the lever is pulled back to operate the throttle the bar attached to the brake pedal slides within the tube thus not affecting throttle action. A cable on the lever is attached to the back of the throttle (gas) pedal via a pulley fitted to the front bulkhead (right). All in all it's a simple system and works well.

Unfortunately after winning a couple of awards in 2006 it caught fire on the way to the VolksWorld show in 2007. I'm still trying to put it back together – it's very close but I missed my goal of driving it to the GMH 50th Anniversary, unfortunately.

I've been re-bitten by the bug big time; I now have too many projects and a subscription to VolksWorld. Life is good!



An Incomplete Quadriplegic: Living Life to the Fullest with a T34

Wally Burrows (56) lives on Vancouver Island in beautiful British Columbia, Canada. He owns a 1969 T34 Automatic. But this isn't about his T34 but rather how he's been able to overcome his personal challenges to be able to drive again.

In 1971 Wally began his apprenticeship with VW/Porsche and has had a very long affection with all-things-VW ever since. Over the past forty years he has built hundreds of air-cooled engines. In the mid 80's, he was a partner in a VW performance shop in Calgary, Alberta (High Tech Volks) - a lot of fun, as they campaigned a 2264cc normally aspirated 1964 Beetle, running consistent 11.8's in the 1/4 mile (not bad for 1984!). In 1999 Wally moved to Victoria to be near a very good old friend (a fellow VW/mountain bike enthusiast who owns a 1956 Beetle & two 1978 Transporters). He became the air-cooled specialist at Speedway Motors (the oldest VW dealer in western Canada since 1953). But he also wanted to be able to race mountain bikes year round and generally enjoy life. He has been an avid mountain biker from the beginning of the sport in 1976 and enjoyed it to the max for more than 28 years. He even was a sponsored Downhill racer in the late 90's and finished 2nd overall in class in the 1997 Western Canadian finals! To say Wally loved mountain biking as much as vintage VWs was an understatement. It was life itself ...



In 2004, Wally suffered a severe mountain biking accident, breaking his neck between C2 & C3 vertebra, at the base of his skull. As a result, he's an incomplete quadriplegic, paralyzed from the neck down. He can no longer drive a standard stick shift car, but he's able to drive Automatics. He now drives a 2005 Bora/Jetta wagon, customized with full race suspension, lowered 60mm and running on 18x8 O.Z. racing wheels, and Wally is thankful to be able to enjoy the driving experience.

Last year while searching theSamba (always a dangerous way to spend your time) Wally saw an ad for a 1969 T34 but what really caught his eye was this one was an Automatic! A vintage VW with full automatic transmission meant Wally could get back into old VWs again! He bought the 1969 #349 063 441 and imported it sight unseen from the US. He had the T34 adapted for him to drive. Now he's learning how rare T34 parts are and that it may be a long process.

It's a solid car, but rough, little in the way of rust, but all the chrome is pitted and the dash is totally beat. The paint is bad and not the original color either. The nose has a small dent which also caused the front fenders to buckle outwards a bit. He's in need of: sun visors, window crank handles with the black knobs, glovebox, and the mechanisms for releasing the front seat backs. If you have these parts available to help his 1969, please email Wally at aircoold@telus.net

His plans for the T34 are to restore it as close to original as possible. His girlfriend doesn't like the original Oriole Yellow exterior color so it will likely be painted Anthracite. He envisions an upgraded interior, original in theme but upgraded materials & maybe a painted dash instead of the wood-grain. Currently he's in the process of collecting parts before any bodywork begins. The engine runs great, shifts properly, and it's fun to drive. But there is no rush to get this project back on the road, as he intends to keep this special T34 for a very long time. However, he also intends for it to be a fine example of a T34 someday.

And all the T34 World owners are pulling for him to complete this special project as well.



Resto Update: Return to Stock 1965

By Rick Hasse (NorthEast USA Rep, Pennsylvania USA)

My 1965 T34's "return to stock" interior project is showing some progress. I had a local shop weld in a pair of seat rails so I could install the original seats. The original seat rails had been cut to install a pair of aftermarket seats and the shop did a flawless job installing the new ones. After I had the car back in my garage I installed new door seals and used the "How to" page from T34 World. They turned out perfect. I then installed door pads then the door panels with arm rests. I also replaced the steering wheel. The original had many cracks and chips. The one I installed has an original VW wrap stamped with a VW logo and part number on it. I am only part way there but I feel it is a huge improvement. I still need to install a headliner, new carpet kit, window rubber, and dash pads. Many thanks go to Lee Hedges for my door pads, window cranks, and a ton of knowledge. Carsten Klein for my arm rests, rear quarter pads, and lower dash pad (lower pad not yet installed). Also thanks to Doug Narczewski for the front and rear seats, seat rails, door panels, and steering wheel. Without T34 World and all my wonderful T34 friends I would not be able to have accomplished this. Thank You!!!!





Resto Update: Steve Thirkettle's 1969

After not making the wedding deadline to finish the car I've been absolutely flat out with work so it took a back seat.

Over the last couple of weeks I've managed to get cracking again though and it's allowed me to start with the body prep for paint. I managed to first flat and paint the roof in black base and clear which came out really nice, after this had dried I flat and polished it to a mirror finish.

Next job was to prep the engine bay and bonnet areas. I didn't go crazy for a show car finish, I just wanted them to look nice and clean before covering them in carpet.

The big job to follow was the body paintwork, after sanding the primer I masked the roof and bays before nervously spraying the base coat. It's been a few years since I painted properly and there are a lots of angles crying out for runs! Fortunately the base and clear coats came out very well. Nice to see its proper color again.

The jobs to follow will be the spraying of the doors, bonnet and boot lid before the refit of parts. I'm going to be looking to locate some spares if anyone can help: the inner headlight rings are rusted beyond repair so I will be trying to locate these. Also I'm trying to find a rear pop out catch for the right hand side. A new headlining will be needed before I can fit the screens and side window trims. I'm hoping that I can find a decent repro carpet set in right hand drive, the only ones I know are for left hand drive.





First T34: Dr. Karmella, paging Dr. Karmella

By Jill Jaranson (Michigan USA)

Ever since the first time I laid eyes on a T34 Karmann Ghia at the 2008 Type 3 invasion in Ypsilanti, I lusted to own such an incredibly hot vehicle. At each VW car show I went to, I put the word out that I was looking for the perfect Ghia for me. Bummer that the type of Ghia and drivable condition I wanted was outside my price range. I decided that once I completed my doctorate program in 2012, I would reward myself and purchase my dream T34. After all, the demands of obtaining a doctorate are incredible, and I've added to that my personal standard of making a global impact by significantly contributing to the research and development of treatment protocol in a specialized field.

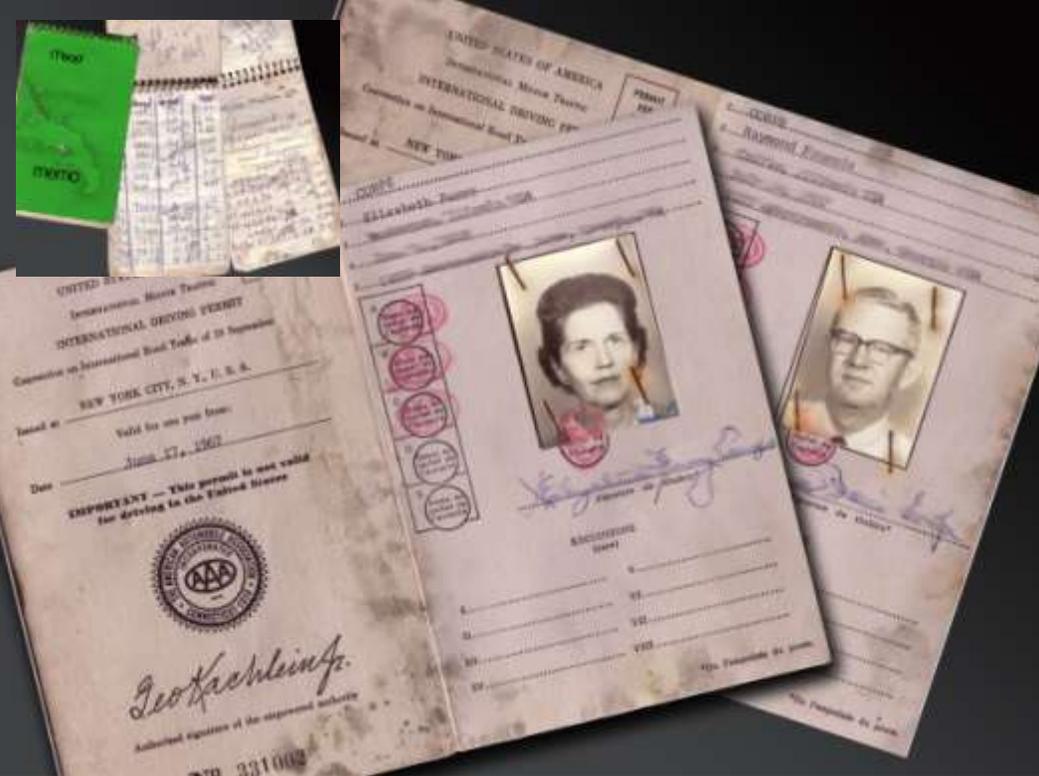
Up until 2010, the search for my dream car was a relatively low priority, but my sweetheart and I would frequently check the Samba & ebay. In the summer of 2010, we traveled to southwest Missouri for the Type 3 Invasion. Doug N. drove his blue and white T34 and I could not take my eyes off his car. I daydreamed about driving my own Ghia and told John, "I MUST have my own Ghia to drive to the 2012 Type 3 Invasion in Colorado Springs, Colorado." He kissed me and said, "OK honey, I'll see what I can do."

With the Invasion a little over a year away, John and I stepped up the search. We found several vehicles outside our price range in Europe and several that were more of a project than we wanted to take on. I began to wonder if this would be possible.

John contacted Lee Hedges through the Samba and asked him to help us find a T34 in our price range. Somehow Lee really understood what we were looking for and he kept us in mind. He sent us leads on a couple vehicles that he knew were rougher than we wanted, but were in our price range.

A few days later I came home from a 12 hour day of classes and work, and John nonchalantly said "Hey honey, I got an e-mail from Lee. Check this out." He showed me the pictures of a beautiful tan/gold T34. I fell in love and lust! Lee provided a brief description and the price, which was a bit more than we planned to spend, but not that much more. We asked to learn more about the car's story.





Not only did I get the car of my dreams, but we got loads of great history with the car. The T34 has the original German permit plate on the front bumper that allowed it to be driven during the tourist part of the tourist delivery program. We have the international driver's licenses Ray & Libby used in 1967 in Germany (left). The title we got for the transfer was the original issued in Libby's name in 1967. We have a small notebook (left) with a handwritten record of every oil change and gas fill-up from 6000 miles to 40,000 miles. It even notes car washes and replacement parts installed. We got pictures of Libby driving her Ghia sometime in the late 1980's. We have a binder of receipts and information from the restoration in 1993 that Ray did for Libby's 75th birthday.

Dr. Karmella is driven by the future Dr. Jill ... how cool is that?!







T34 WORLD

