



T34 World News

2012 Edition #20

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A Sea Blue L360 Summer!

Front cover is a promotional photograph of a Cherry Red 1965 Coupe featured on a 1960's postcard. **Back cover** image is Marc Wöltinger's 1967 Electric Sunroof from Switzerland at the Swiss Military Museum.

This summer has been a warm one here in San Diego. Our air-conditioning bill has doubled and we've spent many days down at the beach trying to stay cool. I swapped my Ruby Red 1962 for **Jon House's Sea Blue 1965 RHD Coupe** that needs final reassembly. So I've now got a very nice T34 that should generate more than a few articles over the next few months. Jon's T34 has been stored for the past five years and only recently has he decided to finally get it finished & sold (except I get to do all the work). It's got only 30K-miles and was imported from Australia in 2003. Pretty car ...

In August my youngest daughter, Allison, turned 13. I've always told her I would help her restore any vintage VW of her choice when she turned 13. After attending a couple VW shows she decided on a Beetle. Looking at all the color choices & features she fell in-love with a **Sea Blue 1964 Sedan**. And in mid-August we found an original Sea Blue 1964 Beetle Sedan in Oregon. I flew up and drove it 1000 miles back to San Diego over a two-day weekend. She's been carefully removing the non-original parts in preparation for it being repainted soon. So my focus has been slightly diverted to helping Allison. But working with my daughter to restore her dream car, sharing my experiences, helping her to find the right parts, and working with her using tools is really a joy for me. I'm the lucky one ...





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.

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If you live in a country that is not yet represented and you would like to contribute to the T34 World team, please contact Lee Hedges.



Quelle est la différence entre ces deux nouvelles voitures ?

On serait tenté de dire qu'il n'y en a pas. Elles sont toutes deux dessinées par Ghia de Turin et façonnées par Karmann. Une fameuse référence ! Et elles bénéficient tou-

tes les deux d'une décoration intérieure originale, élégante, sobrement luxueuse. Mais en réalité elles présentent - dans leur nouveauté même - des différences essentielles.

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Karmann-Ghia 1300

Celle-ci (à gauche) est maintenant pourvue du moteur 1300 de 50 CV SAE - un moteur souple en reprise et vigoureux en côte (il ne craint pas les pentes de 44 % !). Et cela, grâce à une

cylindrée améliorée, donc sans augmentation excessive du régime. Livrable en coupé ou en cabriolet. Coupé : 99.900 F. Cabriolet : 112.000 F.

Karmann-Ghia 1600

Celle-ci (à droite) est équipée du nouveau moteur 1600 de 65 CV SAE, avec deux carburateurs. Et elle a le fameux système mixte : freins à tambours à l'arrière et freins

à disques à l'avant, dont le réglage automatique prévient tout brouillage (vous en mesurerez l'efficacité sur routes mouillées). 129.900 F.

Il y a cependant quelque chose qui n'a pas changé dans ces deux nouvelles voitures : elles ont toujours la robustesse et la sobriété de la Volkswagen !

French VW Karmann Ghia Advertisement 1966

What is the difference between these two new cars?



Parts Source: KARMANN Script & Ghia Shield

The early-1962 T34s (up to VIN #0 058 489) were fitted with this Ghia shield & KARMANN script on the lower right fender. European orders please contact Heiko Thum at HThum64@yahoo.de and cost is €25 (shield) & €50 (script) + shipping. North American orders email Lee Hedges at LeeHedges@T34World.org and cost is US\$40 (shield) & US\$55 (script) + shipping.

Parts Source: Early-1962 Nose Emblem

European orders please contact Heiko Thum at HThum64@yahoo.de and cost is 26€ + 5.50€ shipping. North American orders email LeeHedges@T34World.org and cost is US\$50 shipping included.

Parts Source: Headliner Kits

Coupe is 270 Euro (US\$340) & Sunroof is 300 Euro (US\$377). The A & C pillar material is included. Shipping cost is 31 Euro to USA. Plus 5% if PayPal is used. Contact JurgenMagdelyns@T34World.org



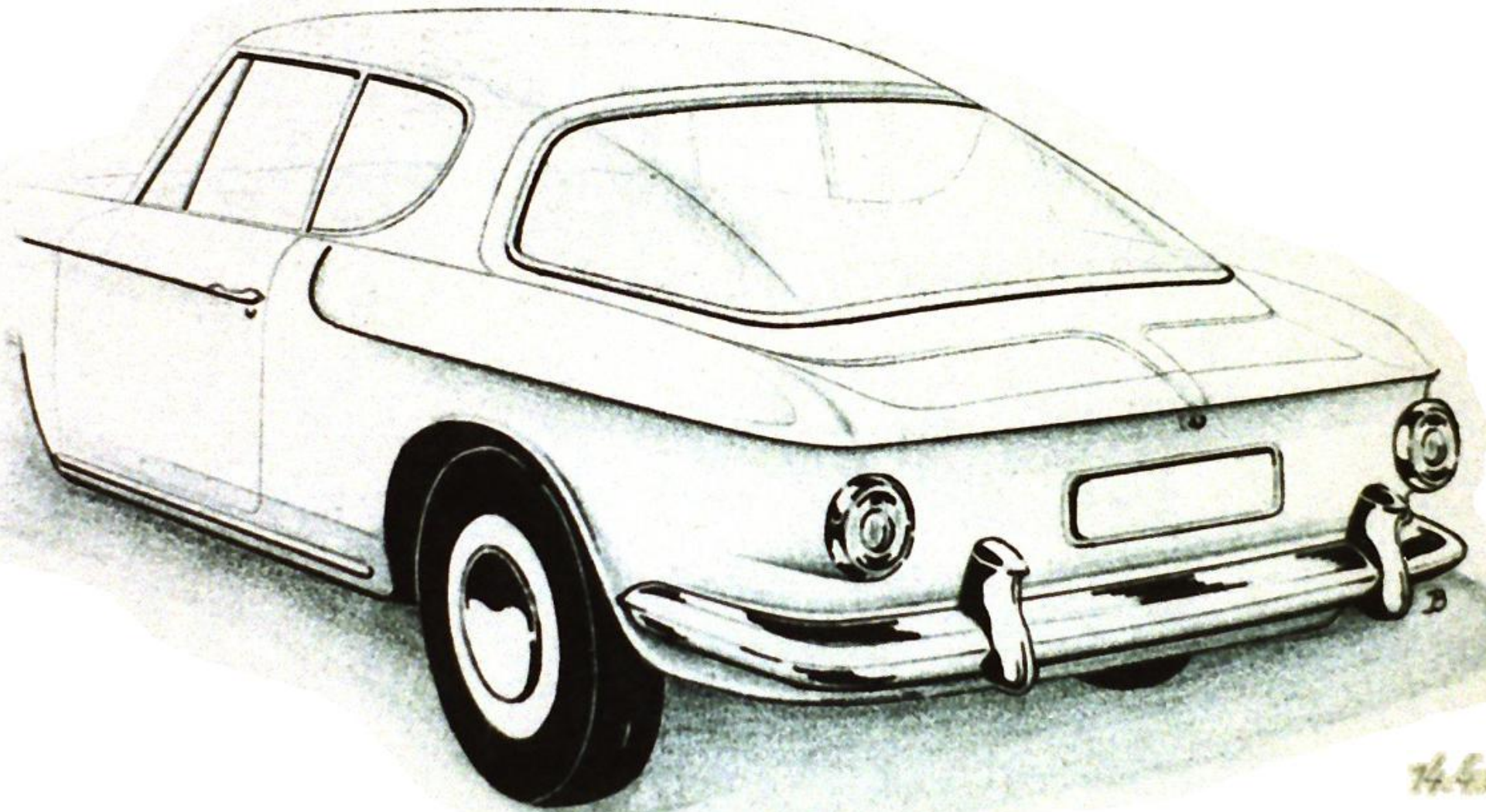
Parts Source: Vent Window Bolt

A repro of the vent window bolts are available, done in stainless steel in Germany by our German rep Michael Moesinger! Although this part is not chromed, it is an excellent replacement to the rusty original ones. Email Michael@Moesinger.com with your address and he will send his account information or PayPal address for the payment. Cost is 7.50€ each + shipping cost.

Parts Source: Vent Window Pivot Screw

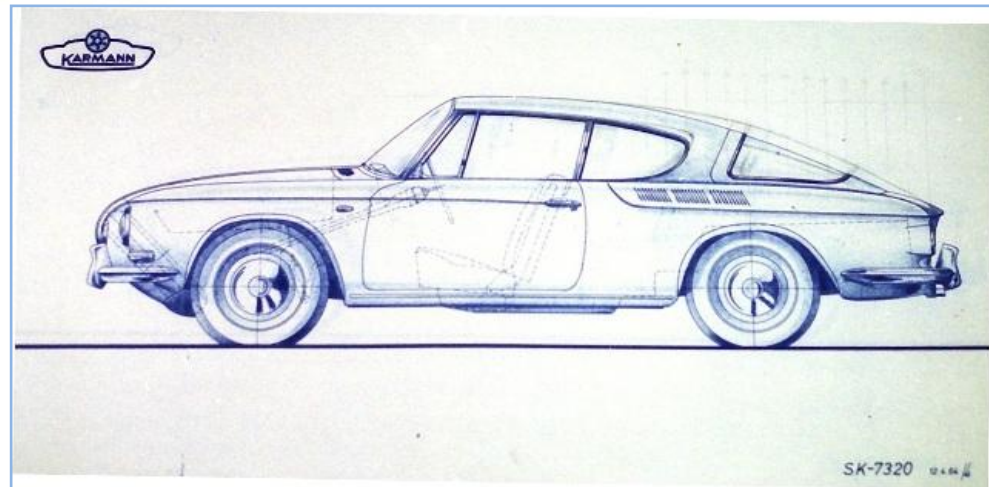
The vent window inner screws are now available for US\$7.50 each. They've been made from stainless steel so they will never rust again. European orders please email Michael@Moesinger.com and PayPal is available. North American orders email LeeHedges@T34World.org





1964 Karmann TC Development Drawings

It's always been common for Karmann to continue refining the designs of their client's cars in search of new models to increase the model line. In April 1964 they developed these T34 TC prototype drawings for Volkswagen's consideration. A new Karmann version of the T34 was done to boost unexpected slow sales of the T34 Coupe. With a bigger, more accessible hatch, Karmann believed more customers would prefer this design. By September 1964 a full size prototype had been built but it wasn't shared with Volkswagen until November. They agreed to introduce it at the September 1965 Frankfurt International Auto Show. But without notice the project was cancelled as being too expensive.





Spotlight: Smoke Gray 1965 RHD Coupe

When I visited England in the summer of 2003 to join the KG International weekend I saw the UK's best T34s. But one really stood-out with its rare color combination & unrestored original condition. The owner was **Dave Matthews** (not the singer) and his Smoke Gray (L594) & Fontana Gray (L595) early-1965 M344 (#345 001 425) had only driven 29K miles. It's exactly the kind of T34 that all of us dream of finding some day: original & complete, unmolested, and with a unique period-correct color combination.

Previously well cared for by John Grout, this T34 is an excellent example of what a 1965 should look like. The carpets were original, the Parchment Gray seat upholstery & interior panels were original, and the car had not been modified. I took as many photos of its details as possible over the weekend driving events but I never got the chance to get it alone for a photo shoot. It had been available to buy, but the asking price (US\$17K) was too high to consider at the time. Now, almost a decade later, this T34 would be valued at US\$25K or more. Andy Holmes informed me that it has a new owner who is not active with the KGOC-Great Britain club scene.



This early-1965 is a cross-over model, which means it has several features carried over from the 1964 model year before being changed for the majority of 1965 T34 production. The small-diameter speedometer & lower cigar lighter position are the best giveaways inside. Externally you may notice the dual horns are mounted inside the spare tire area (vs outside under the front bumper).





This Smoke Gray body looks so elegant with the contrast of the bright chrome bumpers & scripts. Correct "pointed" bumper guards, early tail lights, and unpainted hub cap logos are all signs of an untouched original. It remains on my exclusive Top 25 T34s list.





Tech Tip: Removing the Rear Lock

By Thom Fitzpatrick (Northern California USA)

Long story short: corrosion over the years coupled with previous abortive attempts at removal suggested that the only way to get this thing out would be to cut it out. It won't go forwards or backwards, and it spins, so I had to figure out what the right combination was. And after a whole day of trying everything ... it finally came out!

I made a tool out of 4140 and it's a thing of beauty, but I still had a tough time breaking the rear lock cylinder loose. I modified a wrench to use in conjunction with the tool to make things easier. I took some liberties with the one I made by shortening the cylindrical section and welding in a nut. I then locked another nut against it and I was able to reach under the rear bracket.

Sadly, the escutcheon itself is in bad shape, and I don't know if it will survive re-chroming; the threads are almost non-existent, so I'm almost certain they will dissolve. The real trick, which was kind of ugly, was to get some heat into it to loosen up the threads. I stuck a small torch in the hole to heat it up from the inside because I couldn't really reach well from the top.

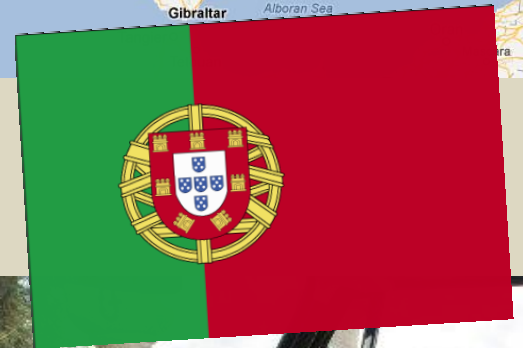


Resto Update: Pigalle 1966 Comes Home

In early-August, Michael Moesinger's Lotus White & Black 1966 body was delivered back to his shop in Germany. Here's Michael's story: "The painter surprised me today and said he's bringing my T34 today! The road to my shop is a little bit narrow for the painter's 17 meter truck so he stopped a few meters away to unload it.

The building owner helped me along with his two sons and his 78 year old father to push the T34 up the hill to my shop. The floor pan & car body will be joined in September with my friends and Bavarian white sausages to celebrate the occasion. The first part I fitted was the front VW emblem with the plastic ring underneath. I'm at the moment only happy happy happy. This is a perfect birthday present, because my birthday was 4 days ago."





Owner's Story: Portuguese 1966 Coupe

Paulo Sérgio lives in beautiful Oporto, Portugal. In 2002 he read a newspaper ad for a Karmann Ghia but it was without a photo, and honestly he believed it was a T14 because he didn't know the T34 existed. But when he contacted the owner to see the KG, it was a T34 and for Paulo it was love at first sight! When investigating T34s in Portugal he discovered there were only two registered in the whole country. After a long negotiation he was able to convince the owner to sell it for only €4500. It's a late-1966 (#346 232 482) with original engine #T0 195 311, first registered 10 May 1966.

For the restoration he decided to return the T34 colors to 1966 colors and chose Sea Blue & White. The interior seats & carpets were replaced in colors that would complement the body colors. Without T34 experience and having no other T34s locally to compare to, he had the door panels redone in a more modern style with the same vinyl covering the door & quarter pads. The carpeting was redone in blue with trim matching the interior. He is now searching for new seals to go with his new paint & interior.



When he bought the car, the colors were blue with a white roof. So when he decided to paint the car he went to a company that represented the VW and Paulo asked for the VW 1966 catalog and chose the colors from there.

He bought the car in 1998 but waited four years to register it in 2002. It took about a year because the original records from 1966 for the car were not computerized. Paulo's son João is clearly passionate about classic cars! Thanks to him Paulo still has the passion for old cars and invests in their collection because he's confident that he will have a "follower" when it's time. It was João that was able to find the T34 World forum and downloaded Lee's excellent work each month with the T34 World News magazines.



Paulo has a nice collection of classic sports cars (1974 Triumph Spitfire MK IV, 1985 Autobianchi A112 Abarth, & 1975 BMW 1602) but the T34 is now his oldest vintage car.







Original Owner: Gruber Family Car (Part I)

The summer of 1963 California college student Richard “Dick” Gruber was 21 years old and attending the University of California at San Diego. Far from his hometown of Santa Maria he needed a car to drive and wanted something fun & economical. A friend of his offered him a 1956 Ford Thunderbird but his father, Jack Gruber, convinced him to buy a new Volkswagen for the fuel economy. In the mid-1960’s it was less expensive to buy a Volkswagen from Germany and have it exported to California than it was to buy one from a local dealership. Dick’s father had a close friend that had

bought several new VWs from Germany and shared the new VW 1500 series models with Dick & Jack. Dick preferred the T14 Karmann Ghia models but when he saw the Type 34 Karmann Ghia with its larger engine and sporty look he decided to buy that one, but his father was really the one that liked the T34. Dick recalls the price of a German T34 was less expensive than a T14 in California so it made his decision easy. Jack ordered the T34 through a German dealership and had it shipped to the port at San Pedro a month later. The Volkswagen cargo ship Heinz Howyer from Hamburg arrived in Southern California and the Gruber’s received a letter to come pick it up. He recalled the new T34 rolled off the ship still coated in

cosmoline (to protect it during the long sea voyage) and was fitted with white wall tires and a Blaupunkt radio, although neither were ordered as options from the dealership. It had comfortable gray vinyl seat upholstery and it was the only T34 on-board although there were other VW 1500 models including the Notchback Sedan and the Variant Wagon. The VWs were offloaded on Terminal Island and transported to a half-mile square parking lot. He cleaned-off the cosmoline, filled it with gas, and drove away. The old 1960's photos were taken not long afterwards at the beach in Santa Maria.

Over the next two years he recalled seeing only one or two T34s driving in the United States, despite driving his T34 cross-country to New York & Florida. He fondly remembered wanting the best possible mileage and the owner's manual said 69 mph was the optimal cruising speed to get the best fuel mileage. The only real issue he experienced with the T34 was with the dual carburetor linkage popping-off. Once while in Orlando Florida as he was fixing the linkage it crossed to metal and shorted-out the electrical wiring under the dash. He towed the T34 to a local VW service shop and they ordered a replacement wiring harness from New Jersey, but he remembered that after the repairs the bright lights were stuck in the ON position and his drive back home to California from Florida was filled with annoyed drivers in front of him. After driving it two years he made the decision to join the Navy.



Not needing a car, his father agreed to buy the T34 for his 20 mile drive to Vandenberg Air Force base. As an engineer working for Lockheed-Martin he was responsible for development of the Titan rocket boosters. When his son Dick returned home after his Navy service the T34 had already been sold. It would be 2012 before he saw his beautiful Sea Blue 1964 T34 again (below).





You can see the two master cylinders look very similar. The 1962-65 one (below) looks just like the 1966-only one (above) except the 1966 one has a blue plastic label around the body.

Resto Tip: 1966-Only Master Cylinder

Ross Anderson from Washington USA owns an original 1966 Coupe and had a brake failure, most likely caused by a broken master cylinder. He said his local shop “was talking about adding another fluid holder and running new brake lines from the front to back brakes”. So I told him that his 1966 has front disk brakes and drum rear brakes, so it uses a special master cylinder only used for 1966 T3 models. This master has a special check ball inside that allows the front brakes to be released differently than the rear. In 1967 VW solved this problem by developing a dual-circuit master cylinder.

So we searched theSamba & ebay and were lucky to find one in Northern California for US\$150, a decent price for this rare part. The seller agreed to send it to Ross quickly. So Ross' 1966 can remain original & unmodified with the authentic parts.





means of transportation and the T34 was both economical & cool as could be. The uniqueness was both a blessing and a curse. On the positive side several women I dated in college thought it was a “cute little car”. The flip side of owning a unique VW were the negative comments from VW salesmen such as “You’ll never be able to get parts!” Perhaps these guys just wanted me to buy a new VW.

One very positive result of my concern about parts was in 1972 the parts manager at Mid-Way VW let me borrow the Ghia parts manual to photocopy. Because I worked part-time for an engineering organization in their reproduction room, I was able to copy the parts manual and return it before the dealership opened the next day. That manual proved invaluable.

Another fortunate situation happened in the fall of 1972 when my father, a university professor, went on sabbatical to Germany. He was able to source many parts directly from Germany that I had been searching for and was unable to find in the USA (receipts below).

Owner’s Story: 40 Years with a T34

Story & Photos by Walter Beachell of Hockessin, Delaware

My Karmann Ghia T34’s story begins its journey with a production date of 20 January 1967 with a color code of 24 10 84, which is code for Castilian Yellow body, Black roof, and Black leatherette upholstery. It was delivered to Darmstadt, 01 March 1967 and coincidentally, March 1st is also my birthday. I didn’t meet up with the T34 until June 1972 when I purchased it from a family friend as my first car (above). I was in college and needed a car of my own. As I recall the T34 was purchased from the used car lot of a local VW dealer, Mid-Way Volkswagen of Wilmington Delaware. We knew it wasn’t imported into the country by VW of America, so we speculated that either an airline pilot or a GI brought it privately into the United States.

What I liked most about the T34 was its economy and uniqueness. Being a poor college student it was important to have an economical

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Barverkauf

Stück	Teil
1	343

Datum: _____
 Betrag dankend erhalten: _____
 Bestell-Nr. VW 460
 Bartsch-Verlag - 812

ORIGINAL ERSATZTEILE
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Herrn/Firma _____

Barverkauf 05101

Stück	Teile-Nummer / Bezeichnung / Arbeit	Einzelpreis	Gesamtpreis
2	141 804 631 - Decal/Janer	1.03	2.06
2	141 809 633 -	-66	1.32
1	141 881 885 - Halbleband		4.65
1	343 852 905 - Schrittzug	8.31	8.31
1	343 845 211 B-Dichtung	12.45	12.45

Datum: 4. 10. 72

netto 23.88
 USt. 2.63
 gesamt 26.51

Betrag dankend erhalten: _____
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Barverkauf 06152

Stück	Teile-Nummer / Bezeichnung / Arbeit	Einzelpreis	Gesamtpreis
1	343 869 071A -		27.50

Datum: 27. 10. 71

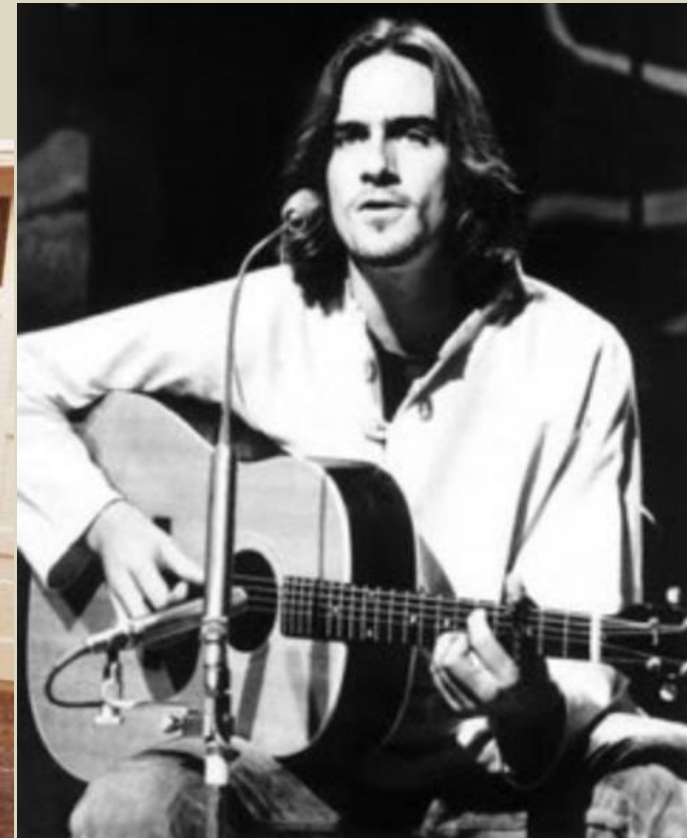
netto 27.50
 USt. 2.74
 gesamt 30.24

Betrag dankend erhalten: _____
 Bestell-Nr. VW 460
 Bartsch-Verlag - 812 Ottobrunn b. München - Postfach

I recall he sent over an arm rest pad, trim pieces, a tail light assembly, & some weather stripping. Unfortunately, because I kept the parts for so many years, some of them, like the NOS drain hose & rear quarter window hinge seals, literally turned to dust.

I drove the Ghia from June 1972 through December 1976 and the T34 and I were inseparable. It got me back and forth between classes, to my part-time job, to concerts, trips to the Delaware beaches, trips to visit friends in grad schools in West Virginia and Ohio. One of my fondest memories involved one of my best friends, who recently passed away. He worked as a manager of the local swimming pool where we played volleyball, go for a swim, and then head off to the local pizza joint for pizza & beer. On one of those trips I misjudged the entrance, ran over the curb, and naturally blew-out the rear tire. My friends laughed at my driving

skills, but I just took it into stride and quickly changed the tire soon to join my friends for a cold one. The ease of maintenance also helped me after a 1972 James Taylor concert in Philadelphia (below). My college girlfriend and I returned to my car after the concert & everything seemed okay, but when I turned the key to start ... nothing. I guessed the starter solenoid wire had come off, so I crawled under the car feeling my way in the dark and sure enough it had. I quickly reattached it and the engine started right up and off we went ... only to immediately run over a cement parking space divider in the dark! Here I was, very proud to have fixed the starting problems, only to have my ego crushed by her giggles.



**JAMES
TAYLOR
IN CONCERT**

Because T34's were extremely rare here on the East Coast, my Ghia always used to garner attention. By far the most frequent comment I received was "Is that a Corvair?" I personally knew of only three others back in the mid 1970's, plus a couple in salvage yards.

In December 1976 the T34 was rear ended & was totaled. I bought it back from the insurance company thinking that it was a Volkswagen, how hard could it be to fix? In 1977 I had found a donor T34 and cut off the rear to section the inner panels into my T34. A fellow T34 owner remarked that he couldn't tell where I had made the splice. In the meantime I bought what I thought would be a 1964 T34 parts car with a blown engine. With a friend's help we found a replacement engine, rebuilt it and had the parts car up and running. I used it as a daily driver for six years until I fixed it up and sold it.

In the early 1980's I got sidetracked while restoring a 1967 Austin Healey 3000. By 1982 I'd sold it leaving me with a nice profit for buying T34 parts. By that time the old Mid-Way Volkswagen dealer had gone out of business and a new VW dealership, Smith Volkswagen, took over. Their parts manager, Greg, was extremely

helpful and we learned that if a T34 part number was on their price list then it existed somewhere within VW of America's warehouses. The trick was to find it. With Greg's help I was able to purchase OEM body parts, door hinges, seals, moldings, & emblems. Many of the parts I used on my 1964 T34, but I saved the rest for my 1967 T34. In the 1980's many VW dealerships went out of business and their parts manuals & service manuals started appearing at swap meets. I was able to purchase a sales brochure for the T34 Convertible plus several parts books which were used in every part of my restoration.

As the 1980's gave way to the 1990's my T34 sat quietly in my mother's garage with no work being completed. Finally, she got tired of seeing it and asked me to move it to my house. I hired a rollback tow truck only to discover the brakes were seized up, but we got it loaded anyway. In 1996 we built another home in Hockessin, the T34 came with us only to sit in the garage for several more years. Finally in 2002, 25 years after the accident, I began working on the restoration again. Now 2012 my journey is not over yet. After 35 years of work my restoration is coming to an end. But that story I'll detail in a future Resto Update article!





Spotlight: Terra Brown 1964 Sunroof

Terra Brown (L571) was a relatively rare color, only available on 1963-64 T34s, T14's, & T3's. The roof color on two-toned cars was Pearl White (L87). There are very few Terra Brown T34s that have survived today. This 21K-mile 1964 Electric Sunroof has been well-preserved by its owner David Schulpen from Brussels Belgium. It's got a clean original look that is hard not to admire.

David owns & manages a cool local eatery called the Bar Bik. Bik stands for Brussels International Kitchen. No menus but everything is written on a blackboard on the wall. Great food (pork cheeks - very yum!) and service, fantastic menu selection, fun atmosphere, open kitchen, the prices/value for money, and even the hipness. If you're ever in Brussels it's worth a visit ... and you may catch his T34 parked in front.





David Schulpen & Jurgen Magdelyns hung out at the Circuit de Spa-Francorchamps, one of the most challenging race tracks in the world.





The front compartment is super clean (above) and there's just nothing quite as cool as an open electric sunroof. So nice!



In late-July David visited Jurgen Magdelyns to get his suspension lowered, new wood steering wheel, & Hurst performance shifter.







Resto Update: New Zealand 1963

An ongoing series by John KanTERS of New Zealand

“Decided that tackling the major rust in the lower nose was the next most difficult area to repair so after carefully assessing what to do I marked the lines to be cut, problem being I had to pretty much take it apart layer by layer (even though its all rotten) so that I have at least something left to measure and copy as well as figure out what it looked like when new. It’s amazing how two bits of metal rotten as a pear stay firmly together by a spot weld even though everything around it is rusty. With the outer skin off the inner frame is revealed, at least what’s left of it.

I supported the body upside-down on jack stands to take the weight off the bumper mounts because I don't want anything weird happening when I cut more metal away around that area. Pretty much all of the weight hangs from the bumper mounts when the body is in the rotisserie. Again trying to save what was left all took time but with that out of the way I cut off the bottom of the lower wheel houses and made new sections for those areas to be welded in place. At this point the spare wheel well (also rusty & dented) was bolted back in to make sure that everything fits nice and lines up. Finished up welding in the left lower panels at this point, quite awkward place to get at with a grinder and air saw but it looks pretty good now.





The other side was quite a bit quicker and a little less rusty so that got finished up before the end of the day. Next job will be making a new support rail for the bottom of the tyre well and then a new lower outer skin to finish off with. Sometimes I do look at it and laugh thinking WHY am I fixing this old piece of crap ... but take one look at the lines of the body it all makes sense again ... and because I can. 😊

Carried on with repairing the lower nose this morning which is probably the last really "difficult" area to repair on the body. Finishing this will complete all the major rust with just small patches to do here, there and everywhere 😊

Thankfully Jurgen Klein emailed me some pictures and outline drawing of an NOS one he used for his car which made things a little easier.

The lower support rail for the spare wheel pan is a reasonably complicated thing to make. I suppose there's other ways to do it by taking short cuts but I'm not really interested in doing that after all I'm learning how to do metalwork and the different techniques it takes. I started out folding some sheetmetal in to a U shape and using the stretcher to form a curve in the channel that follows the wheel tub. With that done the ends need to go the other way so swapped the jaws over to shrinkers and used those to pull the ends around. I found I had to fold to a 75 degree angle instead of a 90 otherwise it wouldn't fit in the jaws.

Drilled the holes for the captive nuts and bolted it on the wheel well after a lot of fiddling. 😊 With it sitting pretty good it needed an extra angled strip for the seal to be held captive so again a strip of sheetmetal folded to a 90 curved to the right shape in the shrinker and welded it on. Now the tricky part, figuring out what curvature this panel had originally as its got to match the lower nose skin which had rusted away.





After a bit of contemplation, guesswork & looking at Jurgen's pictures again I came up with something that looked to be OK so trimmed the panel down and folded the edges over. Most of it came out pretty good with a couple of areas that needed to be adjusted, welded it on the body at this point which made me feel pretty good knowing another major part was done.

Seeing as I was on a bit of a roll and things were going well I thought I'd have a go at making the lower nose skin. The one piece of 1.0mm steel I had was too short, but not wanting to quit now I just welded another bit on. The lower part of the nose curves both ways and has sort of a trough in the centre. The English wheel really is the only way to make this part of it so wheeling a curve into the panel you quickly begin to see it taking shape. As with everything the last 10% takes 90% of the time. It's really starting to take shape at this point and also rolled the swage lines in. After several more hours of fine tuning it was getting pretty late in the day but I'm 95% there with the skin and it seems to fit really nice so far. Finished the day fitting it in place properly with panel clamps so get a more accurate idea of what's what.



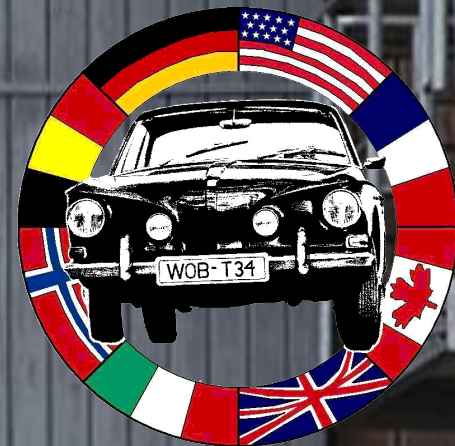


Resto Update: Belgian 1968 Electric Sunroof

Chris Forget's 1968 M345 continues to progress with work done on the left-front fender (above), right front headlight bowl, & metal (below).







T34 WORLD

