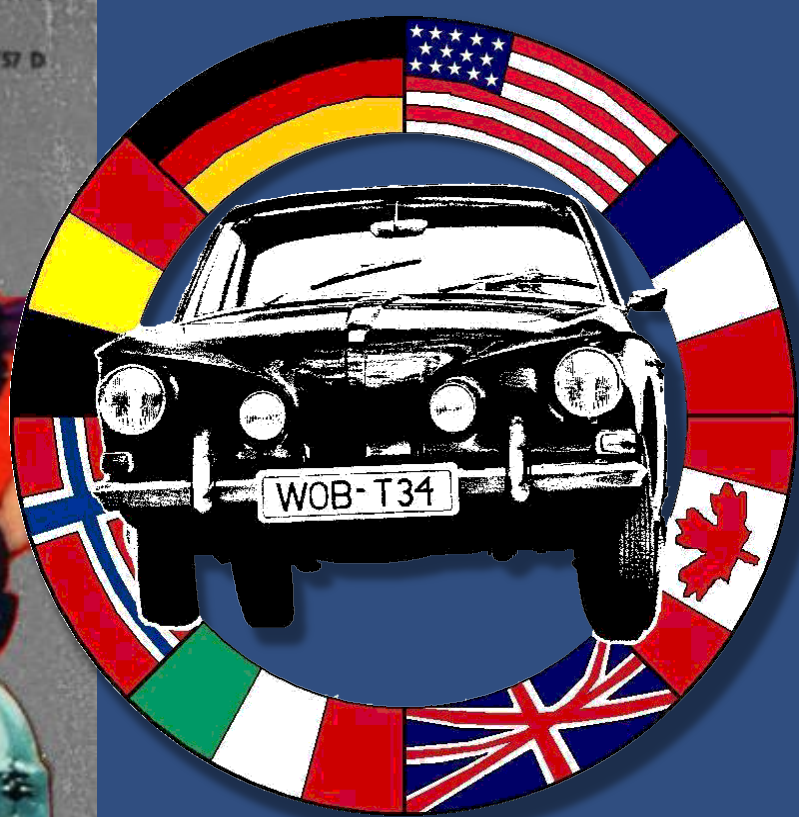


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VW1500 Karmann Ghia:



T34 World News

2011 Edition #11

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It's A Small World After All

I'm always pleasantly surprised when I have communications with our T34 World members around the world. I've been working with Iwan in Indonesia to help document the T34s there, with our Thailand friends who are suffering through terrible flooding, with Morten in Denmark to get photos of his early-1962 fuel sender, and now with Antonio in Italy to get Mrs. Sartorelli's speech translated. Carsten in Germany has been buying up T34 parts collections from uninterested owners and offering them worldwide to active owners. Fernando in Brazil has been helping prospective T34 owners to find the right T34s. The world is such a small place now, so easy to discuss T34 issues amongst our friends. I'm satisfied to know this organization is working to help T34 owners so far apart & with so many different languages.

I want to mention a special "thank you!" to **Antonio Pellegrino** in Italy. Antonio was the mastermind that convinced Mrs. Sartorelli to travel from Turin, Italy to GMH Germany to participate in the T34s 50th Anniversary. Mrs. Sartorelli's speech was heartfelt but it was presented in German, so many couldn't understand her. But Antonio stepped-up and contacted Mrs. Sartorelli to get a copy of her speech and spend the weekend translating it for all of us. There is precious little history known about Sergio Sartorelli (the T34's designer) and his involvement with the T34 prototype design period at Carrozzeria Ghia. This speech reveals a new layer of insight into Sergio's mentality & drive to excel. My heartfelt thanks to Antonio & Mrs. Sartorelli for getting this info shared.

In late November each year in the United States we celebrate **Thanksgiving**. It's a traditional holiday based on the end-of-harvest festivities in both Europe & Native America. When American colonists first began settling the region in the early 1600's, they celebrated with the Native Americans in a huge feast. Everyone brought something to the feast as a sign of peace. I've seen how T34 World has quickly become an organization with many people contributing in many ways to make it a stronger organization. I'm thankful for the support & contributions of so many T34 owners around the world. I'm thankful to our suppliers that offer reproduction parts to keep our cars going. And I'm thankful for the constant flow of interesting stories, restoration work, events, and discussions, as this flow has allowed our monthly magazine to flourish in 2011. I'm thankful for my family's health & happiness and a job that allows me to spend as much time on my T34 World hobby as much as I do. I wish you all a very happy Thanksgiving and hope you are able to spend time with our family & friends. Happy Thanksgiving!





T34 World International Team

The key to the success of T34 World will be maintaining an active group and the support of T34 owners in many different countries speaking many different languages. Our team of 34 dedicated T34 reps in 21 countries will help T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's your international team! Please contact them directly for assistance & advice.

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1 ... 2 ... 3 ...

Understanding T34 Model Numbers

Volkswagen developed model numbers to identify the many variations of cars it offered. The main groups were given different numbers: Type 1's, Type 2s, Type 3's, & Type 4's. Within each main group were sub-groups corresponding to the variations. Within Type 1 there were Beetles & T14 Karmann Ghias. Within Type 2 there were Trucks, Kombis, Deluxes, Campers, & Panel Vans. And within Type 3 there were Notchbacks, Variants, T34 Karmann Ghias, & Fastbacks. And within each sub-group there were further variations based on body differences & driving position, and these were given a three-digit model number.

For T34s there are five model numbers: 341, 343, 344, 345, & 346. The first digit is a 3 (part of the main Type 3 group). The second digit is a 4 (part of the Karmann Ghia group). And the third digit is based on the driving position & roof option. So Model 341 (M341) are the T34 Cabriolets in left-hand-drive. M343 are the T34 Coupes in left-hand-drive. M344 are the T34 Coupes in right-hand-drive. M345 are the T34 Electric Sunroofs in left-hand-drive. And M346 are the T34 Electric Sunroofs in right-hand-drive. Make sense?

If you're still confused, here's a chart to simplify it:

<u>MODEL #</u>	<u>BODY OPTION</u>	<u>DRIVING POSITION</u>
341	Cabriolet	Left-Hand-Drive
343	Coupe	Left-Hand-Drive
344	Coupe	Left-Hand-Drive
345	Electric Sunroof	Right-Hand-Drive
346	Electric Sunroof	Right-Hand-Drive

Since the T34 Fastback was a prototype, it never received an official model number designation. But since it was the next version of the T34 is likely would have been an M347.



Historic Photographs: German 1964 M345

These series of family photographs were recently discovered. The captions are invented because no history came with the photos.

A close inspection of the details shows it's an electric sunroof M345 model. The S rear script & push-button dash controls date it from early to mid-1964. You have to love the wreath underneath the windshield in the lower-right photo ... must have been a special occasion. And the cool ski rack set mounted to the roof & inside rear vents is unique. The license plate "B LR 150" shows it's registered in the city of Berlin, on the far eastern side of Germany. Interestingly, the hub cap VW logos are not painted black, a feature that is believed to have been done to all 1964s.



In November Mom & Dad took delivery of their new Pearl White 1964 Volkswagen 1500 S Karmann Ghia. They've named her "Karmann".



Fritz & Caterina drove the "Karmann" up to the Rettenberg ski resort for their honeymoon.





Owner's Stories: Parts Collection Recovery

In August **Carsten Klein** was viewing the T34 spares in ebay.de and learned about a huge parts stash. He discovered that the stash was owned by the Hahn family in Germany who also owned a T34 Cabriolet that Carsten was interested in because he is searching for all Lorenz T34 Cabriolets. So it happened by accident that Carsten found the parts stash. Then at the T34 50th Anniversary in Germany Thomas Hahn asked Lee if he knew anyone interested in buying their families huge parts collection & T34. Lee suggested only one person capable of funding such a purchase ... Carsten Klein. So Thomas knew that Carsten would be a reliable buyer.

Over the past 50 years the Hahn family has owned T34s. They bought their first T34 back in 1962, were married in that car and have had many amazing stories. They always hunted for T34 parts to have spares for their cars. They currently own a Steel Gray 1967 Cabriolet and a White & Black 1968 Electric Sunroof Automatic. Now as the years passed by they decided to sell the spare parts as one collection. Of course the value of this parts collection was very high since there were so many parts, and that also limited how many prospective buyers there were.





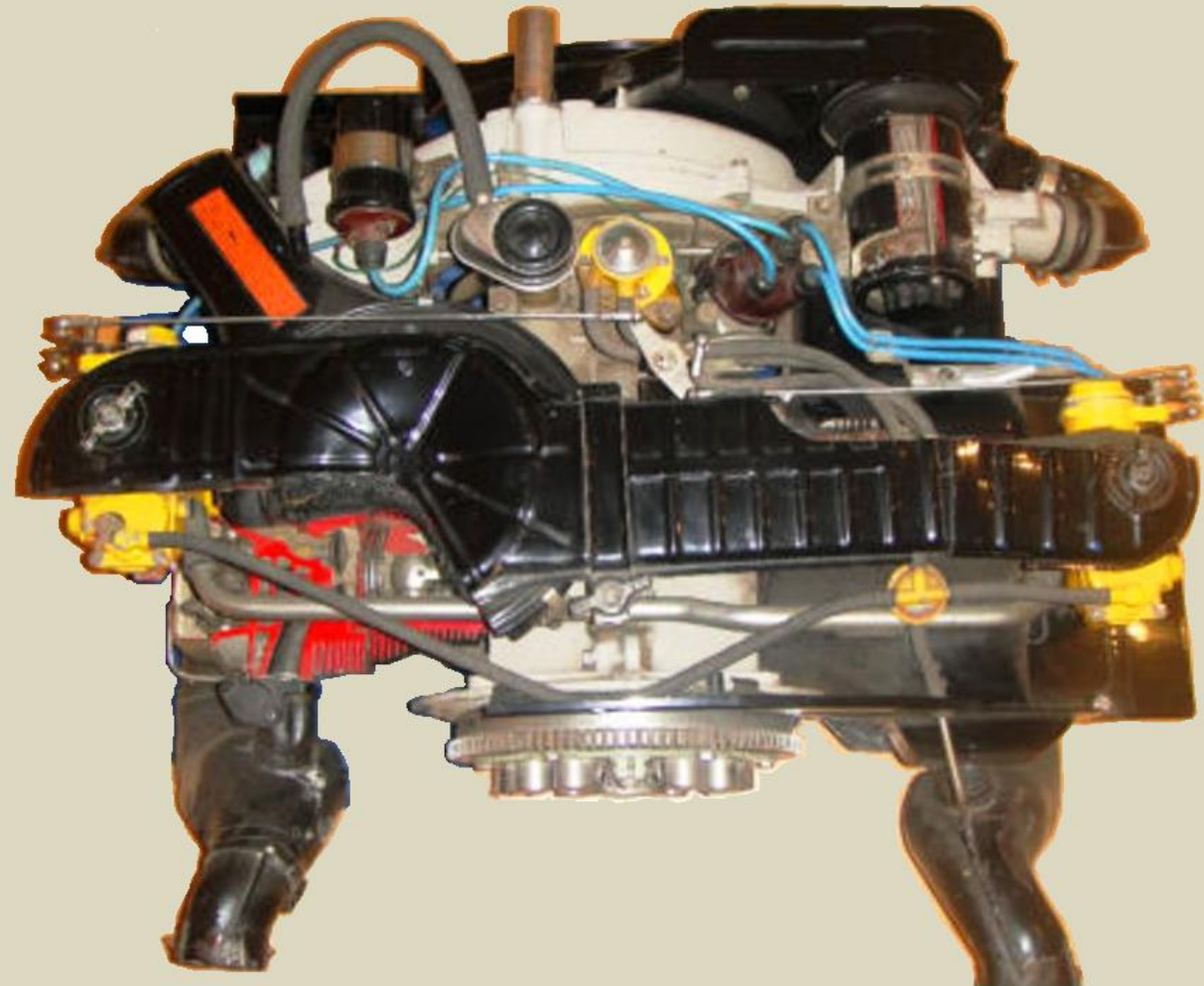
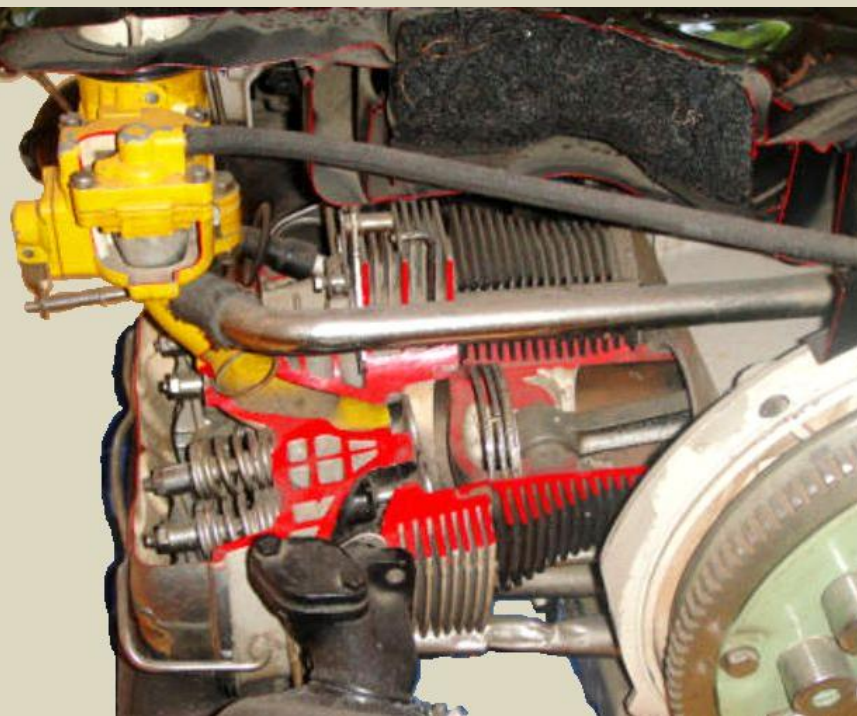
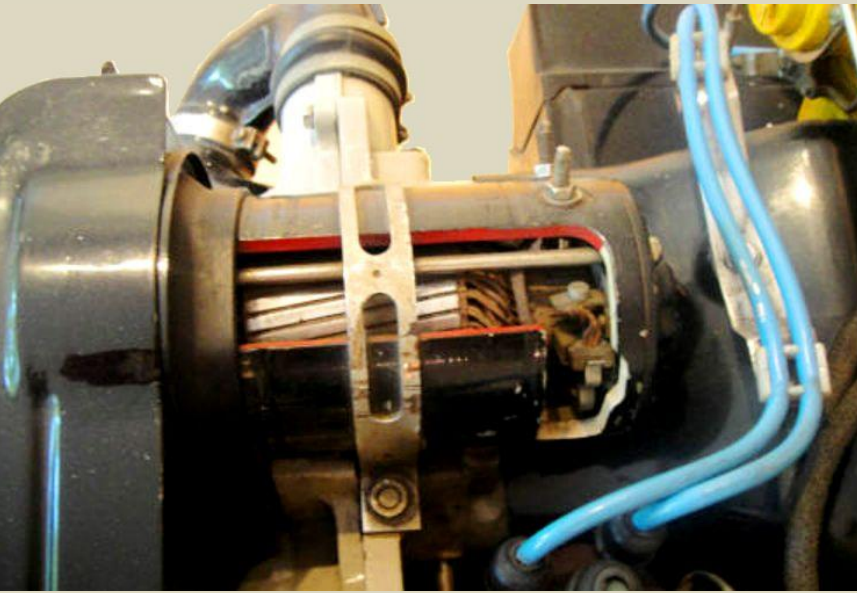
Michael Moesinger is restoring a Pigalle 1966 M345 (above) and was amazed at the huge T34 parts collection!



In late August Carsten made the trip to visit the Hahn family and what he saw was tremendous, amazing, & unbelievable ... a complete house full of T34 spares! There were literally hundreds of boxes and nearly all were labeled with parts numbers and well organized! Furthermore there were good used & NOS sheetmetal, engines, transmissions, whatever you could imagine was there! It took two days to inspect all the stuff and at the end of the day we came to an agreement on the purchase price. In November Carsten rented a huge 7 meter (24 foot) moving truck to retrieve the parts. His T34 buddies **Marcus Siegler**, **Michael Moesinger**, & Frank helped him. Carsten is thankful to the Hahn family and especially to Thomas Hahn who initiated the opportunity.

Original 1964 1500 S Cut-Away Engine!

In October ebay had an original “see-through” 1500 S engine on the auction block! What an extremely rare find! All key parts are cut-away so you can see inside the engine. carburetor, heat exchangers, cylinders, & air filter were opened for illustrative purposes. Auction closed at 583 Euro (US\$800).





North American orders will be handled by Lee Hedges. Cost is \$30 shipped within North America. Payment methods include cash & PayPal (with 4% fee added to total). LeeHedges@T34World.org Anyone outside those areas can contact either Heiko or Lee.

Mounting the badge can be done with the two pre-drilled holes or by using 3M adhesive tape on the back. I mounted mine on a flat metal strip connected to the front bumper bolt. The badge will come in a beautiful blue display box with felt lining.



Limited Edition 50th Anniversary Car Badge

To have a permanent reminder of the 50th Anniversary of the T34 we have created a special metal badge. It's based on the special t-shirt design that John Jaranson created for the GMH event. Heiko Thum made only 150 badges and each is individually stamped up to 150. The earliest orders will receive the lowest numbers. The badge is 3.25" tall & 0.25" thick and is cast in chrome metal with glass-filled colors.

Orders within Europe will be handled by Heiko Thum. Cost is 18 Euro + 3 Euro shipping within Germany. Contact Heiko at hthum64@yahoo.de for payment details.



Resto Tip: Short Black Coil R&R

Most of the T34s alive today have had their original black coils replaced as part of their regular maintenance. If you're interested in restoring the coil to its original appearance, here are a few tips.

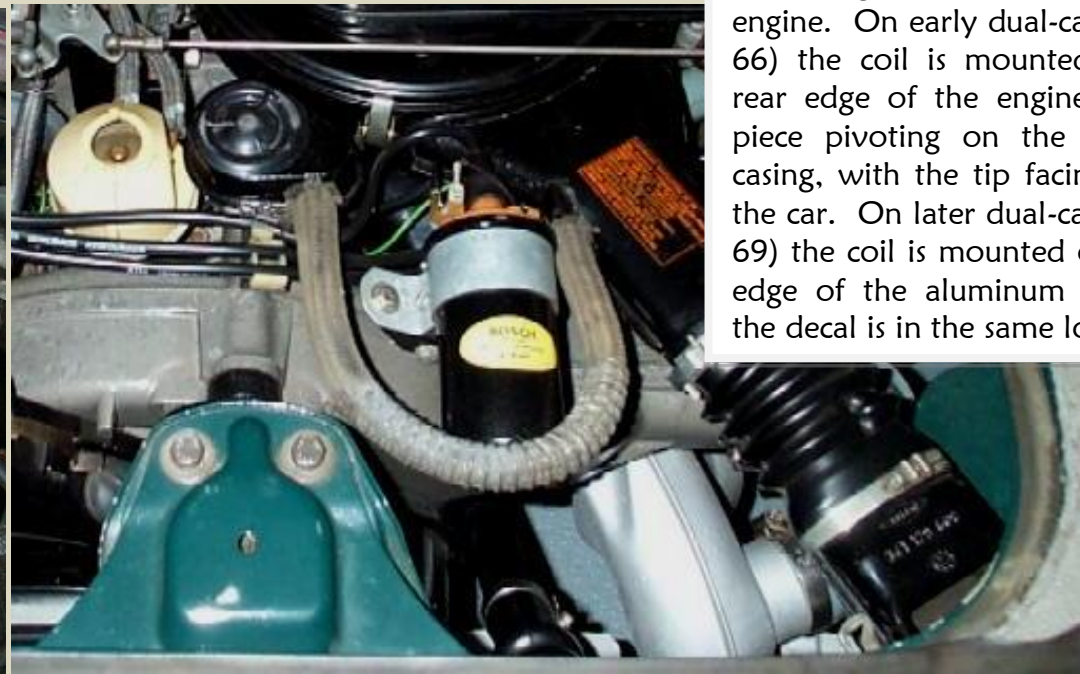
First off, the early models 1962-66 used a black 6V coil made by Bosch with a dark brown colored Bakelite tip & dual electrical connectors. It was mounted to the engine tin with a round stainless clamp. And it was always fitted with a bright yellow Bosch 6V decal. Late models from 1967-69 used a 12V coil, also by Bosch.

If your T34 currently has a long blue coil then your first task will be to locate an original functional black coil. Most T34 owners have several spares, so asking the forum or email group would be the best place to begin. If that fails then try the Samba or ebay. Used 6V coils are typically from US\$5-20 each. While you're thinking about it, call your local vintage VW parts supplier and ask them for a 6V decal which should only be \$1-2.



Once you've located a coil (1) you'll want to remove the clamp and scrub it down with a degreaser to remove the grime. Then use some fine-grit wet-dry sandpaper to remove the stains & paint (2). Mask the Bakelite colored tip with painter's tape and apply several thin coats of primer & then satin black paint. Let it dry for 24 hours. Install the metal clamp and apply the 6V decal with the top pointing toward the tip of the coil.

Single-carb T34s have the decal mounted on the top half of the coil about 0.2" below the lip and the bracket is fitted halfway down the body of the coil, and the Bosch logo is at the top of the unit (3). Dual-carb T34s have the decal mounted just below the bracket which is fitted closer to the tip to make room for the plug wire. On single-carb T34s the coil is mounted on the left side black engine tin with the tip facing towards the center of the engine. On early dual-carb T34s (1964-66) the coil is mounted on the right rear edge of the engine, on a rocker piece pivoting on the aluminum fan casing, with the tip facing the front of the car. On later dual-carb T34s (1967-69) the coil is mounted on the left rear edge of the aluminum fan casing but the decal is in the same location.





Early T3 expert **Jason Weigel** (Seattle Washington USA) offered some more details on the early T3 coils. Although you can run a short black coil on your 1962-66 T34, **the most authentic coil is a Bosch coil with the stamp TE6B4 on the bottom.** It's a long coil and slightly thicker diameter than a common long 12V type like a blue coil. It'll be more difficult to find and may cost more too.

As for the 6V decal, the original ones were made of paper, not vinyl. The repro vinyl ones have a different font as well. Bob Walton had repro'd the original paper ones with the right font, so you may want to contact him at BobWalton@T34World.org

And the most authentic metal clamps have a Bosch logo stamped into the center. See the tiny round logo in the upper-right pic?

But Jason has some good advice on which coil to restore. If you're planning to drive the T34 a lot then you'll likely want to paint the coil with glossy black paint & use the vinyl decal as this combination will last longer. If you want the ultimate in authenticity and don't plan to put a lot of miles on the engine then go for the satin paint & paper decal.





Progressive Refinements: 1966

The 1966 model year saw a few major changes to the engine & brakes but otherwise was very similar to the previous year. The T14 KG received a 1300cc engine in 1966 so the T34 was boosted to 1600cc to remain one step above. 1966 was the first year where production declined, a sad sign of the eventual end of the T34.

There are several quick ways to identify a 1966 from the outside: hub caps & beauty rings, rear script, license light lenses, & bumper guards. The hub caps fit over the rim not inside it & the nipple is more protruding than the early version. The new VW1600 rear script proudly boasted of the new 1600cc engine. And 1966 was the first time that flat ribbed license light lenses & "rounded style" bumper guards were fitted.



It's difficult to identify a 1966 model from the front, as the only give-away is the rounded front bumper guards in combination with the aluminum rear view mirror head.



More Chrome: The interior of a 1966 is where all of the changes can be seen and several parts become silver/chrome. The gauge dials & center circles were changed from bronze to silver. The fresh-air knobs were now coated with a chromed plastic material. The rear quarter window knobs were changed from gray to chrome. The front seat backrest rake knob was fitted with a new chrome cover. And the window winder knobs changed from the plastic dished to the solid gray ones, matching the dash knobs (above).

The rear quarter pads (below) were redesigned to include the separate C-pillar base trim piece, so they're longer & a different shape.





1966 featured sun visors fitted with a passenger vanity mirror (above). In the front compartment the underside of the front hood was fitted with a black tire pressure decal (upper right). And unique to 1966, the front seat backrests had no locking mechanism (below).



Optional interior sets (above) only offered in 1966 were the Pigalle (red) & Teak (brown) colored parts. The dash pads, door & quarter pads, armrests, steering wheel, steering column, turn signal lever, seats, interior panels, & carpeting were all colored.

Mechanical Changes: 4-lug rims, 1600cc engine with lower-compression designed for low-octane gasoline, front disk brakes and a unique master cylinder.

Last Year For: it would be the last year for a painted dash panel. It would be the last for the door locks inside the door handles, 6 Volt electrical system with 10-fuse box, & early chrome rear view mirror head. The triangle-shaped interior trim pieces for the upper door & quarter pads and the lower door panel trims were last seen in 1966.



The best preserved 1966 T34 is #346 278 858, a Lotus White (L282) Coupe cared for by **Michael Neumann** (far right) from Stuttgart, Germany. It's a special 1966 because it has the rare Pigalle interior. It has low-mileage as well, showing only 60K original miles. And Michael shared it with the T34 50th Anniversary in Germany this August. Although it was one of 50 white T34s at the event, it stood out from the rest with its originality & perfection in every nook & cranny.

Resto Tip: Raising The Rear End

Steve Seaton from Poulsbo, Washington USA recently bought a low-mileage 1967 M343 from Southern California. When he got it home he made a short list of things that he felt needed to be changed. The most bothersome thing was that he felt the saggy rear stance needed to be adjusted. He found a local air-cooled mechanic, Mike Hope, who had owned a vintage VW shop for years but had recently retired.

Mike knew exactly what Steve was talking about & explained the basic geometry of the inside spline having fewer teeth than the outer. This allows for “indexing” to or near to the original spring plate angle. He removed all weight off the spring plate. Then after he lifted the spring plate off the stop and pulled it out so it could drop to its relaxed unweighted angle, he measured the angle using a magnetic circular angle gauge. One side was about 20 degrees and the other side was about 21. He marked the angle on the frame. After removing the spring brackets, he adjusted the inside and outside splines to get a slightly steeper 25 degree angle on both sides. With the swing axle rear suspension, too radical a lift will result in the camber being off. He told me that it might still not be perfectly level side to side because part of the aging process would likely cause the torsion bars to be softer on one side or the other. He then put it all back together and Steve drove the car around the neighborhood for a few laps. He then measured everything and the wheel cambers were even.

The T34 was raised by a little over an inch with the side to side being less than ¼ inch different. The stance of the T34 is much improved and it drives fantastic, very stable at highway speeds with an improved feel which Steve attributes to a more neutral angle no longer lifting the front end at speed.



Above shows the “before” stance with the rear noticeably sagging.
Below shows the “after” stance with a more level appearance.



World News: 2011 Thailand Flooding

Thailand is experiencing the worst flooding in 50 years that began in late-July and is still going on in November. The death toll has climbed past 500. And 11 of Bangkok's 50 districts have been ordered to evacuate. The water has reached two feet (60 cm) in towns & villages. So far 10 million Thai homes have been flooded.

Prida Tuitachom has been restoring his T34 for the past year and after finally finishing it the floods forced him to take extreme measures. That's Prida standing waist-deep in the water at his home. His garage area was crammed with all the neighborhood cars hoping to avoid the flooding. His T34 was raised up onto bricks and he hooked-up a pulley system to pull it higher into the garage roof. The water reached up to 2 meters (6.5 feet) at his home but the cars are stored higher up. He thinks it may take 45 days to recede.





Mark Salmon built a huge barricade around his front gate as the water rose. He raised his T34 onto jack stands as an added precaution. **Jaray Yookong** had his body shell carried to a higher location. Thankfully none of the twelve T34s in Thailand have been under water so far.





Accessory: Chrome Jack Port Plugs

Here's a fun bright accessory that's actually functional as well. These chromed plugs fit tightly into the jack ports to beautify the exposed metal holes. And when removed their dual metal pins are used to remove the hub caps. The two pins fit into the holes on the edges of the hub caps. Using these eliminates the scrapes & dents in the beauty rings when a flathead screwdriver is used to get the hub caps off.

Most every vintage VW supplier stocks these accessories. They typically cost from US\$18-25 for the pair.



History: Mrs. Sartorelli's T34 50th Speech

"Good morning to all of the Karmann Ghia enthusiasts here today. First, I would like to thank you for inviting me to the 50th Anniversary of the T34. After his death in November 2009, I was asked to outline a profile of my husband's life. Even today two years later I find it very difficult to talk about him because my pain is still very strong.

When I first met Sergio in November 1957 he made an immediate impression on me. He was a unique person, reserved, polite, cultured, & elegant, and he remained that way until his death. We started seeing each other one year later in 1958 because I had been in England for a while. When we got to know each other better I realized he was a very determined man, uncompromising first of all with himself and then with others and enthusiastic about his work.

Growing up as a child and a teenager during World War II and brought up strictly, all his life he wanted to perform the duties that were expected of him. His passion was to design, build, & sketch models of the future but always with the possibility of making them real. His perfectionism has not always been understood and sometimes led to his difficulties with co-workers. During his long professional experience he always had great respect for the workers and recognized the merits from which he said there was much to learn. He worked with them on plaster & metal models and has always been highly respected by them for the professionalism & severity. He was a basically a good and honest man and to his goodness combined a great loyalty and confidentiality, which was necessary for that kind of work.

Even as a young child he always had the gift of drawing. I was repeatedly told that at the age of about eight or nine years old he had to do to a design task, and Sergio drew a wolf dog. The teacher said, "Very nice, but your father drew this!" Sergio said that he had done it himself, but the teacher thought he was lying and ripped the drawing up. I think Sergio was never able to get past that injustice.

In 1958 Sergio had the chance to visit Germany to work with Mr. Bruno Sacco at Mercedes on an International Design Study in Germany & Paris but Ghia didn't let him go, surely understanding the value of my future husband.



Sergio & I were married in 1960 and in May 1963 our daughter was born. Sergio was a very good father, and he liked to draw for his daughter and built toys for her. For Sergio, work and family were the most important things in the world. Only with the passing of the years I now understand how difficult it was for him to accept his beliefs and his ideas to Ghia. As the Head of Future Studies, the design work should have been finalized several years before the new models but he never failed to be at work on a Saturday or Sunday if there was a model that needed immediate work. Even later at Fiat during the unrest, strikes and attacks yet he always faced different situations with calmness and balance.

He was interested in all types of vehicles especially military vehicles and he always read books and magazines about these vehicles. His thesis was on the tanks. At the end of 1962 Sergio again had the chance to direct a branch of the "Form und Technik International" in Italy. However, since our daughter was about to be born, my husband gave priority to our family and he did not leave.



In the summer of 1963 he began a new job as technical director to Luino of Alessandria. He still had the task of designing the Turin Motor Show models for Ghia like the **230S/L** (above).

But he missed drawing cars so much and so from 01 June 1966 my husband began an intense period of success with OSI (Officine Stampaggi Industriali) in Torino, Italy. Here he worked with engineers who understood & indulged him. During this short period many cars & models were designed that were exhibited in Paris and Turin. The Scarabeo & Bisiluro "**Silver Fox**" (below) had great success because they were something entirely new. At the end of December in 1967 suddenly OSI stopped its production and most of the workers were absorbed by Fiat. Under his direction the Fiat 126 & Ritmo models were designed.



When Sergio was given early retirement he then had time for his many hobbies. For a couple of years he taught car design in Milan. At home he designed & built a model Marklin train in its smallest details. I still wonder how he was able to accurately and consistently carry out his ideas into models. He also designed and built beautiful toys for his grandchildren and himself three destroyers and four tanks. There was nothing that could not be done to perfection, his imagination had wings. Painting for him was life, a piece of paper, no matter where born, and suffered a car or a detail. Tractors, trucks, locomotives, ships, medical equipment, lawn mowers, watches, handbags, cookware and much more. If something broke in the house he almost always managed to fix it. Sergio read a lot, especially history books, and read while listening to classical music. The majesty and power of nature fascinated him in all their facets.

It gave him great joy to receive the letters sent by members of the Club Karmann Ghia from many countries around the world. Even after many years of living together my admiration for this unique and sensitive person has never diminished. I consider myself lucky that I could live with him. If he could be here today, Sergio would have smiled quietly as he was accustomed to do and he would have shared with you the love of the Karmann Ghia. He would gladly celebrate with you, but unfortunately it was not so and I am here alone. Thank you."



Accessory: Full Circle Horn Ring

This accessory was an original 1960's one offered by VW dealerships. The original ones are difficult to locate today but fortunately there is a very nice quality reproduction for under US\$100 available from CIP in Canada. www2.cip1.com and search for "circle horn ring".

The installation is a fairly quick process; however, there is one problem that requires a bit of work. The main problem is discovered when fitting the copper ring that mounts on the backside of the horn ring. The original ring fits over a round screw-mount, and on the repro horn ring this round screw-mount is too big. A quick way to solve the problem is to trim the copper ring at the screw-mount with metal cutters. Once trimmed the ring mounts easily and the horn ring installs quickly. The original horn button is also a bit snug, but just takes a bit of muscle to wiggle it into place.





Spotlight: By Accident, Swiss 1967 Sunroof

By Marc Wöltinger from Switzerland

I've been into cars since my earliest childhood. Cars used to be my favorite toys, favorite subject to draw, my favorite everything.

My mom even wanted to take me to a child psychologist because I was so obsessed. With so many American cars in Switzerland I was attracted to the throaty growl of a V8 engine combined with the beautifully sculpted body lines. I was under the spell of Detroit iron.

As I approached driving age, the all-important question started to come up: what car was I first going to own? In Switzerland, you can't get your driving license until the age of 18, so there's plenty of time to take this matter into careful consideration. But there was one important fact that was limiting my options: money— or rather, the lack thereof. So, that 1972 Stingray wasn't really an option. Neither was the 1965 GTO.

By accident, my car passion went in a completely new direction when my neighbor offered me an Olive Green VW Bus from the late '70s. A former Swiss army car, it had been meticulously serviced and had only 17,000 kms (10K miles). Then I bought a 1966 VW Beetle, lowered it and had a lot of fun with it but soon I wanted something more extraordinary. I told my friends to keep an eye open for a clean KG and soon I learned about a Karmann Ghia sitting at a Renault dealership. When my buddy sent me the first pictures I was struck: I remembered having seen this very car in front of that dealership and even having walked around it in amazement, checking out this strange VW I had only seen in magazines but never in real life.

So, it was obviously not a T14 but rather the much rarer T34. At the time I had seen it for sale, it had a hefty price tag behind the windscreen, probably the reason why it hadn't yet sold. Now the price was reduced by almost half as the dealer clearly wanted to get rid of it. I went back to the Renault dealership to check it out and found it was a 1967 with the ultra rare electric sunroof option. The T34 had a tasteful two-tone paint job in Vulcan Gray with a Lotus White roof & matching Light Sand interior.





Above & Below: Being pulled out from its underwater tomb after being submerged for three days! The once nicely original interior needed to be completely replaced.

My buddy who had accompanied me checked out the car's condition in depth while I concentrated on the more general look and feel ... and instantly fell in love. So, by accident once again, I bought a car I never actually planned to own.

Driving it for the first time made my heart jump: it was so different from the driving experience of my VW Beetle. So much more mature, comfortable, sophisticated. The only thing I didn't like was the speedboat stance with the nose of the car sticking high up in the air, a common sight on most old VWs. But thanks to the torsion bar suspension, the front was quickly lowered. I also added a set of period correct Empi Sprint Star wheels and enjoyed it in this form for five years while I drove it on many trips all over Europe. That is, until the summer of 2005, when my T34 sat in an underground parking facility during the heaviest rainstorms Switzerland had seen in a century. The whole underground level of the building had flooded, including my Ghia. After three days, the parking facility was finally accessible again and I could inspect the damage in detail. The whole car had been submerged in muddy floodwater.





But luckily, there were no dents or scratches in the bodywork. We trailered it to a friend's place, removed the interior and all the trim pieces and the bumper, and hosed everything down. It didn't look so bad anymore, but I knew that a whole lot of work would be necessary to bring her back to running condition. But due to a temporary lack of motivation, the T34 would sit in storage at my friend's place for two long years.

In 2007, we finally decided to tackle the rebuild. We disassembled the drivetrain and replaced the old 1600cc engine with a souped-up 1800cc engine with twin 40 Weber carburetors. The transmission was left in place with only the oil changed. The whole interior had to be redone. I purchased a new carpet set in Germany made from German square weave material. And by a stroke of pure luck, I scored a nice set of used seats in the original ivory color on ebay for the massive sum of €80. The door panels were reproductions from the US. And while we were at it, we modified the brake discs and drums to the Porsche 5x130 bolt pattern in order to mount a set of period correct Porsche Fuchs. With that, my Type 34 was on the road again, and just in time for Europe's largest air-cooled VW festival.

My relationship with my T34 is now eleven years long and counting. I recently replaced the slightly worn 1800cc engine with a stout 2 litre with 48 Webers while the original gearbox was removed in favor of a freshly rebuilt and reinforced Rancho transmission, the perfect combination for discovering those fabulous roads and passes in the Swiss Alps. This new performance is another reason why I'm never going to part with my T34, the car I found by accident ... or the car that found me.





Authenticity: Fuel Sender Date-Stamp Identification

The T3 fuel sender (#311 919 051) It measures 6 3/4" (17.1cm) from the bottom of the flange. The Bus version is more than an inch longer so it cannot be used in a T3. Notice the two close-up photos of the cap (right) and you'll see one from 9.61 and one from 5.65. The markings include the VW round logo, the part #311 919 051 (but not on the 1961 one), and the data stamp. 09.61 = September 1961 and 5.65 = May 1965.

If you're searching for the least expensive new T3 fuel sender, I found most suppliers list them from US\$80-100. Air-Head Parts in California USA (www.airheadparts.com) has a new repro T3 one for only \$50.

Thanks to Morten Christensen (Denmark), Steve Seaton (USA), Franck Boutier (France), Ian McHone (USA), Rob Buckley (Canada), & John Lisowski (USA) for sharing photos.



Boutier's 1965 (top right) is ink-stamped (not imprinted) with a 12.64 (Dec 1964) date but no other markings. Morten's 1962 is the easiest to identify with 09.61 (Sep 1961) as is the one I bought on the Samba this month stamped 5.65 (May 1965, above). Ron Buckley's (left) is stamped 12.61 (Dec 1961) which is fitted to his March 1962 T34. Please keep your eyes open for original T3 fuel senders because somebody's T34 may be searching for an original one!



History: A Special T34 Cabriolet

From the beginning, T34 Cabriolets were a teaser but it took Karmann another year of development to get the M341 ready for production. VW finally placed an official order for 100 Cabriolets from Karmann in late-1962. These would be 1963 model year cars.

Sales catalogs featured the Cabriolet model alongside the Coupes. VW price lists had the Cabriolet at 9500 DM while the Coupe was 8750 DM. Dealership posters featured a Pearl White Cabriolet. A full-color options brochure was printed for the Cabriolet which featured ten different colors. In reality Karmann painted all the T34 Cabriolets in Pearl White ... all except one special M341.

Press photographs published of the M341s were all Pearl White with a Black roof. And all of the M341s seen in public at promotional events were Pearl White. The May 1962 Parts List book featured a Pearl White M341, a two-toned Coupe, & a monotone Electric Sunroof.

Unfortunately in December 1962 Volkswagen decided to halt the M341 production run with only twelve Cabriolets completed. What colors were made? The Karmann workers have confirmed "Wilhelm Karmann liked blue" so eleven were painted in Pearl White and one was painted in Pacific Blue. Interestingly, the Notchback Cabriolet prototype colors were: 8 Pearl White, 7 Ruby Red, & one Blue. And the 411 Cabriolet prototypes also had one red & one blue version.



Parts List · Type 3

Section 2



MODEL 341 2 Seater Convertible



MODEL 343 2 Seater Coupé

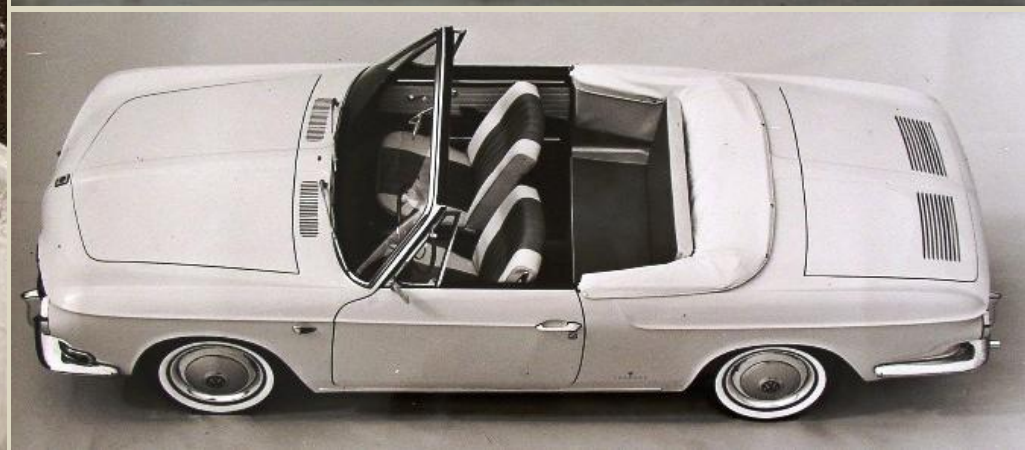


MODEL 345 2 Seater Coupé with sliding roof





Upper Left: The early-1962 Canadian VW 1500 Tour featured a T34 Cabriolet & Notchback Cabriolet. Upper Right: A M341 was photographed at a 1962 Germany exhibition sporting wide white wall tires and a unique white early-1962 front nose badge. The enamel was filled-in around the VW & 1500 exactly like the M341 featured in the press photographs (lower right). Lower Left: the September 1961 Cabriolet at the Frankfurt Auto Show was on an elevated rotating stage for all admirers to see up close. But all were Pearl White models.





The lone Pacific M341 was only photographed twice, once with its top up and once with its top down. Notice the roof is white!



So where is the one special Pacific 1963 T34 Cabriolet today?

#0 091 562 was the Karmann factory company car from 1963-69 driven mostly by Karmann engineer/manager Matthias Rath. He bought it after leaving Karmann and drove it six years in Osnabrück. In 1975 Matthias sold it to master mechanic Walter Wolf from Rheine who sold it two months later to Cornelia W, also from Rheine. Cornelia only owned it a year until 1976 and sold it to a dealer in the city of Rheine. This dealer painted it the metallic Blue-Green it is today. It was sold again in 1983 to a VW dealer in Melle. In 1997 Lars Neuffer discovered it as part of an auction of parts & vehicles at the now-bankrupt Melle VW dealership. He bid the highest and brought it home to Göttingen. Lars sold it 12 years later in 2009 to Christian Grundmann from Hessisch Oldendorf, Germany.





Parts Sources: New Windshields

For as long as I can remember new T34 windshields have never been available. Owners had to live with the pitted/scratched one they had or buy a good used one and pray the seller would ship it carefully. Now we have a new source for repro clear safety glass T34 windshields in North America! We've placed an order for 25 and have taken reservations for 18 from North American owners. The windshields are US\$325 each + shipping. Shipping options are to have your windshield delivered to one of several central locations (East Coast, SoCal, NorCal, Michigan, Colorado) for around \$50 and pick it up yourself or you can pay \$250 to have it sent directly to your home.

If you'd like to reserve a new windshield, please contact LeeHedges@T34World.org or call 760 845 8447.





T34 WORLD

