

# Bye bye to the Beetle

## 1968 VW Beetle

**Engine** 2110cc/4-cyl/OHV  
**Power** More than a Beetle really needs!

**Fuel economy**  
Never more than dreadful.

## Work done

Cleaned it, received some money, waved it goodbye!

After two years in my hands the Beetle has moved on. Long story

short, I wasn't using it enough, it didn't quite fit my needs and much as I enjoyed driving the car, it was time to go.

I advertised the car on a VW forum and almost immediately received an email from a chap in France called Julien. After a few more emails back and forth he offered me just £200 less than my

asking price... an offer I was very happy to accept.

My only worry was that the car was due to be used for a wedding before the car was collected, but luckily everything went off OK. Time to part then.

Julien met me at Peterborough Railway Station and, as I waved him off into the



New owner Julien gets his first look.

night, I felt a slight pang of regret. But not for long. Farewell YRD 45F, it was a

blast. As you can see, it didn't take me long to spend the cash burning a hole in my pocket...



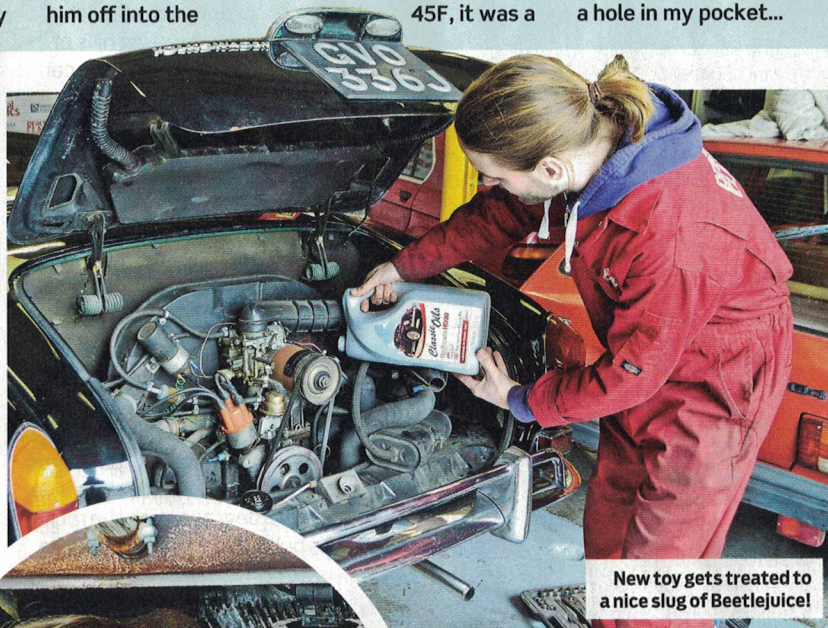
Previous owner Charlie was sad to see the Ghia go.

bodywork by the German coachbuilder Karmann. The Type 14 KG has, broadly speaking, always maintained a price premium over the Beetle it is based on. So I was surprised to find one within my nominal budget.

The car was up for sale in Nottingham, so I only really went to see it on a bit of a whim – if it had been any further away then I might well not have bothered. Matt Tomkins came along for the ride and we were both pleasantly surprised by what we found. The paint wasn't perfect and there were a few niggles that would need attending to, but the low-slung machine that sat before us was basically a fundamentally solid car. Plus it just looked so cool! Suitably hooked, it was time to try and get it bought. A long chat with owner Charlie Christian ensued, but we couldn't agree on price there and then. However, after a night to reflect, I got back in touch with Charlie and we managed to strike a deal both parties were happy with.

A week later Matt T again accompanied me to Nottingham and followed me and my new Karmann back to base in Peterborough. It ran pretty well, too. It wasn't long before I'd splashed some cash on it though. A quick call to VW Heritage had a boxful of service items heading my way, including new leads, spark plugs, distributor cap and rotor arm. Job jobbed.

Fresh oil and filter is always high up the list when I buy a new car as well, but the basic



New toy gets treated to a nice slug of Beetlejuice!



Replacement oil strainer and gasket went on easily.



Old oil strainer was a bit manky.

nature of the Ghia's oil system was new ground for me. No filter here, just a simple gauze strainer surrounding the oil pump's pickup. With a new strainer in place it was time for some gloop.

Friend of PC Guy Lachlan runs Classic Oils in Aylesbury – that man REALLY knows his stuff when it comes to lubricants for classic cars. For a bog standard engine like the Ghia's lump, he approved of my choice of Beetlejuice HD30. Cost-effective at £16.95 for five litres, it contains high levels of zinc and should help maintain engine cleanliness between regular oil changes. I'm impressed so far. More Ghia news soon.

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## USEFUL CONTACTS

**Classic Oils**, [www.classic-oils.net](http://www.classic-oils.net), 01296 488927

**VW Heritage**, [www.vwheritage.com](http://www.vwheritage.com), 01273 444000

**DRAPER Tools**

[www.drapertools.com](http://www.drapertools.com)

