

T34 World News

2014 Edition #30

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New Year means New Activity

Front image is a promotional photograph taken of a Castillian Yellow 1967 Coupe (license plate BS EC 433) driving through a German village in winter. This same T34 was used in several publicity scenes (right). **Rear image** is a promo image from AutoZkin in Thailand for a paint protection film (hence the model holding the clear film).

I'm proud to announce that long-time T34 owner **Greg Skinner** has accepted the Mid-West USA rep position. He will support T34 World owners in Colorado, Wyoming, Utah, & New Mexico. Greg has been actively restoring his Emerald & Pearl White 1963 Coupe (below) in Colorado since 2007. Affectionately called "The Nautilus", it's being restored to an incredible level of detail. His strengths in detailed work will allow him to create some outstanding articles for our magazine.

And our newest member from Australia, **Walter Glaser** from Sydney, has accepted the Australia position to help T34 owners "down under". Walter just bought a 1966 M344 so look for his story in our pages soon.

Why the delay in getting the first edition out for 2014? I've been busy with my real job selling drug discovery instrumentation & supporting my clients in Southern California, busy working on the Sea Blue 1965 RHD Coupe (featured here) that was finally sent to Australia, and busy with a Sea Blue 1965 M345 for a client. Sometimes you need to miss something in order to appreciate it more. Could that be true with T34 World News?



The special **Matchbox T34 World model 25-car set** was finally completed by the supplier and all have now been sent to those that pre-reserved them. The models were disassembled, repainted in Pearl White (to mimic the 1961 T34 Cabriolet prototype), and details were added to front lights, & nose emblem. Each rear license plate has a unique number (ie 5/25, 14/25) and the T34 World logo is on both doors.



T34 World 25-car set
Matchbox T34 Cabriolet
January 2014



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.

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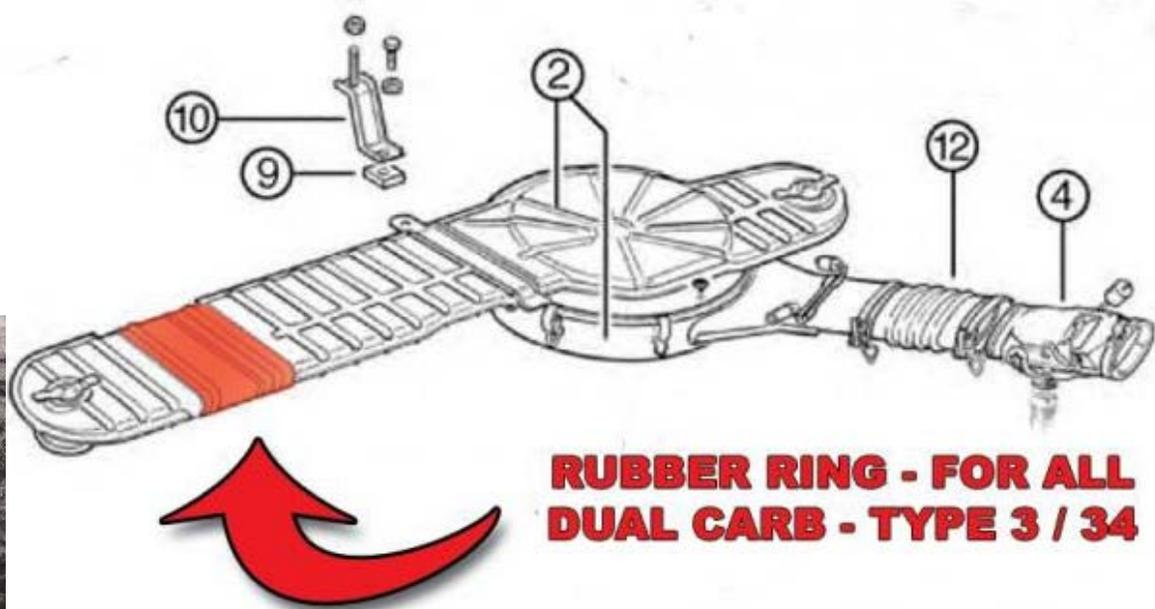
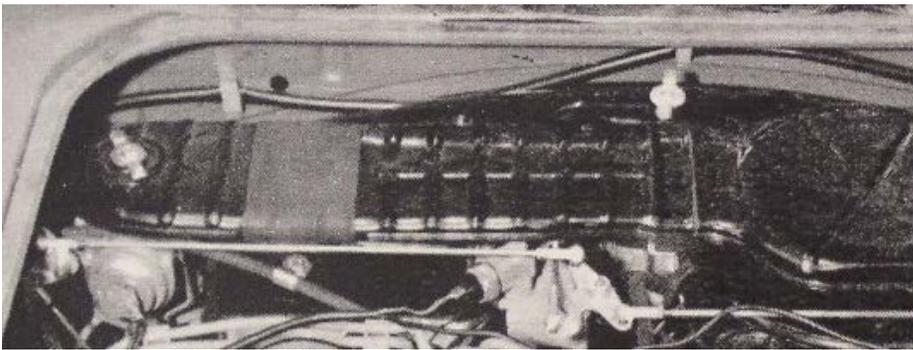
SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

Parts Source: Dual-Carb Air Cleaner Seal

ISP West is now offering the rubber seal for all dual-carb air cleaners. This part has not been available for some time. Cost is US\$10 each. They are nice and thick black rubber seals.

Contact Anthony at ISP West (Southern California USA) at www.VWISPWEST.com or call 310 637 2100.





Parts Source: Wood-Slat Decklid Rack

Several years ago Pedro Sainz offered the T34 roof rack & decklid rack but in 2013 he stopped making them, choosing to focus on the construction of his home. I just got word from **Ross Anderson** in Washington State that Pedro is once again offering decklid racks!

The racks are handmade welded metal frames with 16 gauge 1/2" steel tubing, finished with high quality powder coating. The wood slats are knot-free kiln-dried Douglas Fir, stained & clear coated. It has four feet with rubber tips to protect the paint and four rubber-coated clamps to keep it in-place at the top & bottom of the decklid.

Owners have the option to have the rack mounted ahead of the vent grilles or over them. Lee's 1962 (top right) has the style ahead of the grilles while Ross opted for the rack over the vent grilles for his 1966 Coupe (top left). Either way fits the same so it's up to the owner's preferences. Another option is the wood staining: unfinished, natural, Red Chestnut, or Colonial Maple (see pic on right). During installation Ross discovered that you need to pay careful attention to the space of the gaps or the paint may chip on the body.

The cost is US\$245 for powdercoated & \$80 more for triple-chroming. Shipping in the USA is \$30 but please email for international orders. To order a decklid rack, email Pedro at SainzPedro64@gmail.com.





Lee Hedges fitted a set of these to his Ruby 1962 in 2000 (14 years ago) and they're still in beautiful condition. The strips have never come off despite the detail guys giving the paint a polishing over the years.

Parts Source: Decklid Vent Trim Set

Here's a fun accessory for every T34 that adds a bit of bling to the otherwise bland decklid. It's a set of flexible chromed plastic vent trims that slide over each louvre with 18 pieces in the set. It's easy to install and will not scratch or damage the paint. Each piece has a soft adhesive that holds under all weather conditions but can be easily removed without damage to the paint.

The set costs US\$40 plus shipping. To order please contact TJ in Southern California at 3104066818 or email tvjones@gmail.com





Parts Source: Trip Speedometer

I don't know about you but I'm always interested in what mileage the T34 is getting. Although the T34 was never offered with a trip odometer, it sure is a useful feature to calculate mileage. It's also a great looking feature to give your T34 a special something if you're considering having your gauges restored.

When I bought my 1968 T34 Automatic and saw the kilometer speedometer, I knew I wanted to find a MPH one for driving in America. I found a good used 100mph silver knob speedo in North Carolina and decided to ask Bob Walton if he'd convert it to a trip speedo for my 1968.

He told me to find a complete T3 trip speedo with either the chrome or gray plastic trip speedo knob. I searched theSamba and found a chrome one for \$60. I sent my T34 speedo & the T3 trip speedo to Bob. He disassembled the two speedos, created the customized silver inner dial, and then had the reassembled gauge fully restored by North Hollywood Speedo to look like new. The case was repainted, the chrome outer ring polished, the painted inner ring looks great, and the face is crystal-clear again. It looks completely stock/original and the chrome trip knob really matches well with the silver inner dial & center knob.

If you'd like to order one of these, contact Bob Walton at BobWalton@T34World.org to get all the details.





Parts Source: Reproduction Metal Panels

Jurgen Magdelyns in Belgium has reproduced several T34 metal panels for many different areas that are commonly rusted-out. Please contact him at JurgenMagdelyns@T34World.org for shipping costs to your location. He accepts PayPal for payments.

- Lower rear corners 190 Euro
- Wheel arches 190 Euro
- Rocker panels 550 Euro (six pieces)
- Lower rear apron 130 Euro
- Spare tire well surrounds





Spotlight: Australian 1965 Beauty

Some of you may remember **Jon House** from San Diego, California who bought a 30K-mile from Australia and had spent the past eight years restoring it. Well it's now 2014 and this little beauty is finally done. Although Jon is now living the life of a god on the Big Island of Hawaii, his Sea Blue 1965 RHD Coupe was in Lee's hands being reassembled. But there's a lot more to the story than that ... let's back-up.

DISCOVERY: In April 2002 Simon Glen from Australia wrote Lee saying a low-mileage well-preserved T34 had become available (above). Jon asked Lee to help him in his search for the "right T34". This one was a one-owner (check!), original paint (check!), low-mileage (check!), rust-free (check!), and complete driving T34 (double-check!). It was priced within Jon's budget (under \$10K) but he was unsure about driving a RHD car in America. He asked his mailman what it was like and even got a chance to drive in the mail truck to see for himself. Convinced it would be fine, he bought the T34 and Simon helped to get it on the ship.

HISTORY: On 02 April 1965 Raymond Eric Sly on Focus Street in Katoomba NSW Australia bought his new 1965 1500 S Karmann Ghia. The Ziems Great Western Garage on Bathurst Road in Katoomba sold the T34 for 1860 Pounds Sterling. Raymond's daughter Olive Ruth Sheldon drove the T34 from 1976-93 living in Northbridge, Chatswood, Soldiers Point, & Angourie. In 1999 it had been given to her cousin Cougar Wicce-Otter living in Tyagarah & Byron Bay.

ARRIVAL: In May 2002 Jon & Lee drove up to San Pedro to take delivery of the T34 (below). As with any long-distance car purchase the quality of car received is often disappointing. This was the initial feeling Jon had when he first saw the 1965 up close. There were pits all in the original paint (bottom) that would not be acceptable to preserve. But when Lee opened the doors & compartments it was soon clear this was one extremely well preserved T34. The ooh's & ahhh's raised Jon's spirits.





COLOR CHANGE: The original Bermuda body with Cobalt roof was not a color combination that Jon felt really complemented the great coachbuilt lines of the T34. He looked over the colors for 1965 and Sea Blue instantly called his name. Because the condition of the paint was so poor Jon decided to have it stripped & repainted Sea Blue with a Blue-White roof. Lee's local source for show-quality body & paint work was Jimmy Braxmeyer who agreed to refinish the body & apply the new colors. That was a great bit of luck for this low-mileage T34.

DISASSEMBLY: By October 2002 Jon & Lee stripped the T34 in Jon's backyard over a weekend & lots of cold beer. This usually leads to the discovery of rust & broken parts but this 30K-mile T34 was so original & dry that the original parts came off easily. No rust in the floorboards, none behind the heater channel carpets, and even the battery area was clean. To their surprise the original door panels still had their clear plastic protective lining glued to the door shell (top right)! Jon grabbed the old disintegrated carpet pieces and began to toss them in the trash but Lee stopped him saying "No, we need to keep the plastic trim pieces off the carpet, because you're going to need those later!" The bits came off one by one until they were standing in the dark on a Sunday evening surrounded by tons of parts & boxes full of labelled ZipLock baggies.





REASSEMBLY: The painter Jimmy gave Jon one bit of advice about the freshly-painted & color-sanded T34 "If you can leave it untouched for 2-3 months, do it!" So that's what he did, parking it in a garage and ignoring it. If you know Jon that wasn't so hard to do as he has several other vintage VWs & Porsche's to drive. In that time he bought new Coker thin-whitewall radial tires, NOS beauty rings from Germany, and had most of

the chromed parts replated. He bought every possible seal from all over the world and tossed the packages into the storage garage. Because Sea Blue T34s had uniquely color parts, he found an NOS pair of Ice Blue sunvisors, a Satin Blue gearshift boot, and an extremely rare Satin Blue emergency brake boot. He wanted the original German squareweave carpet so he visited West Coast Classics and had them remove the original plastic trim pieces and sew them back into the carpet pieces to get an authentic look to match the original interior that needed nothing but a good cleaning.





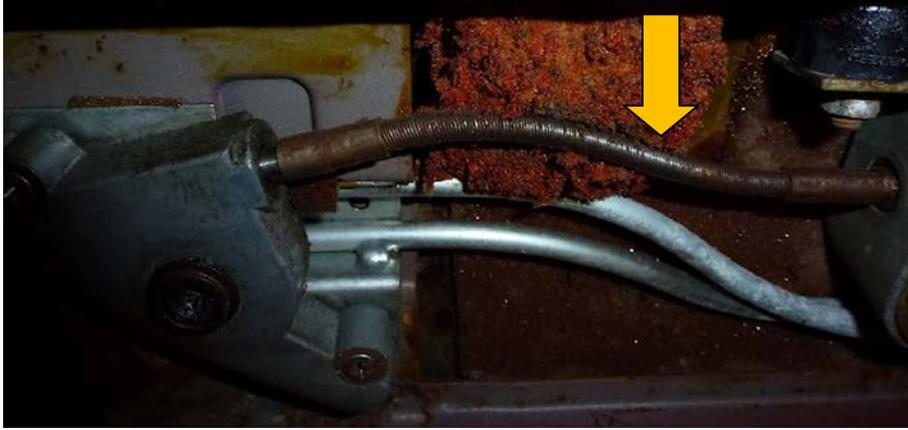
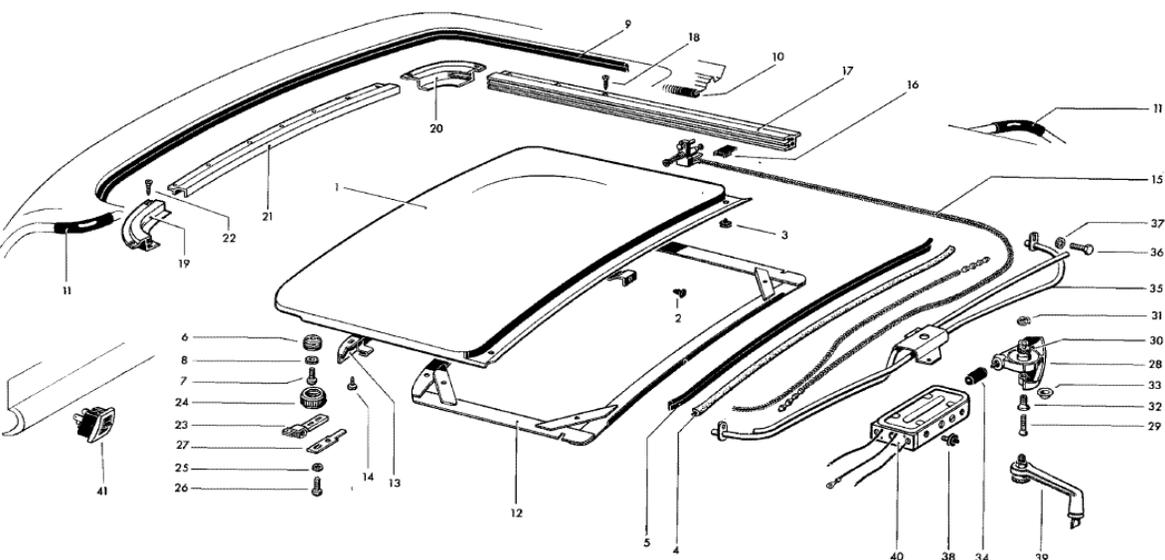
6-YEAR PAUSE: In 2005 Jon decided to pursue a new land development project in Costa Rica which stalled the project for five years. Lee was going through a divorce at that time as well, so the work halted. The T34 was placed back into a storage garage about halfway completed.



FINISHED: After the six year hiatus Jon asked Lee to continue work on the T34 so it was moved into Lee's garage. Over the next two years work continued but then Jon relocated to from San Diego to Hawaii. He made the painful decision that the T34 needed to be completed & sold. Lee found a buyer from Australia that really loved the T34 and wanted to buy it before it had been finished. Finally in March 2014 (ten years after having it painted) the Sea Blue 1965 RHD Coupe was ready to drive. It had come a long way with a lot of bumps along the road but it now had a bright future returning to Australia to live its life where it had begun.







Above: the early-model shaft that is 132mm long & flexible.
 Below: the late-model shaft that is 30mm long.

Authenticity: Electric Sunroof Drive Shafts

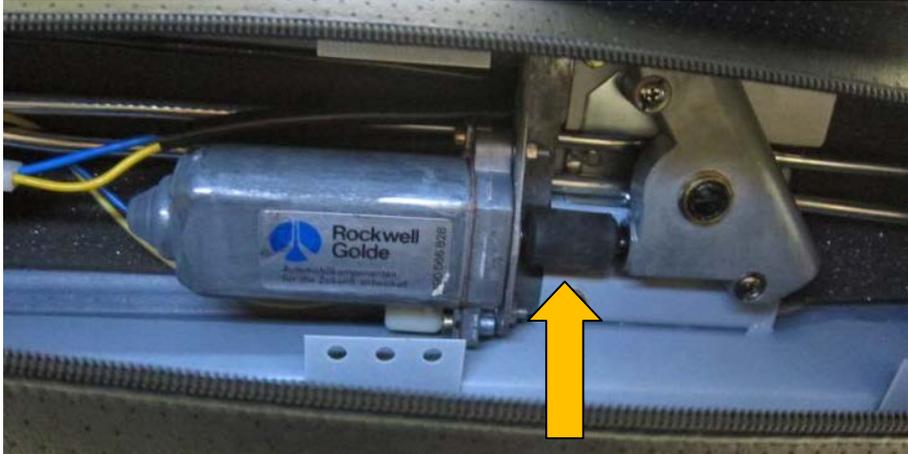
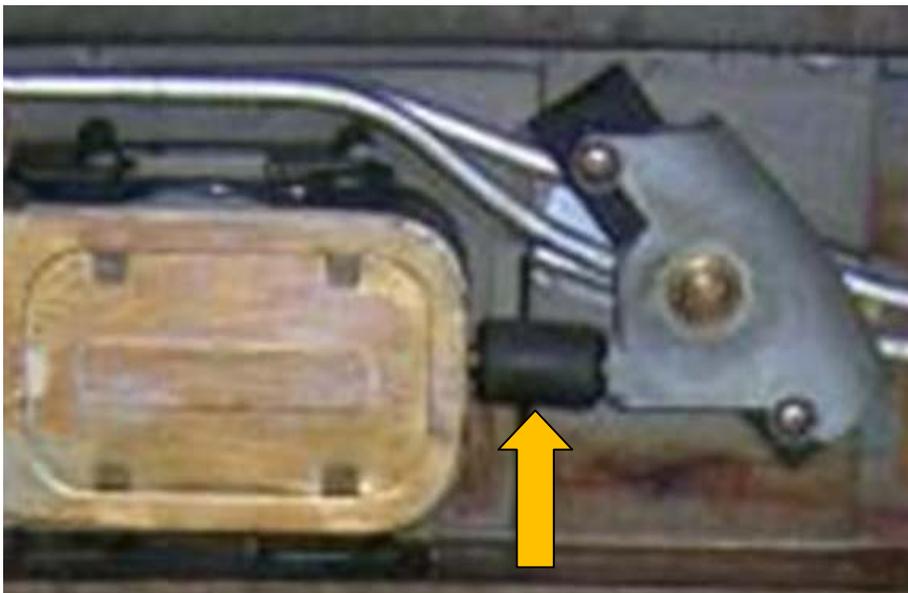
If you're one of the lucky T34 owners to have an electric sunroof or if you're hoping to buy one of these rare models, this article should interest you. If your sunroof doesn't work or stops working then you'll need to be armed with information to get it working again. The most important item is the Parts List diagram (above) to show you the components and VW parts numbers for each part. The minor differences between parts over the years is also detailed in this book so you can be sure to find the right version of the part you need for your specific T34.

The electric sunroof drive shaft that joins the motor to the transmission is item #34 in the Parts List book. Over the years T34s had three different lengths for this shaft:

1962 thru early-1965 (to VIN #345 050 861)	132 mm
Early-1965 (from #345 050 862) thru early-1968 (to #348 038 809)	100 mm
Early-1968 (from #348 038 810) thru 1969	30 mm

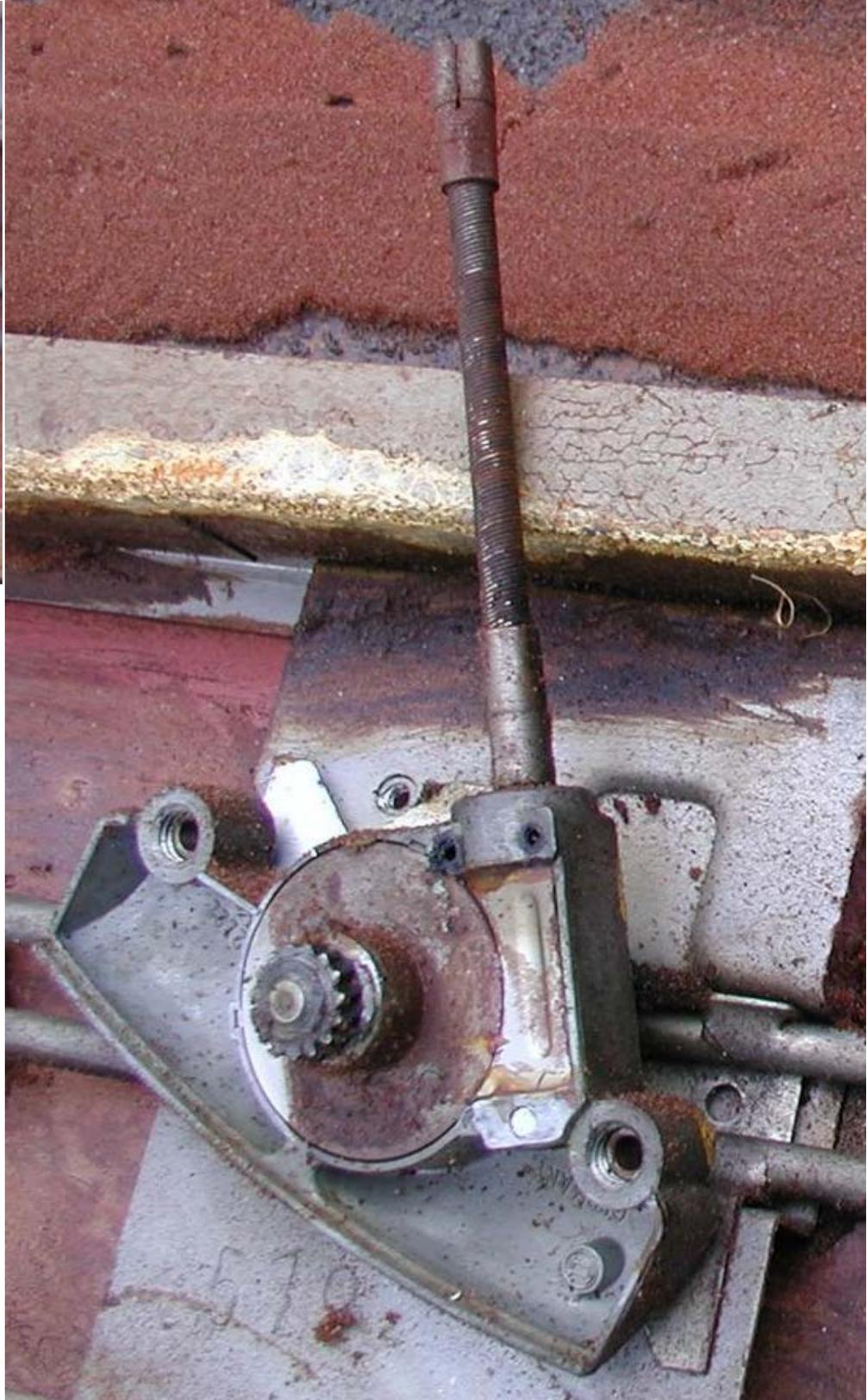
The early one is VW part #345 877 731 & the middle one is #345 877 731A, and both of these are flexible metal shafts. The late one is #345 877 731B & is solid.

Porsche 356 & 911/912 models were fitted with Golde electric sunroofs. Pelican Parts & Stoddard web sites list the drive shaft (below) with part #901-564-615-06 but they don't specify the length. The late Porsche unit is shown in the lower right





Greg Skinner has been collecting electric sunroof parts for several years and took this photo of the transmission unit with the middle style (100mm) with its drive shaft still attached from a Bermuda 1966. The other end mounts into the motor and you can see the ends of the shaft are uniquely shaped (top right). When the motor & transmission & drive shaft are all fitted into place, it looks like this (above) for the middle style fitted from early-1965 through 1967. You may also notice the round cap on the transmission unit, used to cover the emergency access port for the hand-crank handle originally supplied in the glovebox.



Authenticity: Engine Trapdoors

The removable engine trapdoor is a unique design for T34s, different than the other T3 models because it doesn't have a method to keep it open. The T34 engine trapdoor changed designs slightly over the years as well. If you look closely at the three T3 series trapdoors you'll see the Notchback (top) has a center hole & clip, the Variant/Squareback has a cloth strap connected to a hole in the middle of the lid (center), and the T34 trapdoor has a clean solid surface (bottom). This means it's difficult to find a T34 trapdoor in good condition.



LEFT: Early T34s from 1962-66 featured a trapdoor with O & C (to signify Open & Closed) black lettering printed on the lid to tell owners & repair technicians how to open & close the lid. The trapdoor was not level with the surrounding insulation, perhaps by design to give service technicians a clue as to where the engine was.



RIGHT: Late T34s from 1967-69 featured a trapdoor with OPEN & CLOSED printed on the lid. Also, the trapdoor & surrounding insulation surfaces were level, allowing the liner covering it to lay flat in the rear compartment.





Owner's Story: A Tasty Swiss Cherry, Part 1

Philip Egger lives in Münchwilen Switzerland. At 16 years old Philip became infected with the VW virus in the mid-1980's. He got the incurable virus while studying to be a mechanic, working as an apprentice at the local Charles Müller VW dealership in Frauenfeld Switzerland. His first air-cooled VW was a Marina Blue 1972 World Master model. By 2000 he was working for the local DMV as a car tester. He had built a reputation with the mechanics & car dealers for being interested in old VWs. One day in 2002 a Toyota dealer asked if he was interested in a Karmann Ghia. Philip didn't have space or money for another car so he rejected the offer. After some persistence Philip finally agreed to take a look at the KG. Despite knowing a lot about old VWs he didn't know much about Karmann Ghias. He only knew there were two models and the T14 was the more common one.

The KG was stored in the garage workshop, covered with a blanket. When a new Toyota was bought the buyer had this KG as the trade-in. He took the KG and decided it would be a special car as his daughter's first car. He had the body painted in its original Cherry Red and then showed the car to his daughter. Full of pride he said "Here's your first car! I'm restoring it for you to drive". Surprisingly, his daughter didn't like the KG, thinking it was ugly and she declared that she would not be driving it because it would be embarrassing. Bad luck for daddy!

Frustrated, the father halted reassembly of the project KG and stored it away. "Good girl" Philip thought in mid-2002, standing in front of a fresh painted Cherry Red 1969 VW Karmann Ghia T34! This T34 was his birth year which made it even more interesting. Fresh from the paint shop it was a bare shell with no glass, no trim, no lights, and everything in boxes. The guy was sure that all the parts were around somewhere so Philip looked through all the boxes. He discovered the front & rear window were missing so he wisely decided against buying the T34.



Over the next several months Philip couldn't stop thinking about the T34, so he kept asking the owner if he'd found the missing glass but he had not. Finally in November 2002 the guy said "I have to get rid of this KG so when can I bring it to you?" Since the glass was missing and the T34 was in boxes Philip agreed to pay 300 Swiss francs (US\$350) and the T34 was delivered the following week. Despite being an absolute rookie when it came to KGs (and especially the T34) he was now the proud owner of a fresh painted Cherry Red T34 Coupe that needed a lot of reassembly work.

Searching the KG web sites he found the glass available 60 miles away and paid 400 Swiss francs. He quickly discovered that it was extremely difficult to find T34 parts. Much to his dismay the previous owner had thrown away all the window & door rubber seals, believing he could simply order new ones from the VW dealership. Philip spent countless hours on the searching for door & window seals and for other missing parts.



Finally he discovered VW Classic Parts & Rüdiger Huber in Germany and bought a lot of expensive parts. He was lucky to be one of the last happy customers of PoP in Thailand who was supplying many reproduction seals. Soon after PoP's parts dried-up and many T34 owners never received the parts they'd already paid for. T34 parts are not only rare but also expensive and Philip sometimes thought it would be cheaper to restore a Porsche 356 than a T34! He definitely spent way more money for parts than for the T34. Philip found the process to be like a challenging puzzle: he had to learn about the parts, discover which parts were missing, then chase the parts down. Since he wasn't in a hurry it took some time until he actually began the reassembly work. But because this was his first T34 and he had not removed the parts himself, it was quite a challenge putting the T34 back together.



Kick-off for the reassembly work began in the summer of 2006, almost four years after buying his T34. It took a team of Switzerland's T34 owners to help. Philip's long-time friend **Roland Gentner** owns a 1969 T34 Coupe and has worked as a VW technician since the 1980's. Another good friend, **Guido Bosshart**, owns a 1964 T34 Coupe. Both friends helped him along the journey and both are long-time club members of Vee Dub Club Frauenfeld, the local air-cooled VW club in the historic village in northern Switzerland.

A year of hard work passed and by July 2007 it was time for the first test drive. Excited at the progress, Roland and Philip's three kids Lissa, Jeremy, and Joey all piled into the T34 for the first ride (left). The T34 ran smoothly and Philip found it much more comfortable than his 1972 Beetle. Absolutely satisfied so far he hadn't driven more than one mile when his daughter Lissa announced from the back seat: "Daddy, I can see the road passing by through the floor!" His satisfaction vanished in a fraction of a second.

Back in the garage he checked the floorpan closely. He knew there was some surface rust in the battery tray area but when they investigated the floor closely he noticed that the areas between the front and rear seats were porous. The rust had been hidden under layers of undercoating. Another close look showed that the area in front of the driver's & passenger seats were rusty beneath the undercover. It was at that moment that Philip said to himself "This is going to be a big construction project!"

So the T34 was put back on the garage lift again. They pulled the engine first and next was to separate the body from the chassis. Philip went crazy when the body and chassis didn't come apart quickly and he couldn't understand why, even with all of the screws removed between the body & chassis. Frustrated, it was not until March 2008 when his pals from the VW club returned to the garage to solve the challenge. It's always better to have experienced friends helping out.





It was around midnight when Roland pulled-up the carpet behind the back seat in the area underneath the rear window shelf (above) and discovered two long bolts that had to be removed! Finally the body was apart from the chassis that same night (upper right). Philip was relieved to have solved that problem with the help of his friends and also happy to see only minor rust on the body to be repaired.



Resto Tip: Sourcing Early Wheel Cylinders

Front drum brakes were used from 1962-65 and then VW introduced disk brakes in 1966 which were used through 1969. When your brakes are leaking it's usually time to replace the wheel cylinders. The T34 has two wheel cylinders in each front wheel and one in each back wheel. The front wheel cylinders changed several times over the years, so it's important to know exactly which part # you need to find.

<u>MODEL YEAR</u>	<u>SIDE</u>	<u>VW PART #</u>
Early-1962	Left	311 611 061
Early-1962	Right	311 611 062
Early-1962 to 1963	Left	311 611 061 A
Early-1962 to 1963	Right	311 611 062 A
1964	Left	311 611 061 B
1964	Right	311 611 062 B
1965	Left	311 611 061 C
1965	Right	311 611 062 C



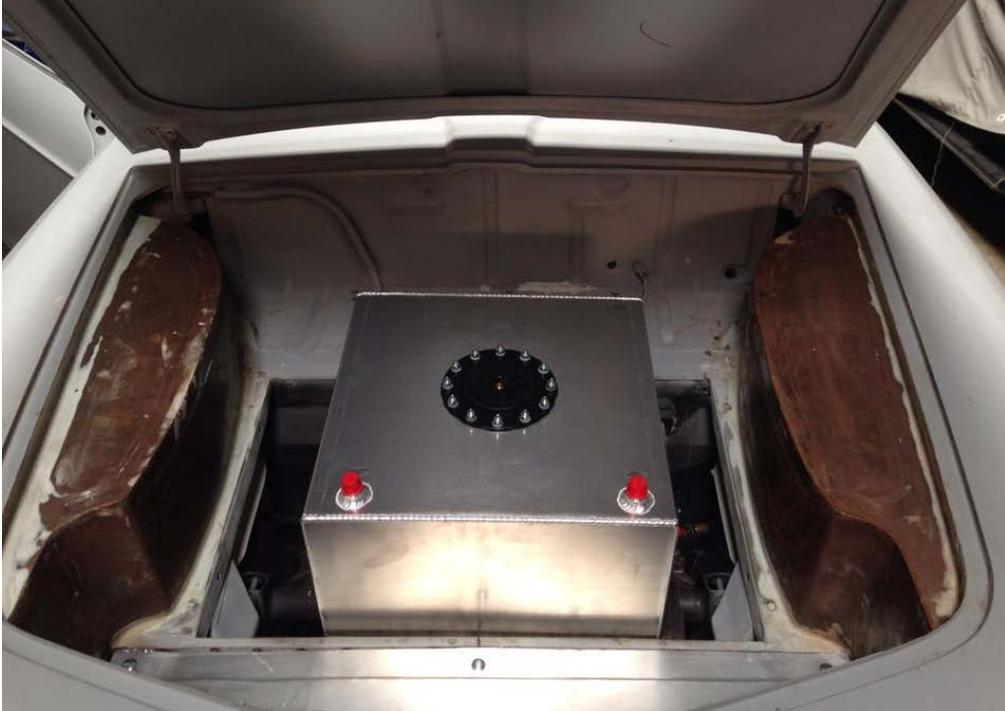
Owner's Story: Cesar's Low Ride 1963

Cesar Villarreal lives in San Diego California USA and has been an air-cooled owner for many years. With his early T14 low-light & Notchback restorations completed he felt it was time to begin a new project. He says "I always liked being different than the norm. And since I liked the T14 & Notchback I said why not go with a T34 next."

Since he knew he wanted to create a customized air-bagged T34, he was looking for one that was already disassembled & therefore inexpensive to start with. He found the parted-out 1965 T34 Coupe (#345128555) on theSamba in March 2013 from a guy in Arizona USA (top right).

The only known history was that it was originally a French T34. At that time it was fitted with dual Mixo horns on the front bumper. Somehow I ended up in Arizona by 2001. The owner had bought it running in original condition, took it apart for sand blasting then lost interest and it sat for a while. Cesar thought it fit his needs perfectly and agreed to trade his running 1964 Notchback for this T34 in pieces. The dual Mixo horns were still in the boxes of parts he received with the T34.





He quickly separated the body from the chassis. The body work done in nearby Tijuana Mexico at the reputable family-owned body shop of Don Jose. Within two months the pre-painted body was mated with the lowered chassis (previous page). Then it was sent to a good friend (Kekoat ARP Fabrication) for the air bag installation in July.

Once that was finished it was brought back to San Diego. In September the fuel cell was custom-built inside the front compartment (upper left). Modifications were required for the air-bags to get it low.



In November another friend (Jr/Carlos at Underworld Customs) blocked and painted the car which was finally completed in December. The body color is a custom PPG mix Carlos calls Aqua Man Blue and the top is Metallic Gray that matches the wheels.

Currently it's at Janky Garage where Blayne is installing the air management controls for the air bags.

Front suspension is a modified JER*FAB narrowed beam with single air bag. Dropped EMPI disc brake kit machines to fit a 1x100 bolt pattern. The wheels are a repop BBS 17x7 and will be fitted with real rivets and have the lip polished without any clear coat.

Stay tuned for the reassembly work in future editions!





Above: back of the left base & inside the right lens

Authenticity: Late License Plate Lights (1966-69)

There are three versions of the license plate lights over the T34's eight-year production life. The earliest-1962's have a lense that has the text printed on the face. The middle style (fitted from early-1962 through 1965) had an elongated smooth clear lens. And the late style (from 1966-69) had a flat ribbed lens.

Recently when helping 1966 owner **Ross Anderson** from Washington State USA find the right license lenses, we discovered the late style lenses are specific to left & right sides. Previous to 1966 the license lights were not different from left to right and had no markings.

The back of the light base is stamped with an L or R and the clear ribbed lenses are also stamped with an L or R into the center of the lenses. Ross discovered he had two left lights and the left one wouldn't fit into the right side. This is important when looking for replacement license lights for the late-model T34s.



Owner's Story: Falling In-Love with a 1966

Dirk Janssen lives in northern Germany and in August 2013 they bought a restored 1966 Electric Sunroof from Hungary. This T34 was intended for his wife Sylke to drive & enjoy. #346 286 824 had been in Hungary for 42 years between 1971-2013. The extensive restoration from 1999-2001 was a frame-off restoration. You can see from the photos how much sheet metal was replaced in the body in all of the typical places T34s rust: rocker panels, headlights, spare tire area, bumper brackets, etc.



Sylke finds the T34 design very nice for a 1960's VW model and has immediately fallen in-love with it. They also own a 1952 VW Panel Bus, a 1953 VW Standard Beetle, a 1954 VW Deluxe Microbus, and a 1965 VW Convertible Beetle.

They love to drive these cars as much as possible. So far they have only driven the T34 at a cruise at the end of last year. There were no surprises and the T34 drove very well. The engine is not the original one but it's a 1776ccm with 34 ICT Weber carburetors, rebuilt eight years ago.





Resto Tip: Rear Compartment Insulation Mat

Thom Fitzpatrick from Northern California USA continues the reassembly work on his Emerald & Pearl White 1963 Coupe. Most recently he's handmade the rear compartment insulation mat.

After the template was laid over the boards he cut smooth lines with a very sharp razor knife. Then he sprayed a couple coats of Plasti-Dip for abrasion resistance.



First he made a paper template for the two pieces. Then he glued four layers of roofing felt together for the outer section and glued two layers for the engine trapdoor. This allowed both surfaces to be even & flat. Finally he added a thin layer of "60 minute" roofing paper on top for smoothness.





From that moment on, I tried to get the T34 out of my head and that worked for a few years. Four years later our local vintage VW shop had a stunning T34 in the shop! The shop owner asked me to back it out of the showroom as he knew I loved T34s. I drove 20 meters but that was enough to fall in love again! I couldn't ignore my desire to own a T34!

Owner's Story: Beauty & The Beast, A T34 Love Story

Judith Remkes lives in Deventer, The Netherlands and is one of a short list of women to own/drive a T34. Her weekend-driver Bermuda & Black 1968 Coupe is #348 043 162 that she's owned since 2011. Here's the story in her own words:

"I fell in love with Herbie the Love Bug when I was eight and my dream came true when I bought my first Beetle (1970, below) in 2007 which I call Boogie. Everyone in The Netherlands learns to drive a manual-shift car, and I got my driver's license at 19 years old. While at one of my first VW shows with Boogie I noticed an insanely gorgeous Black VW with amazing lines (above) that I'd never seen before. I took a lot of pictures and every time I told people about that show I mentioned that weird, beautiful VW. Finally someone told me it was a T34 so I Googled it and entered the T34 World.



In early-2011 I began seriously searching for a T34 in my price range and in April I found a 1968 Coupe in Bruchsal Germany with 175K kms. The owner had grown tired of all the work & expensive parts. Mechanically it was fine, the paint was not perfect, but it was in my price range. I drove it around the block, paid the owner what he was asking for it, and drove 4.5 hours home a very happy girl! I named it "The Beast" because it was the biggest car I'd driven & it looked so much like an aggressive shark.

In August 2011 we went to Georgsmarienhütte Germany for the T34 50th Anniversary celebrations. We cruised the two hours to Germany but my T34 experienced carb troubles, driving at just 85 kph. Although it rained so much that weekend, it sure was fun to meet so many T34 owners & see 150+ T34s in one location! It made me so proud to have my T34 there.

The Beast has never been restored, just patched-up by various owners. Originally Bermuda Blue with a Black roof and her original Black leatherette interior. The Bermuda color is magical as it changes with the environment! Everywhere I go people are stretching their necks to see what I'm driving. Many people say they like the T34 better than the T14. The most important thing is I feel extremely cool when I drive it!







Over the past three years I've learned a lot about the T34 and with the help of friends & my boyfriend I'm learning to maintain & repair a few things myself. I've added a historic Dutch license plate, white wall tires & a rear window blind.

The feeling I get while driving my razor is worth every minute and Euro spent! Driving in the razor feels like riding on a flying carpet and the song the Magic Carpet Ride by Steppenwolf sounds perfect in the car. Last year I was driving home and it was dark, the road was empty. The radio was playing Telegraph Road by the Dire Straits. Those quiet moments alone in my T34 are pure happiness for me.

In July I participated in a charity rally for/with mentally disabled people along with other oldtimers.



The other drivers were all very interested in my T34. But the look on the face of the disabled person driving with me, that was priceless. That's my proudest moment with the T34, making someone else happy. The most difficult moments have been when it has broken down. The engine was replaced, the carbs were rebuilt, the exhaust had holes, I had problems with the wiring, & the quarter windows fall off their hinges. It felt like there wasn't going to be an end to all the misery. But I love the T34 the way it is, so I'll go for the original look and feel.

When I bought my beetle, nobody supported me but I bought it anyway and then everybody loved it. With The Beast, my nieces & nephews think I'm by far the coolest Aunt and my friends are proud of my Karmann Ghia. And at the VW Kent Festival last August a woman yelled to her husband "I told you, it's the girl driving the razor!" People ask my boyfriend how long he's had the T34 then he tells them it's mine ... and the look on their faces is one of surprise & amazement. My friends and family know that my enormous grin comes from driving my razor. Regards, Judith."





T34 WORLD

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