



T34 World News

2011 Edition #4

CONTENTS:

- T34 50th Anniversary Update & Events
- Events: Northern California Spring Meet
- Spotlight: CSP 1966 Drag Racer
- Resto Update: Get Me To The Church On-Time!
- Authenticity: All About T34 Radios
- Original Owner Tales: Honeymoon T34
- Road Test: Australian 1964 M344
- Accessories: Trip Speedometer
- For Sale: Toga White 1969 Electric Sunroof
- Authenticity: 1500 Scripts
- Spotlight: Bermuda 1966 M344 Down-Under
- Authenticity: Seat Locking Systems
- Accessory: Original Factory Key Tags
- Rep Profile: Carsten Klein in Germany
- Owner Tales: 6th Oldest T34 Found in Denmark!
- T34 Art: Modern T34 Renderings

So Much Worldwide T34 Activity!

One of my favorite things about T34 World is getting in contact with original T34 owners, hearing their stories, helping them to keep their T34s maintained or offer them to a new good home. I've been fortunate to meet a dozen over the past 25 years and their memories about buying & driving a T34 in the 1960's has always fascinated me (as I was born in 1963). The most memorable are Minnie Crutcher, Bob Nelson, Norm Shaw, Rose Vardanian, Joseph Guay, & Susan Filter. Two years ago in 2009 I met **Mike Kelly** from Albuquerque, New Mexico USA. Mike had owned his Arcona White & Black 1965 Electric Sunroof from day one when he & his new bride took possession of it in Wolfsburg, Germany. He drove 150K miles in 45 years and it's a complete rust-free driver, exactly the way we'd all like to buy a T34. I've worked with him over the past two years to get it prepared, promoted, & sold. Inside this edition you can read all about Mike's fantastic honeymoon adventures in Germany, Italy, & Budapest over the summer of 1965. And in #5 you'll read about its new 3-generation resto team from Florida.

I'm proud to announce **four new reps in three new countries!** As most of you know, **Bob Walton** in Southern California has been very active with his (previously featured) Pacific & Blue-White 1964 M343 restoration & reproducing parts and he's accepted the Southern California position to help increase the activity here. The Philippines now have active 1966 M343 owner **Dindo Razonable**, in Manila, to help organize the 10-12 T34s in the 7100 islands that makes up the Philippines. Finland now has representation with **Timo Tanhuanpää** who has recently finished the restoration of his Cherry Red & Black 1965 M343 and is actively communicating with the 9-10 T34s in Finland. And in Denmark we now have **Morten Christensen** helping to organize the 15 T34 owners there, having recently discovered his early-1962, the 6th oldest surviving T34 in the world today. Having more representation in more countries means that more T34 owners will be better supported and more T34s will be discovered and put back on the road again.

Please complete the info on your T34 for the Worldwide Registry! We've received only ONE reply so far! C'mon!

FYI: the preserved **Pearl White 1963 Coupe** featured in the #3 edition, owned by Jan Peter Henkels in Germany, was sold in early-April for an amount "very close to the asking price" (which was US\$34,000) and it will remain in a private German collector's hand. Good to hear the T34 market values are reaching new levels for original T34 Coupes!

I'm having a **special 50th Anniversary t-shirt** made in limited quantity for T34 World members to wear during the special T34 events this year. Shirts will be US\$20 each and will be a white cotton shirt with a six-color screen-printed design featuring a Sea Blue Coupe & Ruby Red Cabriolet, like the original 1961 "tennis scene" promotional literature. Design work is being done now by John Jaranson who is extremely talented. You can pre-order your shirts now by contacting me (LeeHedges@T34World.org) for ordering details. If there's a rep that would like to take orders for the owners in their countries, I can put together a group order to save on shipping costs.

Special Thanks: We're very lucky to have the generous help from fellow T34'er **Georg Otto** in Germany to get the info & photos on the incredible CSP T34 Drag Racer. Another helpful owner that stepped-up when I asked for photos of the 1966 seats was **Ian McHone** from Oregon. The radio article was well-researched and written by **Tobias Ebner** from Darmstadt, Germany. And **Jacin Ferreira** sent Kelley Park show pics too.

We're up to **76 pre-registered T34s for the 50th Anniversary** in Germany so far. I know there are 3-4 more that have not yet registered, so that puts the total at 80! We're going to need a few more days just to see all the T34s. I hope to see you there!





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)

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- 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)
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- NorthEast USA - Rick Hasse (RickHasse@T34World.org)

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- Victoria - Patrick Duane (PatrickDuane@T34World.org)

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CANADA: Ron Buckley (RonBuckley@T34World.org)

DENMARK: Morten Christensen (MortenChristensen@T34World.org) **NEW!**

FINLAND: Timo Tanhuanpää (TimoTanhuanpaa@T34World.org) **NEW!**

FRANCE: Franck Boutier (FranckBoutier@T34World.org) **NEW!**

INDONESIA: Iwan Sadono (IwanSadono@T34World.org)

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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) **NEW!**

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

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

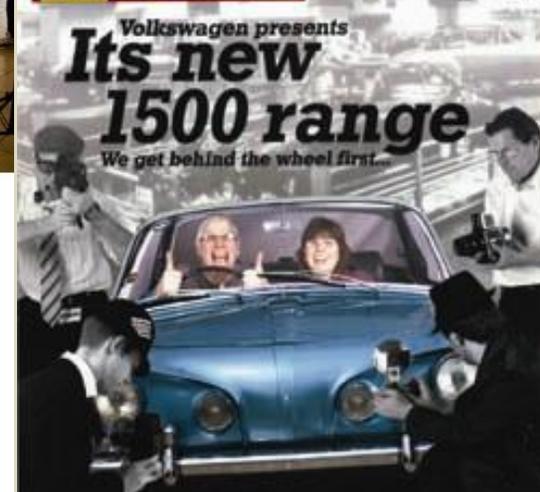
THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

T34 50th Update: Germany & England

The German KG & T3 clubs have been promoting the 50th Anniversary of the T3 & T34 at local & national events. The **Essen Techno Classica** (175,000 spectators & 1100 exhibitors) in early-April featured VWs restored Pearl White 1963 M341 (one of the five known to exist) & Goetz Fastabend's Cherry Red 1968 (far right) with manual crank sunroof. T34 World's German reps **Carsten Klein & Jörg Fischer** were having fun.

Jörg Fischer confirmed that VW will drive their Pearl White 1963 M341 Cabrio to the GMH events, allow participants to tour the VW Osnabrück museum, and will have the 1959 Sartorelli prototype, 1963/69 Silver M341 Cabrio, & 1965/69 red 1600 TC Fastback in a special display.

The **Volksworld 2011** show (below) had eight T34s to celebrate the 50th Anniversary! Clive & Janet Richardson's 1965 M344 was used to allow visitors to sit inside & take magazine cover photos as keepsakes! Best In Show went to the restored 1966 **CSP drag racer** and **Andy Holmes' black 1962** was awarded one of the Top 20 selections! Stunning display of awesome T34s!



VOLKSWORLD 2011

"The first ever 100mph VW, the Type 3 1500s"



T34 50th Event: Northern California

Eight T34s came out to enjoy the perfect sunny weekend in April for the **Kelley Park Spring Meet** in San Jose, California. The oldest T3/34 at the event was a 1962 T34 (#0 023 926) owned by Mike Rhea. Original-owner Bob Nelson was there and Dave Whitaker brought both of his T34s so Larry Edson got a chance to drive one of them, the first time in six years since Larry sold his 1966 in Germany in 2005.

- Sea Blue & White 1962 M343 #0 023 926 (Mike Rhea)
- Pacific Blue & White 1963 M343 (Bob Nelson)
- Red & Black 1963 M343 (Jacin Ferreira)
- Ruby Red 1963 M343 (Dave Whitaker)
- Pacific Blue & White 1964 M343 (Dave Whitaker)
- Purple & Black 1964 M343 (Steve Rossiter)
- Sea Blue 1965 M345 (Tom Reay)
- Arcona White 1966 M343 (Rick Christensen)

Show Results: First Place went to **Tom Reay's** restored Electric Sunroof, 2nd went to **Jacin Ferreira's** 1963 Coupe, and 3rd went to **Dave Whitaker's** restored 1964 Pacific Blue & White Coupe.



Spotlight: CSP's 1966 Drag Racer

Imagine 500 horsepower in your T34 ... and going 1320 feet (quarter-mile) in only 8.855 seconds! Now imagine spending the time & money to make it a Best of Show winner in an all-VW car show with the best UK VWs! Unbelievable, right?

CSP (Custom Speed Parts) in Germany has restored their ultra-fast 1966 T34 to become a 99-point show-car at the 2011 VolksWorld event. So much effort went into the restoration & painting of this incredible drag racer. When most drag racers remove as much of the steel body as possible to reduce weight, the CSP T34 has a full steel body (with the exception of the front hood & torsion covers). For the unique (FIA & NHRA-approved) chassis it features a custom RLR (Ron Lummus Racing) tube chassis with integrated roll cage. The 500hp

engine is a 2165cc VW Type 1 AS41 magnesium case using a special modified 750 cfm Holley carb with 8.5:1 compression ratio, titanium valves, and a GT 40 Garrett ball bearing turbo. It was dyno'd at JPM Motorsports ... 500 hp at 9180 rpm.

The exterior has a lot of its original parts including: NOS headlight lenses with resilvered reflectors, NOS fog light chrome rings, clear front signal lenses on original chrome bases, solid red taillights on original bases, original side marker lights, rear view mirror, door handles & locks, & CSP's repro rocker trim. Custom-made one-piece carbon fiber bumpers are painted with chrome effects and the windshields are lightweight customs to save on weight & conform to race regulations.





The paint scheme is unique with the traditional orange & black CSP colors on a white body. The matt black areas show ghost CSP Products logos only visible under certain lighting conditions. The inside of the cockpit, roof, and engine compartment also are painted with this color scheme. The rear wing has the 2165cc engine displacement laid out with variegated copper leaf. Shane and Grant from the Paintbox and Prosign-Neil get the credit for the detailed paint scheme.

Inside the cockpit the original metal T34 dash has modern Autometer gauges and OMP steering wheel with a Kirkey seat with Newbury Creative Interiors cover. It's got an NOS lower dash pad & CSP-made aluminum panels. All sponsor logos and CSP logos (750!) are reversed in the inside so when viewed from inside you get the impression that you are looking at a clear Lexan T34 that has been painted from the inside.

Personal Best Times: 1/8 mile: 5.617 seconds @ 201.68 km/h (126.05 mph) & 1/4 mile: 8.855 seconds @ 250 km/h (156.25 mph) at Gardermoen Raceway, Norway. Ron Lummus, driver.



Get Me To The Church On-Time! Part 2

Hi again everyone! Here's part two in the series ...

After lots of late nights and every other weekend my cars really starting to take shape, although to the untrained eye it doesn't look much different to what it was a month ago.

I've fabricated the bottom section of the left-hand inner doorskin and replaced the outer with the new panel from Jurgen Wagner. I've also fabricated & fitted the lower rear wing sections, front wing/A post areas, & smoothed out the repairs covering them with etch primer to keep the moisture off.

The next job will be the right-hand doorskin & front wing A/post section followed by the prep of the body leaving the exciting but scary job of the front section till last. I have received my headlamp bowls so I'm almost ready to tackle this daunting task.

Following this the car will receive a number of coats of 2K primer before I lay on the original Gobi Beige body colour with a Black roof. I've spent a long time thinking about colours and have decided that this will look the best along with the almost complete interior. I can't wait to see it painted after all the work that's gone into it.

I'm still hoping to drive the car to my wedding in five weeks but it looks like time may be catching up with me, I'm definitely not one to give up though so NEVER SAY NEVER!





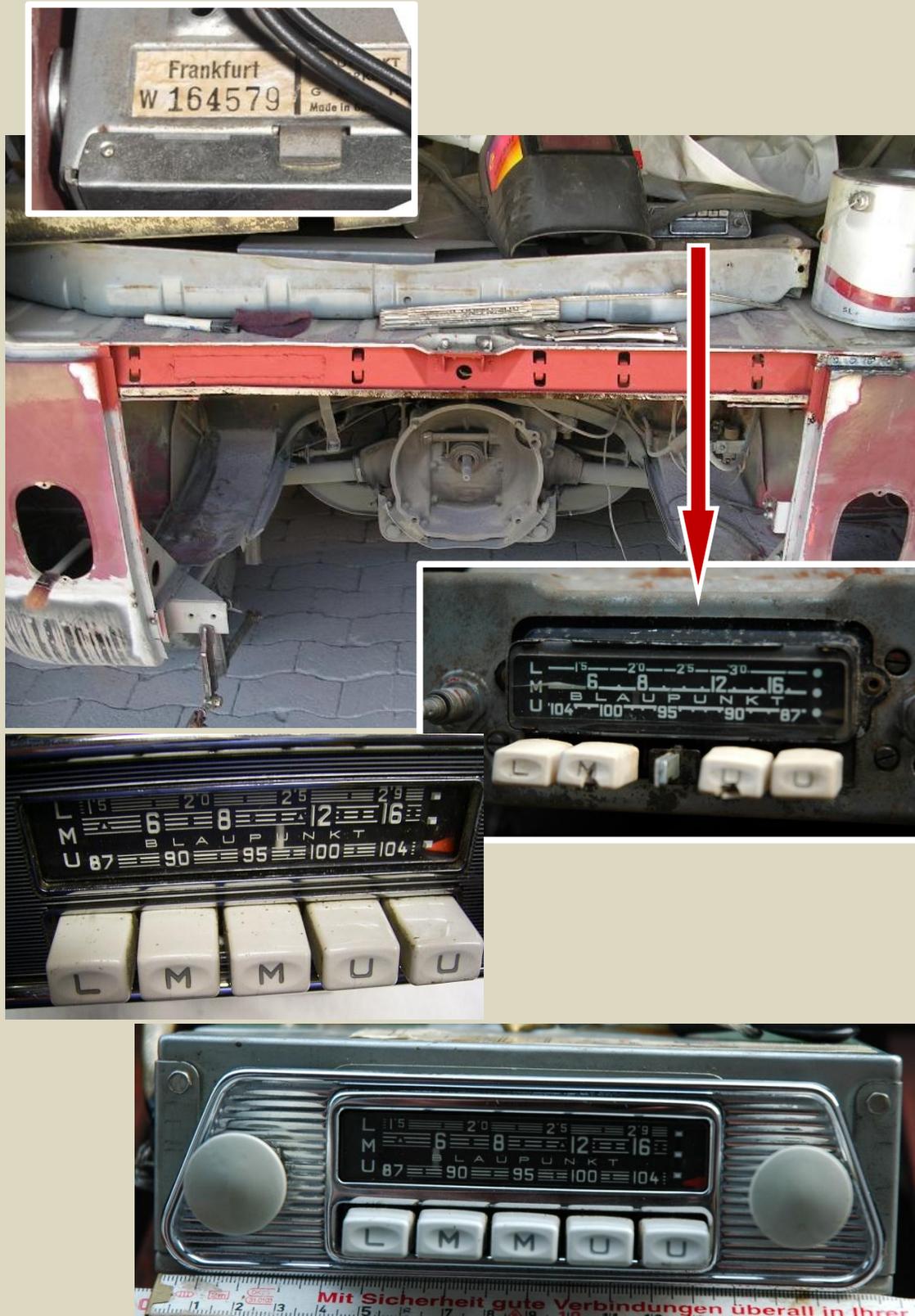
Authenticity: All About T34 Radios

By Tobias Ebner (Germany)

The radio in my 1963 T34 was not correct and so last summer I began to research about the correct radios offered in the T34s. I learned that each model year was different and there are different colored knobs, push-buttons, and faceplates. I learned that T34s were fitted with Blaupunkt Frankfurt radios. Blaupunkt radios have a paper label on the right side (top pic) that shows which series it was built. Based on the series you can find the right model Blaupunkt for your T34. Early 1962-66 T34s have silver-gray knobs on the dash & window winder handles. The T34 radios had matching knobs & push-buttons. And the faceplate for the 1962-66 T34 dash is unique as well, in an A-shape to fit into the formed dash area. All of these parts make it difficult to locate the right radio for your T34.

While reading a restoration story about a T1 Bus in the Bulliforum I saw a pic of the open luggage compartment lid (upper right). Tucked underneath some other parts was a radio with a T34 faceplate peering-out. I learned it was a Blaupunkt Frankfurt TR deluxe T-series (from 1963) and so I bought the radio for 40 Euro. It had broken push-buttons and a bug in the on-off mechanism but the faceplate alone was worth the price and I was happy to have found an original Blaupunkt Frankfurt that was correct for my year T34.

Later on ebay I found a Blaupunkt Frankfurt V-series (from 1964) in perfect condition (center) and I won the auction at a good price. The radio was originally from a Mercedes Benz with light gray push buttons and the color of the buttons matched perfectly to the color of the cigar lighter knob and the headlight push buttons in my T34. So I had found the right push-buttons for my 1963 Frankfurt and I was happy. Now I needed the matching silver-gray tuning knobs. More searching and I saw one of the German sellers for old radio parts had an ad for original T34 radio knobs in good condition for only 12 Euro so I got very lucky. In the end, after a lot of work, I will combine the T-series radio & faceplate with the V-series push-buttons and fit the gray tuning knobs. Currently I have a 1964 T34 radio until my 1963 one is repaired (bottom).



Blaupunkt Frankfurt Radios for T34 Karmann Ghia

<u>T34 MODEL YEAR</u>	<u>CODE</u>	<u>PRODUCTION RANGE</u>	<u>BANDS</u>	<u>FACE COLOR</u>	<u>FREQUENCY INDICATOR</u>	<u>BAND INDICATOR</u>	<u>U FREQUENCY RANGE</u>	<u>BLAUPUNKT LOGO TEXT</u>
1962	E	Aug61-Jul62	L M U	Green	White	Amber On right side	100 to 87	Under U Smallest
1963	T	Aug62-Jul63	L M U	Green	White	Amber On right side	104 to 87	Under M Widest
1964	U	Aug63-Jul64	L M U	White	White	Amber On right side	87 to 104	Under M Widest
1965	V	Aug64-Jul65	L M U	White	White	Amber On right side	87 to 104	Under M Thinner
1966	W	Aug65-Jul66	L M K U	White	White	none	104 to 87	Under M Thinner
1967	X	Aug66-Jul67	L M K U	White	White	Amber Under button	104 to 87	Under M Thinner
1968	Y	Aug67-Jul68	L M K U	White	White	Amber Under button	104 to 87	Under M Thinner
1969	Z	Aug68-Jul69	L M K U	White	White	Amber Under button	104 to 87	Under M Thinner



All T34 radios from 1962-69 are mono radios with a 6-pin DIN port on the back for iPod connection

To make thing more complicated ... there are two types of ivory domed radio tuning knobs: tall & short.

After researching the many original T34s and discussing details with **Scott Taylor**, **Joerg Fischer**, **Lee Hedges**, and others within T34 World we came to the conclusion that the tall knobs are authentic for 1962-65 T34s and the short knobs are authentic for 1966. We discovered that of all the original T34s in the T34 World Archives only one 1966 was fitted with the short knobs. Also Scott Taylor's NOS T34 Blaupunkt Frankfurt kit from 1966 had the short knobs included (right center).

The 1966 knobs may be shorter to be the same distance away from the dash as the cigarette lighter knob when the balance and sound controls (underneath the ivory knobs) take up the rest of the distance.

The radio knobs have a brass insert in the bottom to allow them to be installed over the radio stems. And there are 1 or 2 tiny screws that allow the knobs to be tightened onto the stems. You can see the tall radio knobs next to the cigar lighter knob. Same knob design & color just with different mounting parts. The part # for the cigar lighter knob (also used for the front seat backrest release knob & headlight switch knob) is #141 941 541 but the radio knobs have no #.

T34 World member **Martin Hoontrakul** from Bangkok Thailand will begin the reproduction of the radio knobs because it's very hard to find original Gray ones and there is no repro source. Lee sent him an original tall knob and he already has a short one. Getting the gray color is the most important part, as there are already ivory ones available from Brezelwerks in the USA for US\$48/pair.

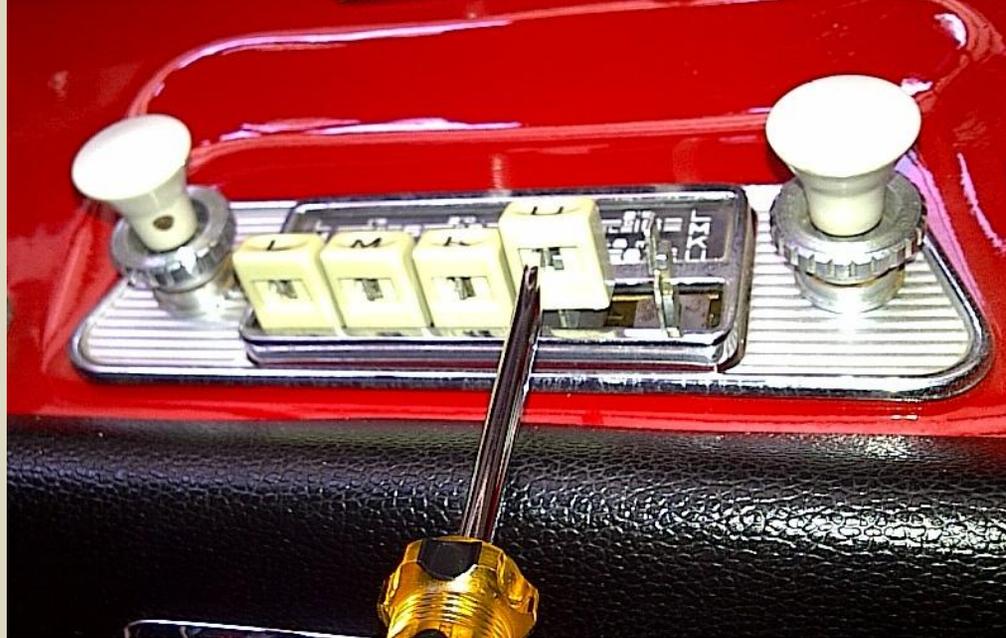
Values for the Blaupunkt Frankfurt radios range from US\$200 (early) to US\$50 (late) with some asking \$400 for nice refurbished ones.



If you need to swap the old buttons from your Blaupunkt with new ones then you'll need to know how to remove the buttons without damaging them. The push-buttons can be pulled-out about 1cm (0.5") when setting a new station. To remove the buttons you'll need to first pull the button out then turn the radio over and look on the underside of the push-buttons to see the metal clips. Use a thin screwdriver to slide the metal clip to the left pulling gently on the button as it slowly comes off the metal arms. It's pretty easy to do. You can see in the photos to the right that the 1966 Frankfurt in my 1962 has gray knobs with ivory push-buttons. So I'm on the hunt now for gray push-buttons!

And for the radio faceplate on early 1962-66 T34s, it comes as a two-piece set. The thin metal faceplate & thicker radio surround are aluminum. The faceplate has a satin finish on the inner ribbed area with a polished shiny outer frame. A lot of T34 owners believe the T34 faceplate is the same as the T3 one but it's not. The T3 faceplate will not fit into a T34 because the T3 faceplate is too wide for the T34 dash and it's a V-profile vs the T34's A-profile. The T34 faceplate dimensions are 14.5cm top-width and 17.5cm bottom-width. The T3 dimensions are 20.5cm top-width and 17.5cm bottom-width. There is no source for these T34 faceplates so if you need one you'll need to search ebay and theSamba for one either loose or attached to a radio.

Last Tidbit: The push-button letters correspond to the bands. L= long wave from 140-340 used for aviation & weather stations, M=AM band from 520-1640, K= short wave, & U=UHF or FM band.



Original Owner Tales: Honeymoon T34

As told by Mike Kelly from Albuquerque, New Mexico USA

Arcona White (L582) & Black (L41)

Black Leatherette Upholstery

Matching Numbers #345 087 827 (Built late-December 1964)

& Original 1500 S Engine

One Owner with 150,000 Original Miles

San Diego CA (1965-2002) & Albuquerque NM (2002-11)

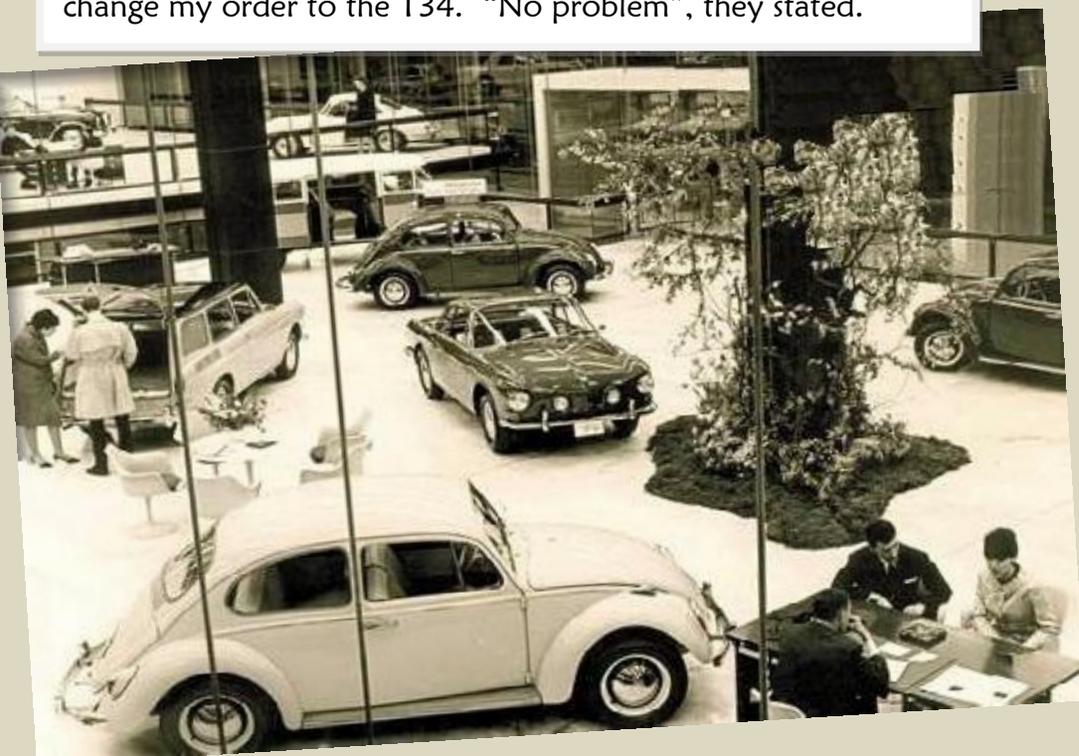
Original Paint & Carpet, Never Hit, 99% Rust-Free,

Unmodified from Stock, All Service Records

“In the early 1960’s I was an admiral’s aide during my three years in the US Naval Reserve. While in the Caribbean in 1963-64 I first spotted a T34 at the airport while taking the admiral there to fly back to the mainland. I asked the driver of the admiral’s car to pull-up next to it so I could see what make it was and it was a new T34 Coupe. I had already placed an order with the US Navy Auto Sales for a 1965 Saab, to be picked up in Europe upon my discharge. But when back in the States, I called Navy Auto Sales and asked them if I could change my order to the T34. “No problem”, they stated.



I was to be married in Palma, Majorca (islands near Spain) on June 5th 1965, and asked to take delivery of the T34 in Wolfsburg, Germany between the 7th and 10th of June. Sylvia (my wife) and I proceeded from Palma to Barcelona and took the train from there to Frankfurt and eventually on to Wolfsburg. The car was waiting for us and after completing paperwork we jumped in and headed immediately for Munich. Within minutes we were on the Autobahn and traveling at 80 miles an hour with every other car whizzing by. Even in the slow lane I was being pushed to travel at this speed. God forbid if I had dawdled in the fast lane as so many people do in the USA. I was immediately impressed with the performance of the T34. It was tight, the steering excellent, and I could close my eyes and almost think I was driving a 365 Porsche. For the next 3 months Sylvia and I honeymooned in Europe and drove everywhere on the continent. While visiting Neuschwanstein Castle in Bavaria I parked next to a T34 like mine, also with a sunroof but in a different location, slightly further back in the roof. The next day I drove to a VW dealer and asked them why mine was different. The dealership stated that the company often waited until all monies were received from Navy Auto Sales before committing to the sunroof, so obviously they installed the roof ex post facto at the Golde factory. I remember the price I paid for the car was US\$2000 which included a charge of \$200 for the sunroof.





I remember vividly one experience while driving from Trieste, Italy to Budapest. Much of the road was unpaved and while traveling through farm land we came to a 4-way stop and all of the workers in the field dropped their tools and rushed to the car walking around it and admiring it. You would have thought I was driving a new Rolls Royce. The car drew many admirers no matter where we were, much like it does today.



When it came time to return to the US, we shipped the car from Hannover Germany to the port at Baltimore Maryland. Since we had several weeks before the car would arrive in Baltimore, we decided to visit Sylvia's uncle and the family in Berlin. He was the Chief of Staff in Berlin at a difficult time and insisted that Sylvia fly from Hanover to Berlin since she had been with the CIA, had a top secret clearance and was related to him. He did not want the possibility of her being detained in the East for any reason especially because of her relationship to him. I on the other hand took the train from the East to Berlin and had a pretty scary time getting there since I had recently been released from the Navy and also had a top secret clearance. To make matters worse my ship had extended my release date for 30 days so I could use the PX and commissaries at various military installations in Europe. The train was searched at each stop, including the overhead and the undercarriage. At Potsdam, the stop before Berlin, I inadvertently got off the train thinking I was in Berlin. An East German lieutenant at a desk on the platform got up and approached me and in perfect English asked what I was doing getting off the train, I told him I thought I was in Berlin. He said to get back on the train and not to get off until I reached my destination. When Col. Kunzig (Sylvia's uncle) and she picked me up at the station he was quite upset saying that if the East Germans had detained and questioned me they could have made a case of forged documents and accused me of being a spy to solely discredit him.

In fact, he was so concerned that when we left several weeks later, he issued new papers putting me back in the military for an additional 30 days and arranged for Sylvia and me to take the duty train, a military train that ran from Berlin to Frankfurt under US flag and could not be stopped by the East Germans so that there was no risk of an "incident." It was pretty exciting stuff at the time. We then flew from Frankfurt back to the US: Sylvia on Lufthansa and me on military transport. Sylvia flew to Washington, DC to be with friends and I went to Baltimore to pick up the T34. We were glad to be back home.

After we arrived in the US from Germany I picked my new wife up in Washington DC and we immediately headed the T34 to San Diego California. The trip was so fun especially driving in the mountains and all those hairpin turns. I almost felt I was driving a sports car. We stayed in San Diego a few years before moving to the San Francisco Bay Area. We lived in Cupertino and we were well known because of the T34. After several years in the Bay Area I accepted my first job in healthcare at Fresno Community Hospital. For several years I worked there, driving many days at temperatures well above 100 degrees F, never a problem for the air-cooled engine. After several years I was recruited to the UC Davis Medical Center and remained there for 7 years as Associate Director of Hospital and Clinics. My old corporation in Fresno CA asked me to return to be a CEO of a hospital in Clovis. After 5 years I moved into the for-profit hospitals in Southern California and remained there for 18 plus years before moving to the Albuquerque New Mexico area for retirement. I particularly love driving the car in the mountains, although I have put relatively few miles on it over the last 15-20 years. It's been a great adventure."



COMPARING TOP 4: BELLETT, CORONA, CORTINA, MORRIS 1100

Registered at the G.P.O., Sydney, for transmission by post as a periodical.

wheels

AUSTRALIA'S TOP MOTORING MAGAZINE

FEBRUARY, 1965

31

THE TYRE WAR IS ON—AND YOU WILL BENEFIT!

We drive the rare VW Karmann-Ghia 1500S



SHOCK REPORT: NEW BODY MATERIAL MAY REPLACE STEEL

ROAD TESTS—TOYOTA CROWN AND CORONA; MAZDA 800

A car is a car is a Karmann-Ghia is a personal car is way of life. Then you have . . .

The Personal Bit



VOLKSWAGEN-KARMANN-GHIAS have always been much misunderstood creatures, more because Australians cannot comprehend their real purpose in life than because they try to be something they are not. The 1200 KG was variously interpreted as a sports car, a hot VW 1200 and a boulevard cruiser for hunting dames. It is none of these things, and the Karmann-Ghia bodied 1500 is even less one of the three. However, people still confuse its basic purpose, and in the many days the car was in use by WHEELS staff it was identified variously as (a) the new 1200 Ghia, (b) a hotter 1200 Ghia, (c) a Porsche, and (d) the latest-model VW 1500.

For the record, the Karmann Ghia-bodied Volkswagens, both 1200 and 1500, are merely bodies specially designed by Ghia and fabricated by Karmann to fit over the standard VW running gear. They are not modified in any way, although the test car was a 1500S version, and the first to arrive in Australia. It was the personal car of that vigorous and engaging personality Doug Donaldson, who divides his crowded days liberally between NSW VW distributor Lanock Motors, of which he is managing director, and between his tasks as president of the NSW Automobile Chamber of Commerce.

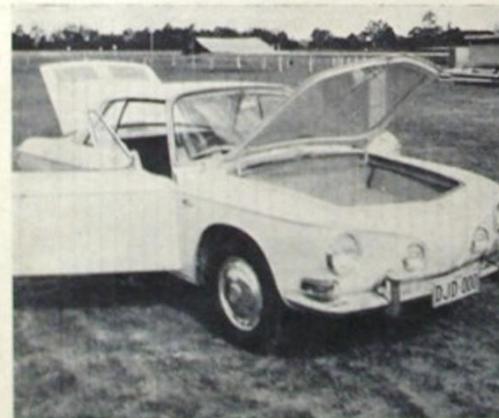
The Volkswagen 1500S Karmann-Ghia, to give it its most fulsome title, is designed as a "personal" car. This growing group of vehicles is of distinctive type; it is generally a two-plus-two close-coupled coupe in

styling, borrowing mechanical components from cheaper sisters but aimed at offering distinctive, stylish and ultra-comfortable motoring for people of taste, breeding and (certainly) more money than usual. For these personal cars, such as the Renault Caravelle, Ford Capri GT and a whole raft of Italian coachbuilders' creations, inevitably cost more than their mundane brothers.

We did not run a full road test on the KG 1500S, because it still suffered from the carburetion problems that seem to be plaguing the S-type VWs, but also because performance figures seem secondary to the real purpose of the car. It is a lovely little thing to drive; responsive, very comfortable, exceedingly safe, quiet, fast in the right places, and eye-catching. In other words, a car you are proud to be seen in.

Interior fittings, seats, floor, trim, and door hardware, is unmistakably VW 1500, but the difference lies in the usage. The seats have adjustable squabs, there is a clip-down rear jump-seat, and the instruments—while the same—are grouped more tastefully. It is a very wide car, as the exterior door panels actually form outside the main frame side members.

The car's exterior styling causes much comment, and you either like it or you don't. We do. In fact, we liked the car a lot — every bit of it. It seems naive to call it a poor man's Porsche, but that's about what it is.—W.T. #



Accessories: Trip Speedometer

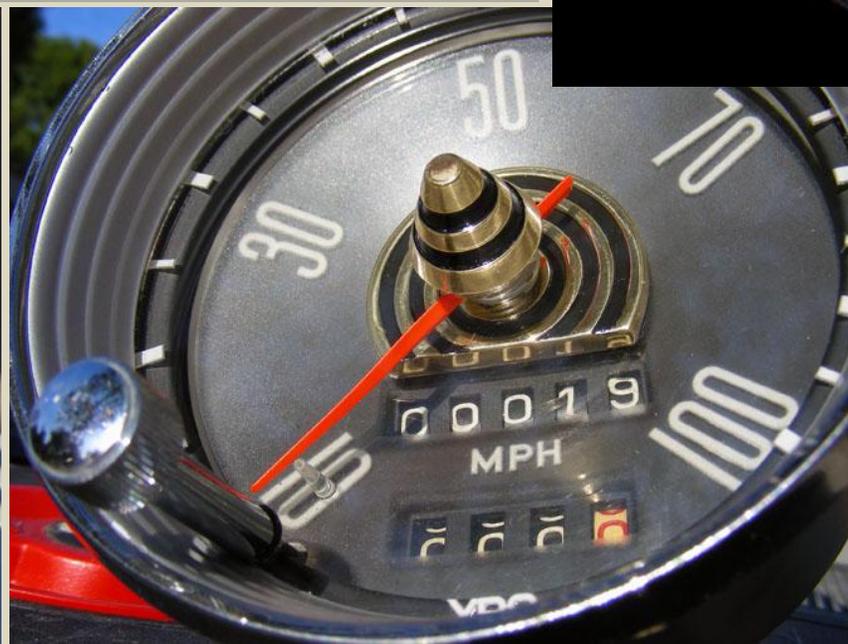
It's always been a mystery why the trip speedometer was never an option for the T34. Other T3 models have it, Beetles have it, T14 KGs have it, and even the transporter bus models have it. But not the T34? Very strange but true.

But now **Bob Walton** (1964 T34 owner in Southern California) has solved that mistake by creating his own trip speedo! You can't call it a reproduction if one never existed in the first place.

This incredible new trip speedo is currently only available to fit the larger-diameter models (mid-1965 through 1969). It was built from a T3 trip speedo, a regular T34 speedo, and custom made parts (like the center circle).

The cost is \$495 each + shipping & insurance. Please contact Bob directly at BobWalton@T34World.org for shipping quotes and PayPal payments. As with the repro tachometers he offered in the #3 Edition, **shipping within the USA is free to all T34 World members.**

If you're like most guys, your family finds it difficult to find good meaningful gifts for birthdays & Christmas. Pass this gift idea on to your wife or girlfriend and let her know that it's the very best gift imaginable!



For Sale: Toga White '69 Electric Sunroof

Uli Rankers has owned this original 1969 T34 since 1984 (27 years) but in 1989 he relocated from Germany to Los Angeles, California for his job. It's been in long-term storage in Goch/Weeze near Dusseldorf Germany, protected & driven once a year to maintain it.

It runs strong and is in very good condition. The rocker panels have been repaired a long time ago and there are no signs of rust on this well-preserved T34. The chrome is in excellent condition as is the anodized aluminum window trims. The original interior is solid black, unrestored & very nice. The sunroof has a smoke Plexiglas wind deflector to stop drafts.





The wood-grain dash is in outstanding condition with the original gauges & Blaupunkt Frankfurt radio. The odometer shows 54K kms which is likely authentic based on the overall condition of this late-model T34. The rear seat area is preserved like new, the original carpet is great, and the seats & interior panels are perfect.

It's one of the latest-built surviving T34s in the world, VIN #349 232 295, making it the 4th youngest T34 in the T34 Worldwide Registry. This T34 is perfect for anyone searching for an original preserved rust-free late-model T34 with the desirable electric sunroof that can be driven & enjoyed today with little work required. Pit's priced at 13K Euro (US\$18,600). You can contact Uli in Southern California via u.rankers@comcast.net and he will be in Germany visiting the T34 in early May. It would cost about \$1500 to have it transported back to the USA or just about anywhere else for that matter.

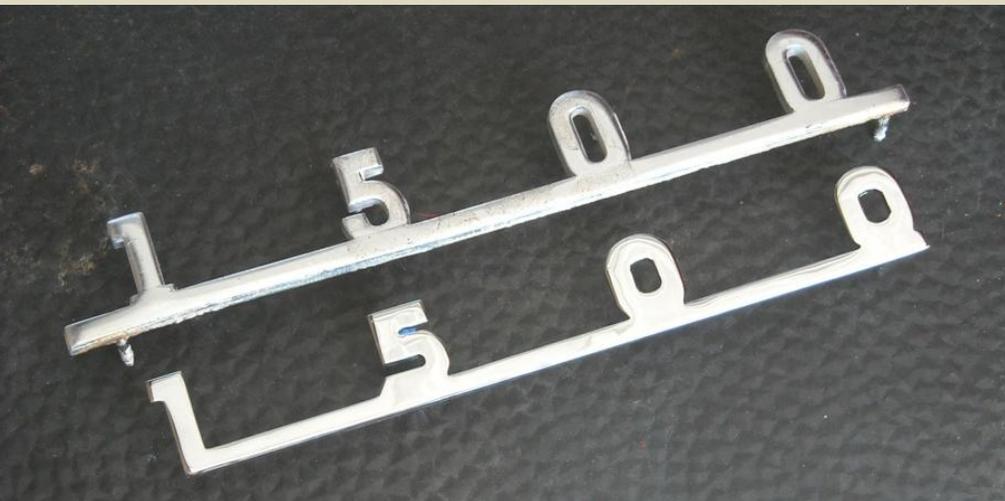


Authenticity: 1500 Scripts

The 1500cc engine was fitted to all T34s from 1962-65 but there were two different scripts used over this span to identify the 1500cc engine: a “no tabs” version & a “tabs” version.

The first-year 1962 T34s used a chromed steel 1500 with no tabs & two mounting pins. It's 123mm long (4 13/16"). This script was discontinued just before 1962 production was finished, at chassis #0 058 489. They are very rare (\$100+).

The late-1962 through 1965 T34s used a polished aluminum 1500 with tabs on either side & four mounting pins. It's 140mm long (5 1/2"). This script was used from #0 058 490 through #345 220 883. These are easy to find (\$15) as they were used on all T34s & Variants during that time.



Early “no tabs” 1500 used in 1962’s through #0 058 489.
Late “tabs” 1500 used in late-1962 through 1965.



Spotlight: Bermuda 1966 Down-Under

#346 025 097 is a 1966 RHD Coupe in Bermuda & Cobalt Blue roof with Azure interior panels & Azure Repp cloth seats. Built on Sep 6th, 1965 it was delivered directly to Melbourne, Australia with MPH speedometer (M271). It has survived 45 years in the land down under and is a beautiful example of an original unrestored 1966 M344. Its original owner was a doctor from South Australia who bought it for his wife. **James Kramer** bought it from Bill Sundermann in 2006 with just 20K kilometers. It had been resprayed its original colors & converted to 12V before James bought it. Over the past five years James has focused on maintaining the originality while replacing aging rubber seals, window felts, door hinge straps,

the dome light, & new headlight lenses. He was able to find a period correct radio, mud flaps, three-point seat belts, dual NOS reverse lamps, and a passenger side vent frame with side view mirror.

True to VW reliability, this car has travelled significant distances without fail. James shipped the car across the Tasman Sea for the 2007 Australian Bug-In and the show organizers led a procession on a tour of Tasmania's East Coast after the show. The T34 won the Karmann Ghia class. He also travelled over 1,600km over the course of a week with two passengers and filled with luggage but never once missed a beat. It has also travelled over 2,000km over a three day period from Melbourne to Brisbane to attend another show.







This low-mileage Bermuda 1966 M344 currently enjoys a quiet life in the dry air of the Queensland's Gold Coast hinterland, 30km inland from Surfer's Paradise in sunny Australia. It may be the nicest original 1966 RHD Coupe in the world today.



Authenticity: Seat Locking Systems

Over the years from 1962-69 there were four different styles of front seat backrest locking systems. Early (1962), mid (1963-65), 1966, and late (1967-69). When buying seats at a swap meet it's important to be able to recognize the different styles so you'll end up with authentic seats for your T34.

The correct knobs for the 1962-65 front seat backrest release are the same gray (not ivory) domed one as the cigarette lighter (1962-66) and the headlight switch knob (late-1964-66), part #141 941 541. Originals can be found at swap meets and repro ones are available from KG Parts & Restoration in Southern California for US\$13 each. They claim that T14s from 1963-66 used the gray knobs while the 1955-62 used the ivory ones. However, T34s from 1962-66 were fitted with the gray knobs.

The **Early style** was only for 1962 models (to #0 0054 087) and featured the ivory domed knob positioned high on the seat backrest (right photos). It connected to a pull-rod that went down the seat to the release hook. It's very difficult to release this knob while the door is closed, so owners had to get out of the car to let rear seat passengers out. Stylish but not practical.



The **Mid style** (late-1962 through 1965, below) used the same ivory knob but it was relocated to the lower portion of the seat. The knob was pulled upwards to release the hook, sometimes a tough thing to do if not properly lubricated.

Because of the difficulty of the Early style, this Mid style was implemented before 1963 production began. Late-1962 seats had this Mid style beginning at #0 054 087 in about mid-July.





The **1966 style** (above) saw the elimination of all seat locking components and the seat was able to be folded forward at any time. Obviously this was not safe while driving and was quickly discontinued for the late-model design.

The **Late style** (1967-69, right & upper right) featured a completely new design which was also used in the other T3 models. The idea was to automatically unlock the front seat backrest when the door was open. This involved a spring-loaded cable system with a pivoting paddle actuator at the base of the A-pillar, connected to a spring which pulled on a cable that ran under the front footwell carpets to the inner front seat base (next to the tunnel) where the cable could be adjusted for the proper amount of tension on the hook.



Accessory: Original Factory Key Tags

VW's were sold with a metal key tag on the key ring. The tag had the VIN (chassis number) stamped into it so the factory and dealer could keep track of which keys went with each car. The tag design changed through the years but all tags had the VW logo and the chassis number stamped into it. The tags were made of a soft aluminum alloy and were meant to be temporary on the key chain. They were often discarded by the first owner as soon as he put his VW keys on his key ring.

These reproduction factory key tags are an exact match to the originals. The tag is made of the same thickness aluminum alloy, about 2.5" long and 0.5" tall and comes complete with a 20mm key ring. The reproduction is stamped with the VW logo and your VIN and/or whatever other information you would like to include.

Ordering: Contact Jeff Grant at BlueBoxParts@gmail.com and include your chassis number. Put quote marks around the numbers and/or words you want stamped on the tag. Unless you state otherwise only the VIN# will be stamped. \$12 includes worldwide shipping for a custom stamped tag with your VIN and the VW logo. Double sided tags are \$17 shipped. A maximum of about 14 characters will fit on the tag. I can also do two rows of characters. He accepts PayPal payments to BlueBoxParts@gmail.com and be sure to include your VIN#



Rep Profile: Germany's Carsten Klein Karmann Ghia Passion

Our Germany rep is our most active T34 owner, spending an incredible amount of time helping other owners find parts, searching for "lost T34 treasures" throughout Europe, and working hard with vendors to get information on repro parts. Here's his story, in his own words.

"My love affair with Karmann began in 1983 when I visited the Karmann Museum in Osnabrück several times. Now twenty-six years later my company is supplying the Karmann tool shop (now VW Osnabrück) with cutting tools, consulting and optimizing for their own die and mold shop. It took me 20 years to be able to afford my Karmann Ghia dreams and now I have several KGs and am very happy.

In April 2008 I bought my first KG, a mildly customized 1970 T14 Coupe, then a restored 1958 T14 Coupe, and then a White 1966 T14 Cabriolet, an original pure car that I plan to save for my newborn daughter Eliana. Then I found my first T34, a Cherry Red "barn find" **1968 Automatic** that had been stored since 1976 and it became my "training project" to learn about T34s. It was at this moment that the idea was born to create a used parts inventory for T34s and help as many owners to complete their cars worldwide. I bought my second T34 from California, a restored customized **Silver 1963 Coupe** lowered with BRMs, which I received in the Spring of 2010.

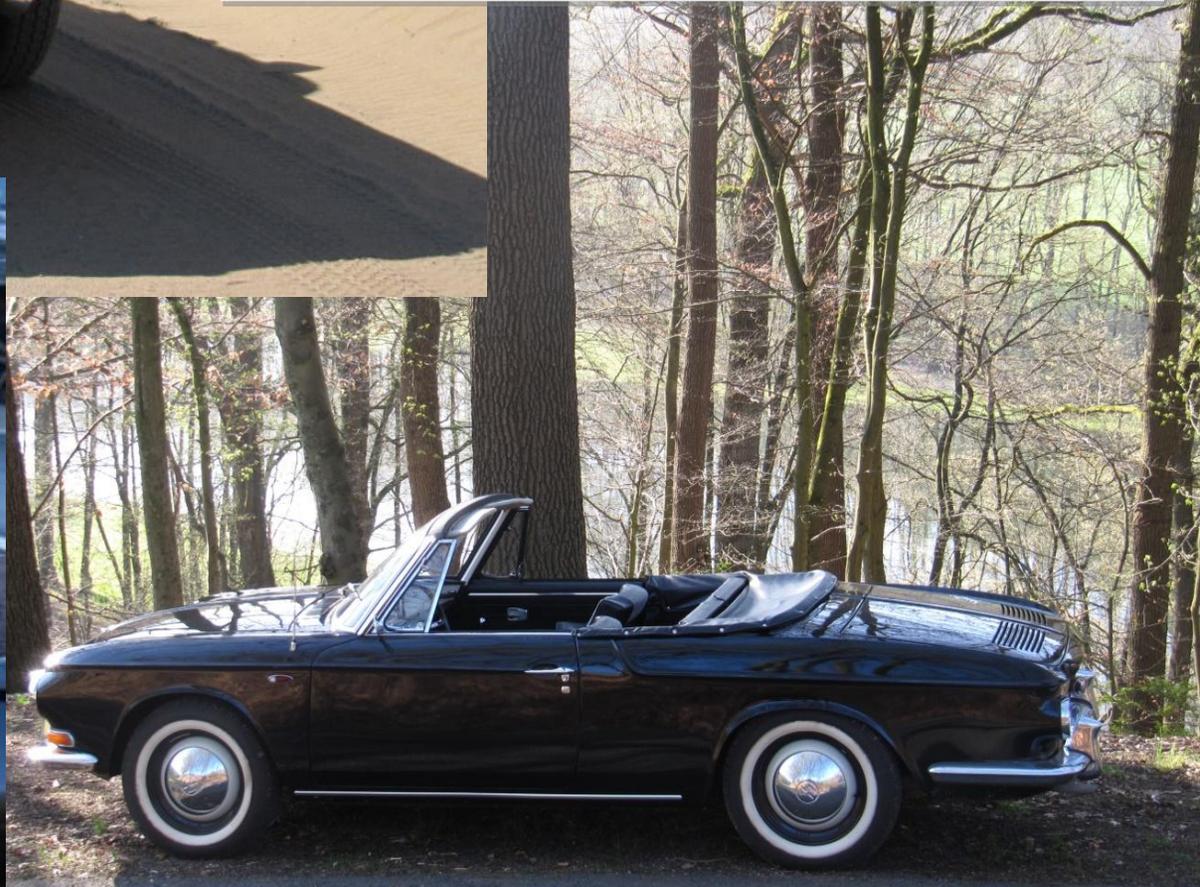
2009 was a really crazy year in my search for a great T34, with so many offers on T34s, so many inspections, and driving all over Europe looking for the right T34. Finally in October 2009 I found my **Black 1964 Lorenz T34 Cabriolet** in the local ads. I replaced the rocker panels, restored the engine, and replaced parts to make it nicer. I've driven it 7000 kms (4300 miles) in the past year. There are only seven surviving Lorenz T34 Cabriolets in the world today. This T34 was the moment I fell in-love with T34s because driving it feels like gliding through the air. I plan to add an early-1962 Coupe and an Electric Sunroof into my collection so if you have one ... please call me!





In December 2009 I took a business trip to Scandinavia and found a restored **Pearl White 1964 Coupe** in amazing condition then flew back in June 2010 to drive it home. My wife Mareike & I really love this T34 and had a fantastic adventure back to Germany, stopping at a Danish VW show along the way. She loves the KG collection and loves driving them too. I am a lucky man for sure, and very thankful for Mareike and my family for their support, understanding, & always being a good advisor and helper.

I have inspected over 100 T14s & 50 T34s in every condition imaginable! These days I spend a lot of time helping T34 owners to find parts they need and a like being active in a few KG organizations including: T34 World, Type 3 club, KG Owners Club Great Britain, & the KG IG Lippe in Germany. I'm part of the team helping to organize the T34 50th Anniversary in Georgsmarienhütte Germany this August. We are working very hard to set a new world record for T34s!



Owner Tales: 6th Oldest T34 Found!

Morten Christensen is 43 years old and lives on the island of Zealand, Denmark (90km from Copenhagen). He's been involved with air-cooled VWs since the late-1980's and has owned over 20 of all types & models. He recently discovered the sixth oldest T34 known to exist in a country where there are less than 15 surviving T34s! Amazing ...

"The first time I saw a T34 was in the early 90's, and I remember thinking to myself "Who would ever spend money on something like that?" Then in 2007, after I sold my two Notchbacks that I'd really enjoyed driving, I felt it was time to try something new, and I now wanted a T34. I bought a 1965 M345 in Sweden and got it street legal and registered in Denmark. But as my highest wish at this time was a Split Bus Camper, I sold the T34 after a few months. But I always knew I would own a T34 again later in life. In the summer of 2010 I got tired of working on my Camper Bus, realizing it would probably take another 5 years to complete. I started the search for a T34, I wanted something I could drive right away, or with very little job. I wanted something as early and close to original as possible. I made a few wanted ads in Denmark, but didn't expect to find anything in Denmark, as there are as little as 15 (maybe less) running T34's in the country. So I looked in Sweden, Germany, UK, and on theSamba. I was offered two cars I liked, but both were RHD, and I only found a few LHD offered for sale, but none I liked.

After a few months looking on the Internet every day an elderly man called me on the phone saying he had what I was looking for! As he only lived 35 km from me, we agreed that I should come and look at the car the following day. He didn't tell many details about it, only it was in good condition and from 1961. I asked him to confirm that more than once, because it sounded too good to be true. I spent the evening on the Internet, checking what to look for, to confirm it was an early T34. I couldn't believe an early T34 was here in Denmark so close to my home!



The next day after work I went to the owner's home and met a kind elderly married couple and we talked for 2-3 hours as they had two other T14 Karmann Ghia's and a Bay Window Bus. They bought the T34 in the late 90's and only drove it about 1000 km during their ownership. They bought it because he had seen this same T34 since 1964-65 and always liked it.

My T34 was built on 16 November 1961 with VIN #0 002 783 and it left the factory 21 November 1961, sent to Copenhagen Denmark. The first owner took good care of it and a lot was done to it through his ownership. Sometime during his ownership the chassis must have been very bad, probably caused by rust, as it was his daily driver and we have a lot of bad weather in Denmark. The chassis was replaced with a completely new "spare part" chassis from the VW factory! It's now on a newer chassis, but not taken from another car. The Volkswagen dealership stamped the same VIN# into the black metal plate under the rear seat. This was done by a certified VW technician by-hand using the same font stamps used at the factory. You can see the numbers are slightly askew, as the technician was unable to stamp all the numbers together.



It was at this time that the brakes were "updated" to newer 4 lug brakes with discs in the front. They also did bodywork from time to time when needed. They replaced the lower part of both rocker panels. The quality of the bodywork is good, meaning no cracks or hidden rust, but unfortunately the bottom of the rocker panels in front and back of the doors are flat, and the openings for the doors and hood could be better.





The first owner kept the car until he was in his 70's, most likely sometime in the 1980's his nephew took over, but he had no real interest in the car, and sold it out of the family. The third owner took good care of the car, probably more bodywork was done and the car got a respray in late 1980's, so the current paint is around 20 years old. It wasn't a cheap respray, as it still looks good, but they didn't replace the front body VIN plate in the spare tire area, nor the glovebox decals, and the 1500 script on the back & the Karmann shield and script on the right side are missing. The engine was replaced with a 1600ccm.

The previous four owners have all (except the nephew) been interested in keeping the car in good overall condition, and taken good care of the car. Unfortunately they have not paid attention to keep the car original, as long as the parts could fit and function, they were happy. They think of the "updates" (disc brakes & 1600 engine) as improvements, and truly they are, but I want it as original as I can get it.

I will try to get the car back to as original as possible, but I will do it over the years. It's too good now to disassemble and I want to drive it as much as possible. Every time I replace a part I will use parts that will make the car better and/or more original. There are a lot of things I wish were different but I have chosen to see it as part of cars history. I have just bought a center tunnel from an early T3 and my plan is to replace the top of the tunnel so I will get the original rotary heater controls and the base for the gear shift will be right again. My plans with the car are: 1) to find out if it's possible to replace the top of the tunnel, 2) to find a correct 45 HP engine with a single carburetor, 3) to get the brakes back to 5 lug wheels, 4) find the missing scripts, and 5) see if I can find the right carpet and cloth for the seats."



T34 Art: Modern Renderings!

With the resurgence of the New Beetle, Mustang, and Fiat 500, retro cars are making a huge comeback these days. Transforming the stylish 1960's Italian lines of the T34 into a modern design was just around the corner, and now we have it! Check-out the latest concept artwork from **Martin Köster**, designer by trade and running his own business.

The renderings were originally made for VW Speed magazine but never published. VW Speed had a column called "Speed Vision", where new ideas were shown (e.g. 4-door T14 Fastback) or remakes of old cars (like the T34). **Georg Otto** (T34 owner in Germany and former VW Speed editor) is a freelance motor journalist and agreed to allow T34 World to publish these never-before-seen drawings. As of today it's just a vision, there are no firm plans to revive the design of the T34. But it would be fun to see a modern version of our favorite car!



T34 Worldwide Registry

Back in 1987 when I bought my first T34 there was little information known about T34s and no organized worldwide T34 club. I began to collect chassis #s & photos into a T34 Registry and now 24 years later I have a comprehensive worldwide registry archives with more than 1300 T34s. To get your T34 added to this collection, please email me the information. I'll add the info into the electronic database & create a hardcopy folder for your T34 with photos & details.



CHASSIS #			ENGINE #			STAMP #		
YEAR	MODEL	LICENSE #	MILEAGE	ELECTRICAL	BIRTH CERTIFICATE			
CONDITION				STYLE				
EXTERIOR COLORS				INTERIOR COLORS				
PRODUCTION DATE		DELIVERY DATE		DELIVERY DESTINATION				
OPTIONS/ACCESSORIES								
RESTORATION HISTORY								
OWNER			EMAIL			TELEPHONE		
LOCATION								
PURCHASE DATE & AMOUNT			PURCHASE CONDITION					
PREVIOUS OWNERS & DATES								

Carlton



T34 WORLD

