



T34 World News

2012 Edition #19

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Old & New Friends Working Repro Parts

Front cover is an early-1962 Coupe in the snow from a private photo collection. As Paul says “Old Guys Rule!” **Back cover** image was taken at the summit of the Col du Galibier in the French Dauphiné Alps as part of **Remco De Bruijn’s** 3300 kilometer summer vacation.

Johannes Krasenbrink from Germany sent us a nice email sharing how much he enjoys reading the back editions of our magazine. He’s printed & bound each one into a binder (below). At about US\$30 per edition that makes for an expensive hardcopy collection, but I’m thrilled to know they are useful.



Greg Skinner has been working on finding a suitable Porsche 356 electric sunroof cable option for T34 M345/346 owners. He’s discovered that the Porsche cables are 18” longer than the T34 so they can be shortened to work. The trick is going to be convincing the Porsche supplier to do the modifications themselves and offer a T34 cable kit, ready to install. Price of the 356 cables is US\$300, so not unreasonable since M345/346 cables have been obsolete for years.



Last edition I introduced you to **Ken Compton** (above) who I’d bought my 2nd T34 from in 1989. During his visit he surprised me with an NOS early tail light assembly with a solid red North American lens. When I removed the lens I noticed the lens seal was in mint condition, still coated with the Cosmoline, so it will be an excellent master for reproduction. He also unveiled the original red-needle 6V clock from the 1964 he sold me. I’m excited to connect the clock to see if it’s functional so my 1962 can finally show the right time after 12 years. It’s great to know guys like Ken.

Bata Mataja (55K-mile 1968 M343 from Malibu CA) has been working on getting repro parts manufacturers from his extensive experience with restoring low-production cars. One of his sources quoted \$4200 to reproduce 600 windshield trim corner clips. That’s too steep for me to take on, so we’ll continue working with his other sources. Another shop looks very promising & is excited to begin!

And in late-July our KG friend **Scott Dempster** (Southern California USA), owner of KG Parts & Restoration shared that he just bought a Lotus White 1966 Pigalle Coupe. He plans a full restoration, so that means we may have his considerable reproduction parts contacts to make new T34 parts as well! Cross your fingers ...



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)

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- Cabriolets – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Southern – Michael Mosinger (MichaelMosinger@T34World.org)
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- Northern Calif - Larry Edson (LarryEdson@T34World.org)
- Mountain States - Paul Colbert (PaulColbert@T34World.org)
- NorthWest USA - Jason Weigel (JasonWeigel@T34World.org)
- Central USA - Bob Dervin (BobDervin@T34World.org)
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PHILIPPINES: Dindo Razonable (DindoRazonable@T34World.org)

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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.



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



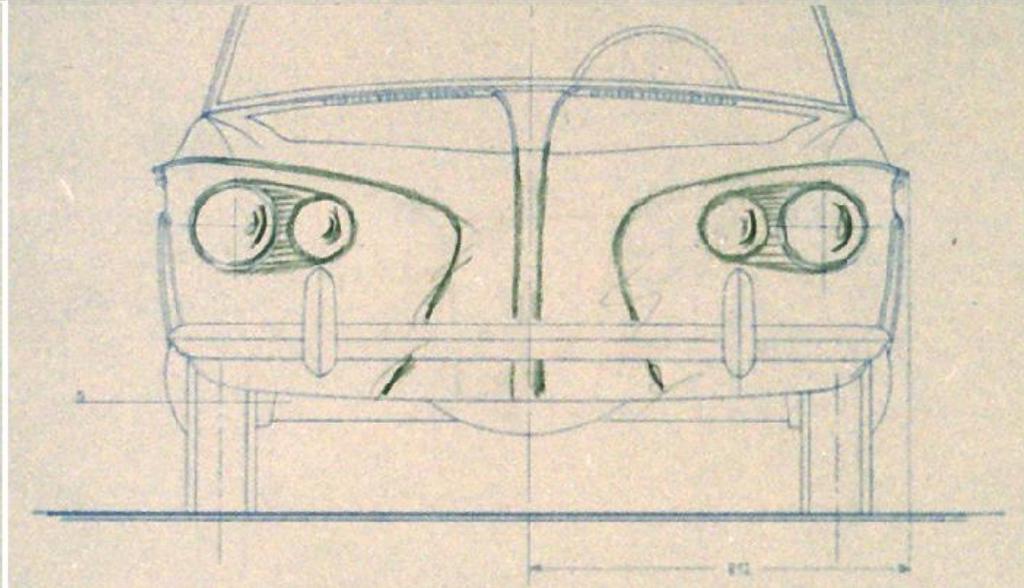
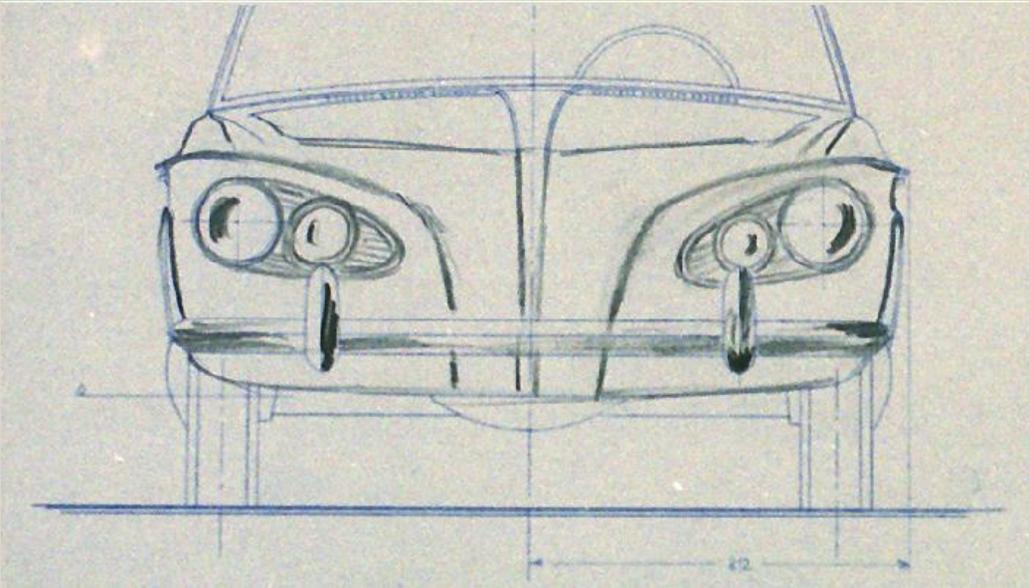
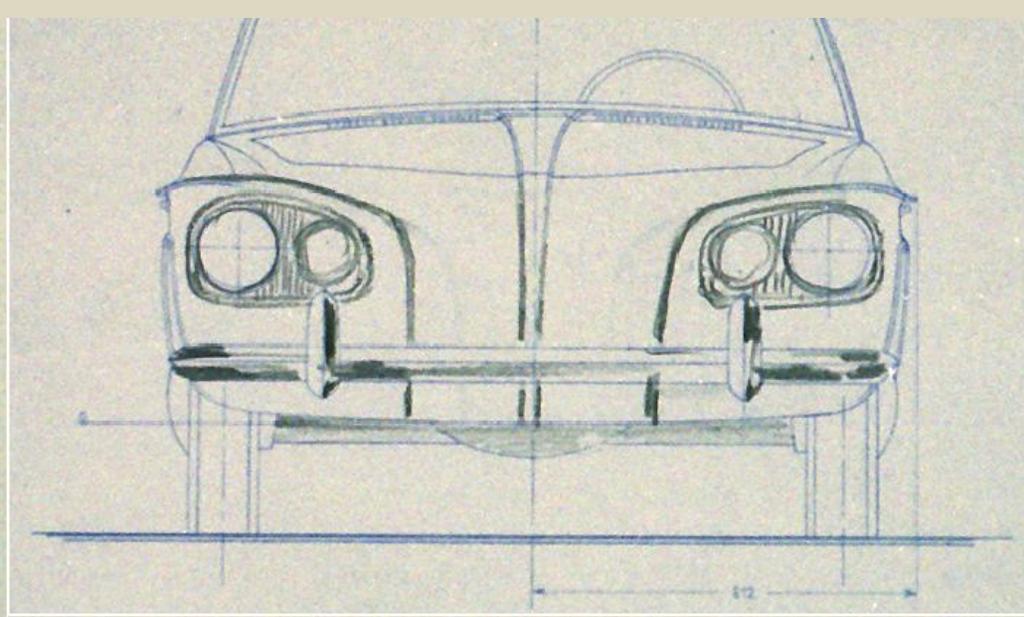
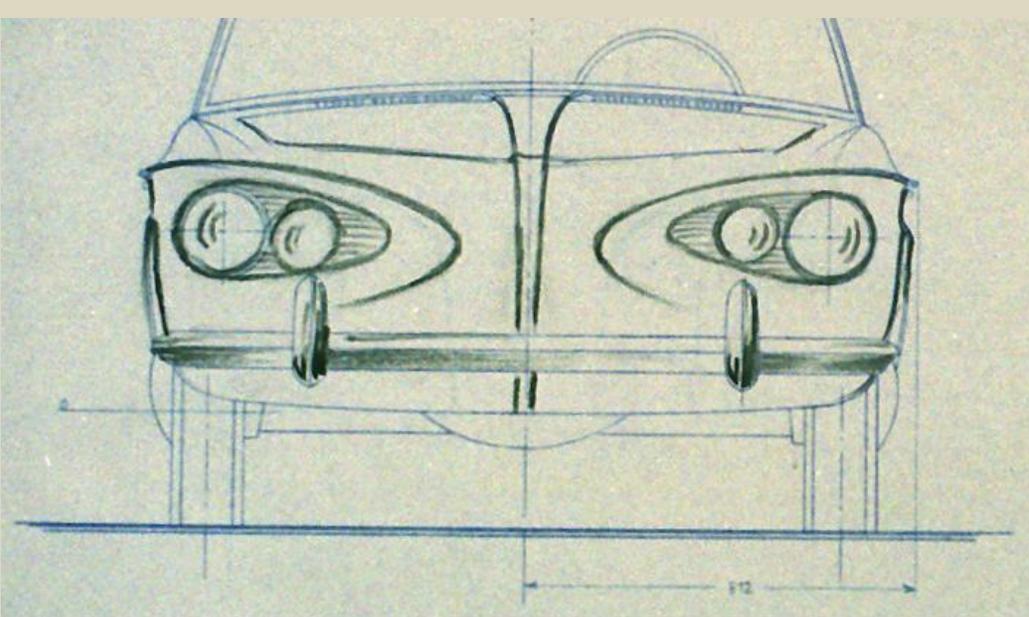
Parts Source: Vent Window Bolt

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





1960 Karmann Development Drawings

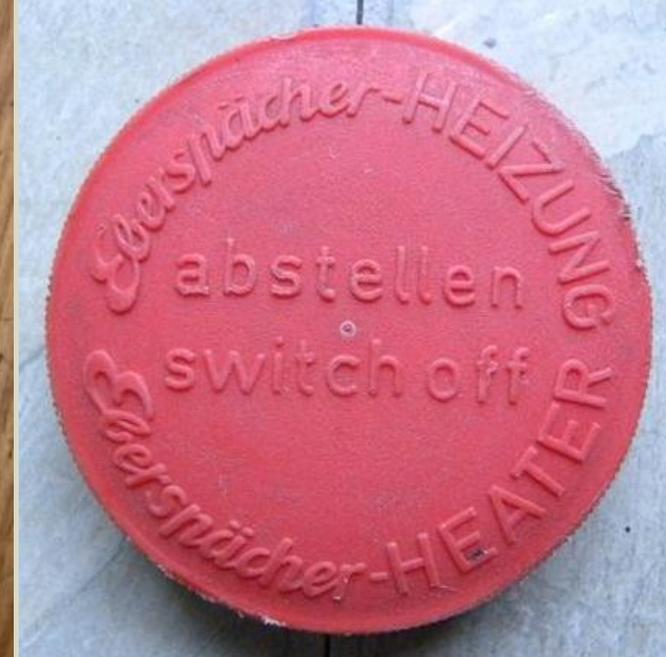
By September 1960 the EA96 "Lyon" T34 development program had come to the topic of redesigning the controversial frontal design: four lights & the sweeping lines down the nose. These four hand-drawn sketches were done by Karmann on 19 Sep 1960. Clearly Karmann engineers felt the quad headlight design was a more accepted solution than the 1959 Sartorelli prototype. Despite all the re-design work, when the VW 1500's were unveiled at the Frankfurt Show a year later ... Sartorelli's original design was chosen.





1960's Germany personal photo of a dapper gentleman beside an early-1962 Coupé fitted with several aftermarket accessories: wire wheel caps, long antenna on left-rear fender, and right side fender mounted curb signal.

From the collection of Michael Epstein



Authenticity: Fuel Tank Caps

There were two fuel tank cap styles fitted during the T34 production. The early style (1962-67) is 70mm and has the round VW logo embossed on the top (above left). This cap was also fitted to Beetles, T14, & T3 models during those same years. It has VW part #111 201 550B. Inside the cap are the words LICENZ BLAU. A cork gasket is fitted inside.

The red plastic cap was only fitted to T3s with Eberspacher gas heaters. It fit over the original early style metal cap. It was a reminder to turn-off the gas heater when refueling the car to prevent accidental fires with the fuel vapors.

The late style (1968-69) T34s were fitted with the the flat top with a tiny round VW logo stamped into the top (in various places). It was introduced by VW as a "Safety" gas cap to vent large, quick pressure increases such as a tank getting impacted in an accident. The diaphragm inside was made by Continental and has the horse logo and the VW logo and part number. Interestingly it has a VW part #343 201 551 which can be seen by looking in through the holes (bottom right). Some early-1968's were still fitted with the early style cap, so there was some cross-over time.





For Sale: Red 1966 Cabriolet

Carsten Klein discovered on a German old-timer car site (mobile.de), located in southwestern Germany near Koblenz, between Frankfurt & Dusseldorf. Claimed to be from Portugal, it's being sold without German TÜV registration. As a late-1966 production model with VIN #346 286 536, it was first registered in September 1966.

The restoration added round VW logos to the front & rear beltline, headrests into the front seats, dual side mirrors, mud flaps, right late-model lens, black interior with red seat piping. The folding top has a black vinyl soft top & interior headliner, but it's not fitting 100%.

It's listed at 24,500 Euro (US\$31K) by CPI Sportwagen GmbH & Co KG, Mülheim-Kärlich, Germany. Telephone +49 (0)261 9218888. www.cpi-sportwagen.de & email to cpi-sportwagen@t-online.de

This dealer specializes in modern Porsche, Mercedes Benz, Ferrari, Jaguar, Maserati, and Rolls Royce sports cars. The T34 is the oldest in their inventory.



Do You Like the Special Things in Life?

The VW 1500 Karmann Ghia is the second Karmann Ghia. It's even more roomy, more comfortable, & more powerful. And it's the most elegant and luxurious automobile that we have produced based on the Volkswagen idea. Its special body has a flat front hood and rear hood. It has built-in twin horns and fog lights. The interior has two deep arm chair type seats. Each 22" wide. Adjustable to any position fore and aft and with backrests which can be set at any angle. An instrument panel with built-in switches. Tasteful, elegant yet luxurious trim.

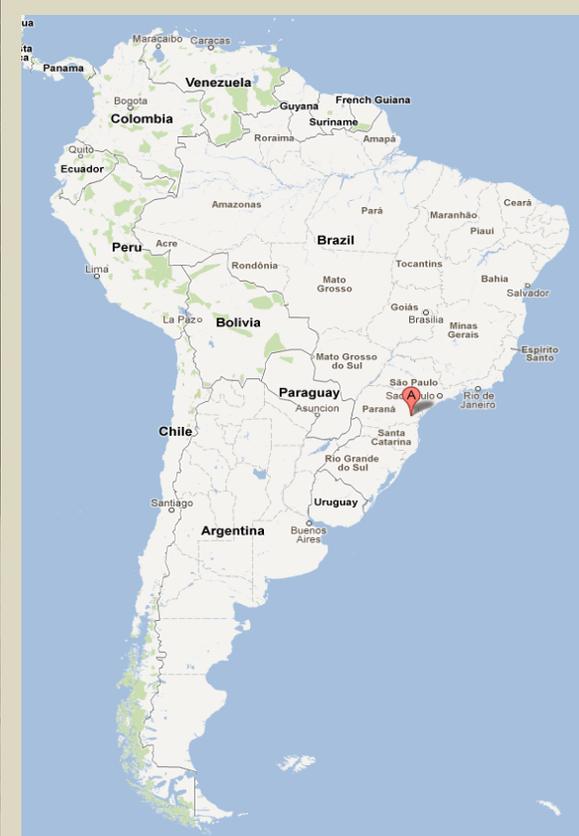
An electrically operated steel sliding sunroof is available at extra charge. It has three luggage compartments. One under the front hood, the second above the flat and low slung rear engine, and the third behind the rear bench seat. The 66hp twin carburetor engine gives a top and cruising speed of 90mph. It's a luxurious car and underneath the body: a genuine Volkswagen. And it's backed by VW Service in 136 countries throughout the world.

If you like the special things in life – we have something special for you: The **Volkswagen 1500 Karmann Ghia**.









Owner's Story: 1968 Brazilian Beauty

Imagine getting a phone call from a friend telling you there was a 36,000 kilometer (22K miles) 1968 Karmann Ghia available. And when you got the first photo of it you were shocked to see it was a T34! This is exactly what happened to **Luis Fernando Heller** from Curitiba, Parana, Brazil in the southern tip of this huge country, 500 miles south of Rio de Janeiro. Luiz has been an active classic car collector for many years and he's actively involved with his local classic car club, founded by his father.

This Lotus White 1968 Coupe (#348 047 887) had been lovingly cared for by its original German owners, Mr. Joachim Curt Bolle & his wife Gerlinda Burger Bolle. Gerlinda worked as a German Army nurse during WW2 and came to Paraguay after the war to work in the German Embassy in Asuncion Paraguay. The T34 was ordered from Germany as her daily transportation. In 1971 the embassy moved to Brasilia so they relocated and lived there until 1981 when they retired. They moved to a farm in Paraná in the city of Castro. With no children, when both passed away in 2005 their estate was managed by Mr. Robert Bohn, their only relative living in Rio de Janeiro.



It took more than two years to buy the car, when Mr. Robert Bohn called Luiz to say he was with the court order and that he could now sell the car. The T34 was stored on a farm in Paraná, in the city of Castro, about 200km from my home in Curitiba. The condition of the estate was that I had to buy the T34 and a 1975 Variant which also belonged to the couple since new. When she bought the Variant in 1975 the T34 was not driven much which is why it has so few kilometers. Luiz quickly sold the Variant and now only has the T34 which now has 44.000 kilometers (27.700 miles). This car has never been restored. In fact when he bought it even the tires were original but they were too dry and I replaced them, so only the spare is still an original. It had been undriven for over 10 years but the garage was completely dry and after a good cleaning the T34 looked like new again.



Luiz Fernando Zanetti Heller

Kunde/Customer/Client:	
Fahrzeug-Identifikations-Nr.: Vehicle Ident. Nr.:	348 047 887
No. d'identification du véhicule:	
Modell/Model/Modèle:	343 021, VW 1600 L Karmann Ghia Coupé
Motor/Engine/Moteur:	P: 50 DIN-PS, 1.6 liter
Farbe/Colour/Couleur:	* L 282 Lotos White
Gebaut am/built on/fabriqué le:	18 October 1967
Ausgeliefert ab Werk am: left factory on:	14 November 1967
délivré de l'usine le:	
Bestimmungsort: country of destination:	Paraguay
pays de destination:	
Extras/Options:	M 047 Twin reversing lights M 240 Engine with recess pistons for low octane fuel M 256 laminated windscreen

Luiz has loved old cars since his childhood. His father collected cars for many years. Luiz restored his first car (a 1939 Chevrolet Sedan) in 1989 and it's still with him today. His passion for old cars has grown and today he has fifteen vehicles including a German 1971 VW Cabriolet and a 1967 VW Sedan. He's part of the antique automobile club of Parana in Curitiba, a club that his dad founded 35 years ago. Today all three of them (his father, himself, & his son) are partners, three generations of lovers of old cars. The T34 is one of the cars that has given him the most satisfaction, so it gets driven to most classic meetings & trips. He has driven more than 8,000 km since he bought the car, almost exclusively on roads to Punta Del Este and Montevideo in Uruguay. This year they also participated in the second stage of the Brazilian championship Rally of Historic Vehicles. The T34 performed beautifully, finishing in sixth place among 60 participants.

It still retains its original Brazilian black license plates, which is rare to see these days. The wood-grain dash covering has never been cut for a radio. As you might imagine, of the ten known T34s in Brazil, this 1968 Coupe is the nicest original preserved one. And Luiz intends to keep it that way, while enjoying driving a new T34. Anyone up for a road trip to Rio de Janeiro to be his co-pilot?

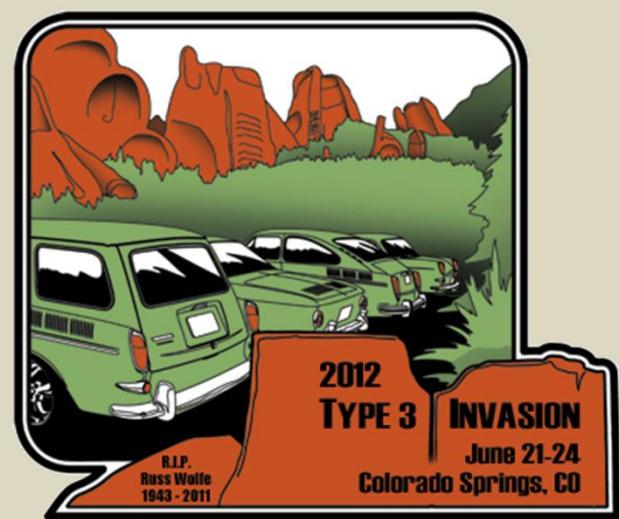






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Event: American T3 Invasion

This bi-annual event was held in Colorado Springs, Colorado in late-June. 30 T3s & 65 people joined in the fun. Hot temperatures 100F+ and choking ash from the Colorado wildfires made it tough. Cruised 14,000 feet up to Pikes Peak. **John Jaranson** (MI) created the event logo, drove his 1966 Squareback, and shared his trip pics with us. \$1230 was raised for the Ronald McDonald House, helping families stay near their hospitalized children. The four T34s participating were **Rich Mason** 1964 (CO), **Dave Whitaker** 1964 (NorCal), **Bob Heydt** 1964 (MI), & **Rick Christensen** 1966 (OR).



Rick Christensen (Oregon) parked his Lotus White 1966 Coupe (featured in T34 World News) with **Dave Whitaker's** Pacific & White 1964 Coupe from Northern California.





Above: Quick-change of a throwout bearing on **Dave Whitaker's** Pacific 1964.

Below Left: **Rick Christensen** drove his Lotus White 1966 Coupe drove 2600-miles from Oregon. **Pedro Sainz** came from San Diego CA in his Sea Blue 1964 Notchback (below) 2270-miles with his son & **Jack Fisher** as well.





Above: A long line of T34s, Variants, Fastbacks, & Notchbacks ...

Below: Massive epic firestorms in Colorado Springs were disturbing resulting in over 350 homes burning to the ground.



Rich Mason had just completed the reassembly of his Ruby Red 1964 Coupe. With a fresh engine build he decided to take it on a shake-down cruise to the Loveland Pass, up 12,000 feet (above). The engine ran strongly and he got great gas mileage as well (37mpg). But when he attempted the Pikes Peak hill climb to the 14,000 feet peak his engine broke a push rod at the 12,000 foot elevation and he was unable to continue. It's all fixed now and the T34 is back in strong running shape.



Resto Update: German 1968 Automatic Electric Sunroof

Matthias Andree (Berlin Germany), owner of a restored Bermuda & White 1968 Coupe, has been restoring this 1968 Automatic Electric Sunroof for a good friend. It may have originally been painted Gobi Beige but the brown layer left much to be desired. There is some rust along the edge of the front compartment and around the headlights, but not as much as other late-model T34s we've seen.

This page shows the 1968 after complete disassembly. The next page has more advanced body prep. As of today the welding work has been completed except of some minor finishing work. The goal is to be ready for paint in end of July. The colors will be Dark Red L554 with a black roof.

Stay tuned for next edition to see the paint!





You can see Matthias' workshop is a busy place with his Bermuda 1968 out front, an early Porsche 356 Coupe project underway, and now his friend's 1968 Automatic taking most of his time. His past experiences restored his 1968 Coupe have made the progress on this Automatic Sunroof much faster.

Before & After (below): the rear panel had been hit at some point so the center section had to be removed. Then the area was much easier to access and repair. Then the panel was replaced back into the rear. A skilled metal master is needed to do this kind of specialized work. And T34s are often in need of a metal master.



20-22 July 2012
Santa Pod
Raceway



Resto Update: Big Score at UK's Bug Jam

In the last edition **Steve Thirkettle** had just completed the reassembly of his Gobi Beige & Black 1968 M344 in England. This month he drove his prize T34 to the Bug Jam 2012 at Santa Pod Raceway in Wellingborough Northants England for its first event. It was the furthest it's been driven which is always a tense situation for a new restoration.

Having lots to finish including detailing the wheels, fitting interior pieces and trims etc it was a few late nights beforehand but it all came together in the end. The drive to the show was comfortable with only the rain spoiling things a little. After arriving at the show Steve was blown away by the sheer amount of nice comments that he received. On Saturday, VolksWorld's Editor Ivan McCutcheon left his card on my screen asking if they can feature it in the magazine. Sunday got even better when he entered it into the show and shine and it won the Judge's Choice award. Lots of hard work paid off ...





Resto Update: Pigalle 1966 in Germany

The last we heard from **Michael Moesinger** in Germany he'd had the body dipped in Cathodic acid and then dipped in primer to prevent rust from ever sneaking back in. He'd finished the restoration of the chassis, engine, and running gear. And he'd had all the chrome re-plated.

He heard from the painter in late-July that the Lotus White (L282) & Black (L41) had been finished. Excited to see the car, he tested the new color with the original glove compartment door and it's a perfect match!

There are about a dozen Pigalle 1966 T34s in the world today, and this one will be one of the best restored ones! We're thrilled to see it restored to such a high caliber. You can see the happiness on Michael's face (above).





The Carblast painter picked up the T34 in November 2011 for the painting process. It was Cathodic dipped by January 2012 and small holes in the front fenders were discovered. He repaired the holes and spent 120 hours to prepare the body for paint. By July the body was painted Lotus White (L282) and the roof Black (L41), and the entire T34 was clear-coated. The painter will deliver the finished 1966 back to Michael in August.

After seeing these photos he feels like a new person and can't wait to get his Pigalle 1966 back into his garage to begin the reassembly process. Unfortunately, the cost of spare parts, Cathodic dip, & KTL painting was very high and therefore he must wait until next year before he can hand the T34 off to the interior trim shop. He's very proud & happy with the results.



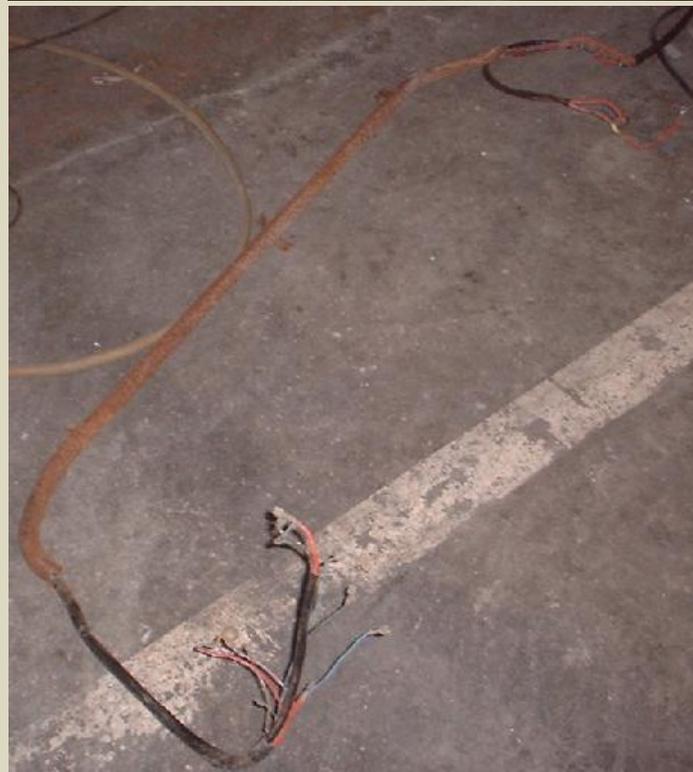


Resto Update: New Zealand 1963

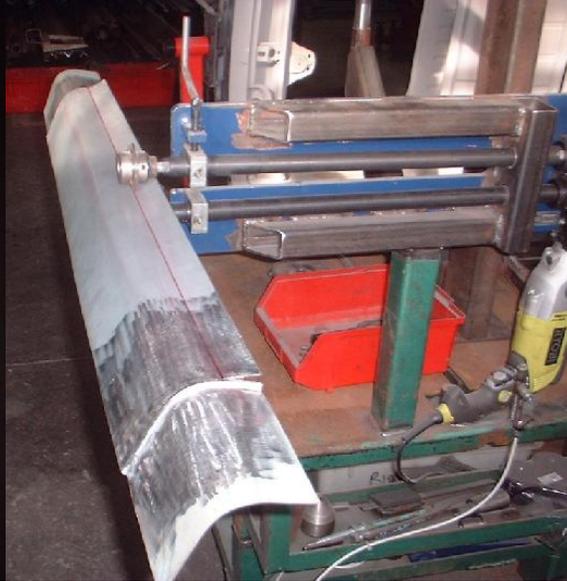
An ongoing series by John Kanters of New Zealand

"It's been a while since I'd drilled out spot welds and to be honest it's easy to forget as it really isn't a lot of fun however it's got to be done! Started out on the rear fender (above) behind the door and split that apart from the body so the outer skin could come off followed by the lower piece on the front fender (top right) leaving the complete rocker exposed which will be cut off next. Previous repair uncovered which was just a generous dollop of bondo to "fix" that rust hole. I'm amazed I haven't uncovered a bunch of these repairs which just goes to show that the car hasn't been molested too much in its lifetime. I'll get the rocker cut off next week so then no doubt more blasting will be required, same rust holes as the other side and pretty much as bad if not worse.

Next I cut off the other rocker which has the wiring tube running through it (right). In some parts it's worse and others not as bad but overall it will still need everything replaced. This way it's going to last for a very very long time. Once the outer panel was off it was a matter of cutting all the other bits



off around the A pillar and I quickly realized that it would be better to pull the wiring out as well but the problem with that was the plastic conduit had gone as hard as concrete over the years so where it bent 90 deg upwards you just couldn't pull it through the tube so I decided to remove the tube all together to make repairs and blasting a lot easier at the same time the wiring could be pulled out.



Although the metal tube it runs through was ok, it was easier to bend up a new one rather than sandblast and paint this one. I've found it less interesting doing stuff I've already done but at least it will be easier and in theory quicker this time round.

I went to buy another sheet of electrogalv last week and I still find it hard to believe there's already an entire 1200 x 2400 sheet in that body shell. Even the guy at the sheetmetal place said "Wow, it must be a rusty car!" and I replied "Yes mate, Karmann built the best rustbuckets in the business!"

I began making the outer rocker panel (above) last week so this morning that was the logical place to carry on, fuffed around quite a bit shaping the step on the die I made. Once I was happy with that

I used the shrinking disc to shrink the excess metal back flush again. As the day was rolling on so I got a little more serious and started folding the lower lip with the tipping dies in the bead roller. This bead roller has really been one of the best tools one can have for sheetmetal fab. Some of the panels I've made just would not have come out half as nice without it. I placed the skin on and held in place with vise grips.

Before I could carry on with the second section of the rocker I'd first have to repair the completely rotten rear inner fender corner (bottom left) as the rocker end welds to it at that point. After I cut the rusted sections away there really wasn't much left to look at or to get an idea of what it's supposed to look like so I did the best I could looking at the repaired side for measurements.





Resto Tip: Installing a Tachometer

If you asked 100 T34 owners what option should have been standard equipment on their cars when new ... 100 of them would say a tachometer. The sporting nature of the flagship VW 1500 series model deserved a special bit to give it a sporting look along the likes of the Porsche 356 and the Ford Consul Capri.

There are original (extremely rare) T34 tachs out there and there is a beautiful reproduction as well from Bob Walton. And you can have one made from your clock by Hollywood Speedo (nhspeedometer.com) which is exactly what **Franck Boutier** from France has done for his elegant Sea Sand 1965 Coupe restoration.

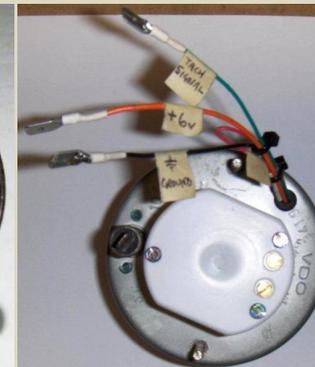
Most T34 owners would agree that the tach deserves to be positioned next to the speedometer for useful driving techniques. So the standard clock gauge needs to be moved over to the hole that houses the speaker grille.

When I learned that our friend Franck was at the stage in his restoration of installing the tachometer, I asked him to document his work with information & photos so everyone could replicate his most detailed work. Looking at these detailed photos of his Sea Sand 1965 T34 Coupe and you'll agree ... it's an amazing resto!

"I ordered my tachometer last year from North Hollywood Speedo. They needed a T34 clock for parts to do the job. Since I have a 1965 the clock needed to be the bronze knob white needle version. The good thing is that the tachometer is ready to use in 6V (orange wire) or 12V (red wire). When you receive it the two other wires are the tach signal (green wire) and the ground (black wire).

I choose to put the tach next to the speedometer then I moved the clock into the speaker grill opening. Since the clock was further away, I had to extend the clock power & lighting wires.

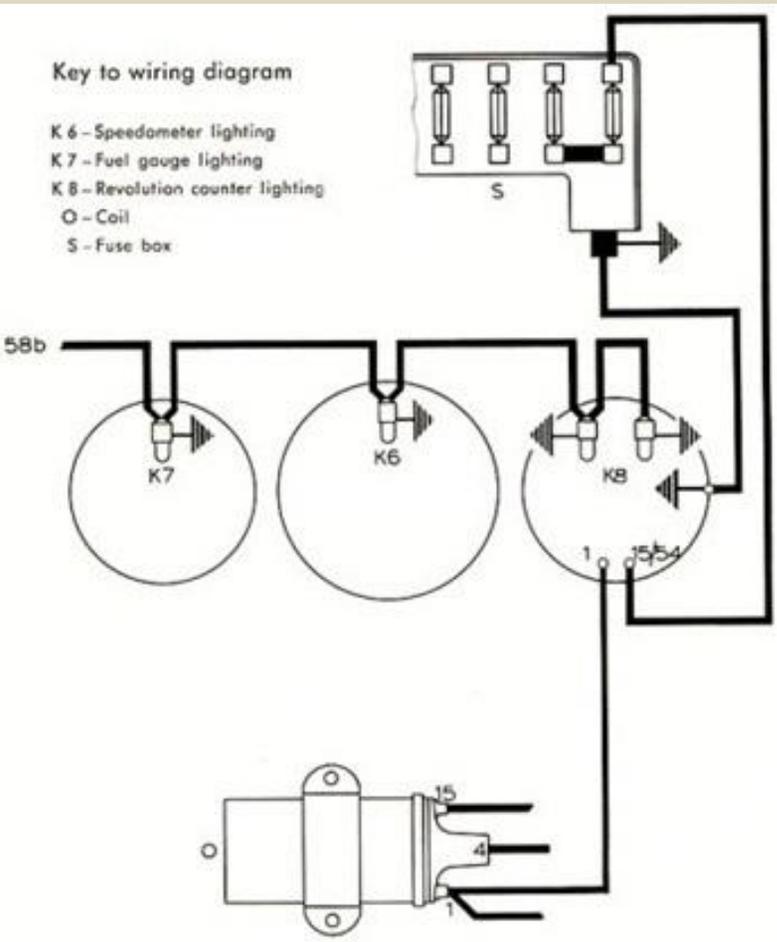
The first step was to create the wiring: since I needed two wiring lengths, one for the tach & the other for the back-up light, I put the two wires in a sheath (below right).





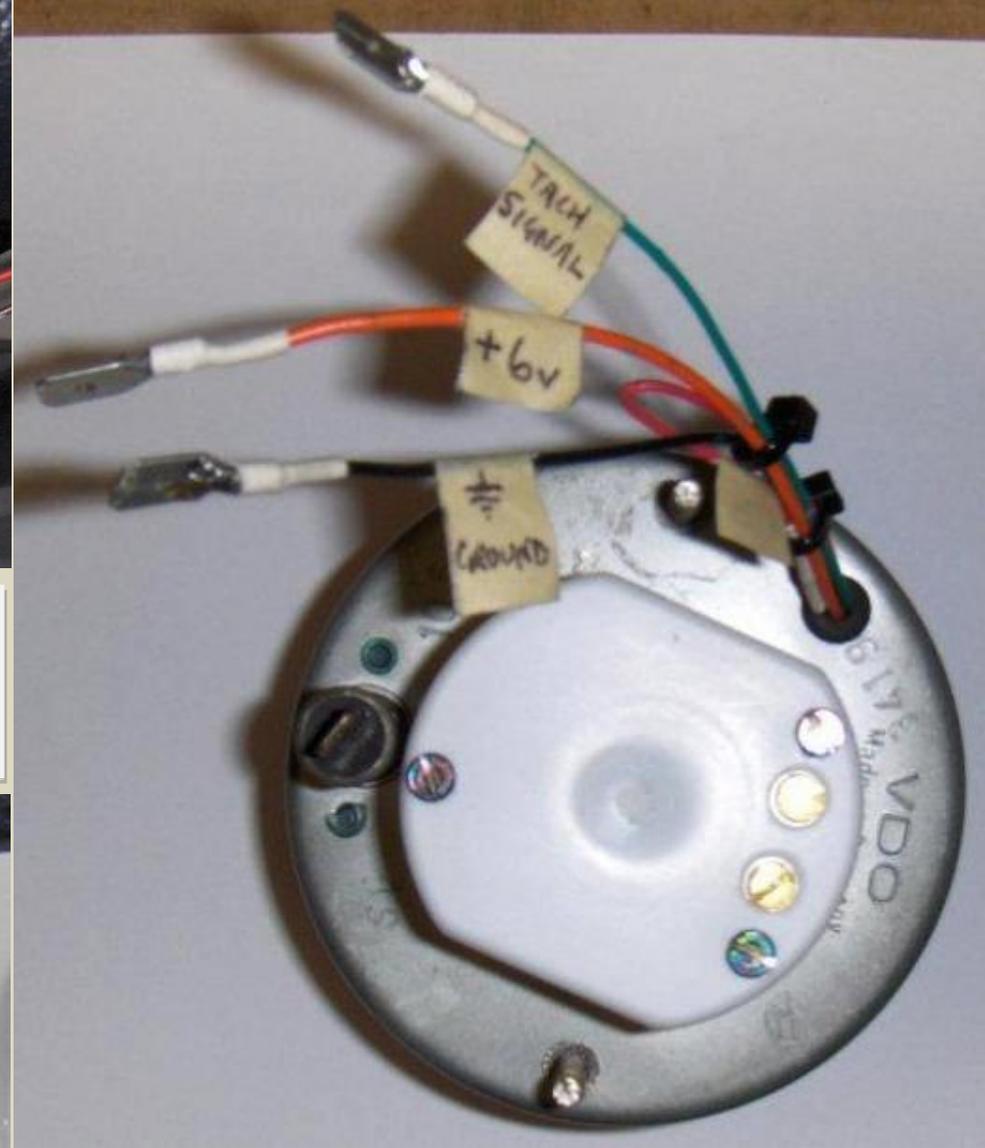
I installed the wiring through the chassis by following the starter wire which goes into the engine bay (pics above). The tach signal wire is the one needed in the engine compartment, which is connected to terminal 1 on the coil. I used the original VW tach installation diagram (below) to get a better idea of how to connect the wires.

The route of the wires going to the dash board is along the right outside edge of the floorpan (secured with duct tape) until it reaches the base of the A-pillar. Then the wires go up the A-pillar frame, under the glove box, then along the dash to the tach. The carpeting will hide the wiring once it's installed.





The ground (black wire) from the tach needs to be connected to the grounding terminal clip on the fuse box foot. There's only one clip, so I fitted another one to do the job (above). That allows the tach to have a good grounding when the fuse box is attached to the metal dash panel.



The wiring that was connected to the terminal 1 of the coil is now connected with the green wire on the tach.

The 6V power supply wire for the tach (orange wire) is connected to a short wire on the fuse box. It's the last fuse on the right (see the wiring diagram on the previous page) and is connected to terminal 15/54.

Et voila! The job is now done and you will have a functional tach that looks like it could have been fitted when new by the factory. I can't wait to drive my T34 and see it rev!"

Trip Report: 3300 Kms in Southern France

Story & Photos by Remco De Bruijn from The Netherlands

As the spring in the Netherlands was as wet as ever, and I was busy with work and my studies, so I was in serious need of some sunshine. My girlfriend Linda and I had planned to go to Southern Germany (Bavaria, around Munich) & Austria but as the holidays came closer the weather there was just as bad. So, we decided to head to southern France instead, which was about the only place in Europe where the temperature actually was above 20 degrees. There was never any discussion about taking the T34, in fact we have been taking holidays with it for the past 3 years. We have a roof rack (and my mother made a sack from tent fabric to put stuff in) combined with the front and rear boots and the back seat folded down held all our luggage with ease. Since our vacation starts moment we close the door, I find myself much more relaxed driving the T34 than our daily driver Volvo. The only 'down' side is that I have to do all the driving, since my girlfriend doesn't want to drive it, afraid she might crash it.





As I try to keep the Karmann in good working order as much as possible, preparation for the trip was relatively straightforward. I drove it to the shop and picked it up about a week later. Unfortunately, I am not blessed with any sort of technical skill whatsoever, but a good friend of mine owns a garage and he and his father know their way around classic VW's so I'm confident that the T34 is in excellent hands. I usually get the job of sourcing parts if they can't find it in their own network. As it turned out, the rear brake pads needed to be replaced and the valves needed to be adjusted since this hadn't been done since last year's vacation to Georgsmarienhütte for the T34 50th Anniversary weekend. That service and some fresh oil were the only things that needed to be done. An annoying rattle around the gear lever was also high on my list to get taken care of, but we ran out of time. It may be that the current shifting rod isn't the right length, but I have to look into this further. Any tips or suggestions are always welcome.

As for the trip itself, we set out from our hometown Dordrecht (about 20km south of Rotterdam) in a rainstorm on Monday, the 16th of July. Our plan was to drive on until the rain stopped and this happened near Brussels. We drove on until Verdun in the north of France where we found a small camp site. The Battle of Verdun (the "Mincing Machine of Verdun" or Meuse Mill) of World War I became a symbol of French determination to hold their ground and then roll back the enemy at any human cost. We drove about 6 hours, mostly on the highway.

The next day we turned towards the Vosges Mountains in eastern France, and from this point on we only used local roads. The speed limit was 90 kph (55 mph) which is a very comfortable cruising speed. As we reached the mountains, the real driving fun started. As we entered the Jura and the Alps, the high mountain peaks came into view. After a shortcut through Switzerland near Geneva we ended up in the area around the town of Annecy (France again) where we found a camp site on what in the winter is a ski resort. We stayed here for two days since I also planned to read some books over this vacation.



The reaction of people when you pass by is always nice to watch. Even in the sleepest towns, we got a lot of thumbs up. It amazed me how many people actually know the T34, especially elderly people who recognized the T34 instantly. Younger people on the other hand can hardly believe it is a Volkswagen. In fact, one guy asked me if it was a prototype.

During the trip, the only thing that had a problem was the side marker lights stopped working, as rain water leaked through the old seals, shorting-out the bulbs. Another minor issue was that the carburetor idle value somehow loosened itself a bit, which caused the engine to stop when you take your foot away from the throttle. With a single carb 1500cc engine, this was an easy fix, even for me, just tightening. I kept track of the mileage and found we got 12.3 km per litre. We had a great drive but now I have to clean of all those bugs from the front nose. What a massacre ...

Linda wanted to visit the lavender fields, so we headed south towards Provence and crossed some serious mountains. As the Tour de France passed through this area just a few days earlier, there were still plenty of cheers painted on the roads as we drove up the hair-pin mountain roads. We crossed the mountains at the Col du Galibier, which is the highest point in the Tour since it can only be reached from the north side by crossing the Col du Télégraphe first. There were many cyclists here as well, who we as amazed by us climbing the mountain with our ancient car. We headed down the south side of the mountain and ended up on a camp site near the town of Sisteron which has an old fortress overlooking the river Durance. We stayed here for two days and visited the town and the fortress. As we hadn't made any specific travel plans, we decided to head towards Avignon. We wanted to go there last year, but we didn't because the weather was awful. Avignon still has a medieval center with much of the city wall still in place. From here, we headed back home, which took another 5 days.

During our 3300 km drive we passed an old-timer tour. Many passed by including a Porsche 914, a Peugeot 304, a Ferrari 308 GTS, & a Panhard. This last one was the most exotic as I'd never seen one.



RAZOR SHARP

On the way back from taking these photos, the odometer on Wayne McCarthy's Type 34 Ghia hit 9000 miles. Now that's what you call low mileage!

Words & photos: Anthony Preece



You could tell it was something special from the very first phone call. "Good morning, Wayne here. I'm going to like this!" The car in question had almost fallen into modern oblivion among the cognate models: Type 34 American Ghia, what we all know as Razor Edge Ghia. It was pretty rare but Wayne's teeth were full of green's last time someone asked, so when a good one turns up, word soon gets round. Razors were only manufactured between 1962 and 1965, with a grand total of 43,325 units built. Of that number, just 1202 were ever known to the Type 34 Registry. Wayne Type 34 card. Based on the front-end styling gear of the Type 3, they are a very different animal to the more common Type 3 American Ghia, being styled very much along American GM's (and Ford's) Chevrolet Corvair '73. Despite that, the model was never

actually sold in the USA. Wayne is well-known in the UK, both in his homeland of the Emerald Isle and over on the other side of the Irish Sea, where he's amassed quite a collection of high-quality Volkswagen over the years, ranging from Beetles to vintage cars, and his collection remains fairly fluid. He likes to try the changes every now and then. There's one thing that's guaranteed, though. All his cars are of the highest quality, in short, only the best are good enough for his garage. So when Wayne gets excited about a new purchase, you know it's going to be special.

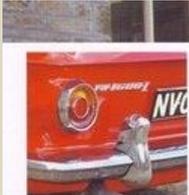
The story begins back in June 2011, when Wayne got a phone call from Jim Abbott of one job a week before Sad Camber. In a way that he hasn't been someone in Birmingham selling a low mileage Type 34 Ghia and would be interested? Wayne's affirmative reply was set off on the web, Wayne recalls it that



"We arranged to view the car that same evening and told me how phone he drove he was there, which he did. "Jim was very excited at what he'd found and so we agreed to buy the car then and there. I forwarded the money to Jim the following day and we agreed to pick it up once we were back from Sad Camber. The car - which was first registered in 4th October 1967 - was handed by a Mr. Wally Smith, who had bought it from Birmingham. He'd bought it from the original owner, the late Mr. Herbert Constanford VW."

It was a pretty exotic choice, for the styling was certainly unlike anything else...

The Ghia had an PCB given delivery inspectors on 23rd September. After about a couple of weeks later by 2000, the car had been sold for sale in another dealership. This time the aforementioned Mr. Wally Smith showed up in Birmingham. The car must have had quite a bit of interest as, by then, the agency would have been told of the sale. It was a good thing that generated enough interest for the car to become the subject of



A rather unusual Secondhand Selection feature in the now defunct VW Motoring magazine of October 1966. Written by Paul Wagner, son of editor Aulis, the story was typical of the Ghia, citing its low mileage of 2000 and its other interesting price tag of £1,395. Clearly the sales people at that time were just how special this car was. We just say more miles on the odometer. Wally Smith became the new owner, but he didn't really use the car, preferring to keep it tucked away safe and sound, away from the very occasional excursion to the M27 station. In fact, it's

course of the next 21 years, the Ghia only covered 43 miles! And so, it was in the summer of 2011 that Wayne McCarthy became the third owner of this magical time-warp of a car. Wayne tells us, "I wanted to take the car to its first show to keep it in the best of care. I added Jim Abbott to get it up and running for the Classic Car Show at the NEC, Birmingham, last November. It was displayed on the stand, VW Club stand from Friday to Sunday. "Straight after the show, on the Sunday evening, I got in and headed for home. I was about to give the final touch,

in my garage until I had time on Ben Lewis was ready to take control. You see, the Ghia may have been ultra low mileage, and absolutely stock, but it wasn't quite up to Wayne's high standards in terms of detailing. He felt - quite rightly - what was a car that deserved to be perfect in every way.

We finally got word from Ben in March this year that he had both the space and the time to get started on the Type 34, which was just an transporter and shipped over to the UK as he had to put out more miles on it than were absolutely necessary. The Ghia was about to be given the final touch,



The decision was made to go right through the car and look after all the little areas where time had taken its toll



less than 9000 miles. Ben removed and stripped off the arches and trimware before repainting everything as per original - even down to the VW logo on the rear casting shroud. Underneath, the car was given a thorough clean and again spot detailed as necessary. Brakes, pipes and fuel lines were checked and replaced as necessary, while items like the original shifter were stripped and repainted like new. The interior needed a good clean, more than anything. Ben stripped off the trim panels and carried out some minor repairs, copying the way the factory workers had made them back in 1967. As for the gearbox, Anthony Preece at Autostyl, a few doors up from Ben's in Chislehurst, Cornwall, fixed up the spray gun

and gave the top half of the car a sympathetic repaint to get rid of some minor damage. You'd be hard pressed to tell anything's been done, though. The car was finally reassembled with the great care that Ben prides himself in and ready for its MOC. It proved, naturally - after all, it is literally as good as new. On the way back from the photo location, the odometer ticked over to 9000 miles. It seems like a new car to drive, with no rattles or shakes. There it was off to the Stator Park show, where it won its Class. To say Wayne is delighted is an understatement. "But he wants to give full credit to Ben Lewis and Autostyl for their input. "Give them a big shout," he says. OK, so here goes: <http://www.benlewis.blogspot.co.uk> and www.autostyl.co.uk. It's that big enough

On the way back from the photo location, the odometer clicked over to 9000 miles...



Ultra VW Magazine: Razor Sharp

July 2012 article on Wayne McCarthy's amazingly preserved 1968 that just turned over 9000 original miles this year!



T34 WORLD

