



T34 World News

2011 Edition #13

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New Year, Fresh Life & New Activity

The elegant front cover is of a 13K-mile Sea Blue & Blue-White 1963 Coupe owned by **Jan Peter Henkels** in Germany and the fantastic rear cover holiday image was taken by **Roland Gentner** from Switzerland of his 1969 Coupe.

I'm thrilled to announce the addition of a new rep for Germany: **Michael Mosinger** will manage the Southern area with the support of Carsten Klein, Jorg Fischer, & Klaus Morsch. Michael has been working hard on his 1966 Pigalle M345 restoration over the past year and will no doubt finish with a top-shelf T34 when it's done.

I'm very happy to announce that we have another excellent & much-needed sheet metal repair panel available from **Jurgen Wagner** in Germany! The lower rear corner sections have been created & ready for shipment. This is a huge accomplishment for T34 owners with rust in these areas. No more hand-made panels!

I'm often asked whether an owner's T34 is "worth saving" considering the rust, damage, & missing parts. Then I recently saw this photo from France and it really puts it all into perspective, doesn't it! Every T34 has something worth saving ... it's just up to the owner to decide how far you go with fixing the damage or deciding it's better off parting out.



Another great new source available to T34 owners are the rocker panel sets & the inner heater channel sets! Our Belgian rep **Jurgen Magdelyns** is now offering both sets. Send him an email for prices & photos (JurgenMagdelyns@T34World.org) or if you're in the USA contact his North American distributor Carsten Klein (CarstenKlein@T34World.org). A full article with photos will be published in the next edition.





T34 World International Team

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

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

GERMANY:

- Cabriolets – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Southern – Michael Mosinger (MichaelMosinger@T34World.org)
- Northern – Klaus Morsch (KlausMorsch@T34World.org)

UNITED STATES:

- Southern Calif – Bob Walton (BobWalton@T34World.org)
- Central Calif - Tom Reay (TomReay@T34World.org)
- Northern Calif - Larry Edson (LarryEdson@T34World.org)
- Mountain States - Paul Colbert (PaulColbert@T34World.org)
- NorthWest USA - Jason Weigel (JasonWeigel@T34World.org)
- Central USA - Bob Dervin (BobDervin@T34World.org)
- NorthEast USA - Rick Hasse (RickHasse@T34World.org)

BELGIUM:

- Jurgen Magdelyns (JurgenMagdelyns@T34World.org)
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- Mike Zanella - Liège (MikeZanella@T34World.org)

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JAPAN: Toru Ebine (ToruEbine@T34World.org)

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NETHERLANDS: Remco de Bruijn (RemcodeBruijn@T34World.org)

NEW ZEALAND: John Kanters (JohnKanters@T34World.org)

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

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

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

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.



2012 Type 3 Calendar

If you'd like to see a fresh T3 every month of 2012 then here's a new calendar from our Southern California rep Bob Walton. He's been offering these Type 3 calendars for the past few years. Cost is US\$25 each with free shipping in the USA or Canada. For Europe or Australia the cost is US\$30. For multiple calendar orders please email BobWalton@T34World.org for a proper quote to your part of the world. If you'd prefer to send a money order (payable to Bob Walton), send it to Bob Walton, PO Box 1441, San Gabriel, California 91778-1441 USA. If you'd prefer to use PayPal make your payment to Calendar@VW1500.com

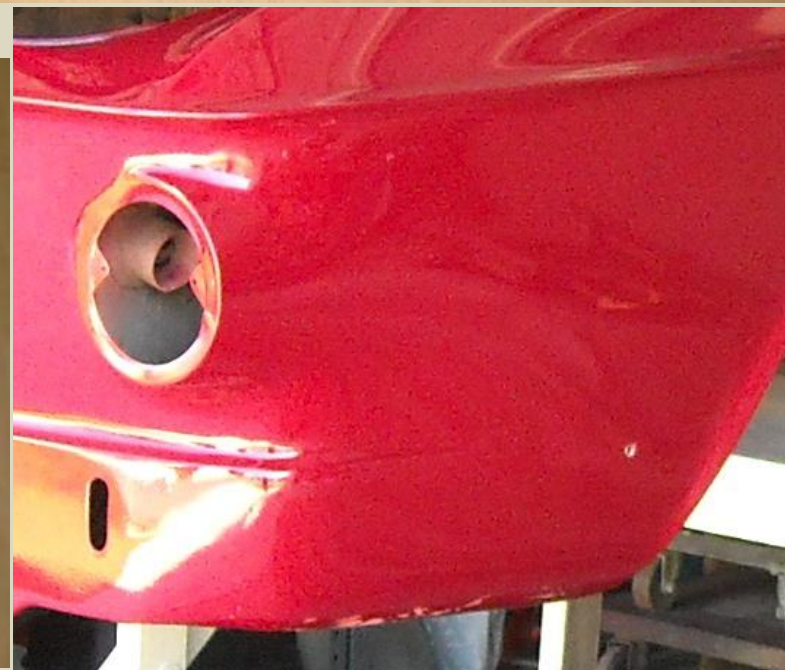
The 2012 Type 3 Calendar includes three T34s: James Kramers' Bermuda & Cobalt 1966 M344, Jill Jaranson's 1967 M343, & Doug Narczewski's Sea Blue & White 1966 M343.





Parts Source: Sheetmetal Rear Corners

One of the reasons that T34s are so difficult to restore is due to the lack of replacement sheetmetal pieces for the areas that typically rust. The rear corners are a perfect example, with rust developing in the bottom-rear wheel well metal. Now we have a source for new replacement sheet metal for this area from **Jurgen Wagner** in Germany! The left or right rear lower corner sections are 115 Euro each, a reasonable price considering the cost to have a shop create hand-made panels. There are no pre-drilled bumper corner holes because they can be more accurately marked & drilled after the panel has been welded-in. Jurgen can be reached at wagner.blechteile@t-online.de to provide shipping quotes.



Repro Source: Karmann Side Emblems

Karmann side emblems were originally fitted to T34s in countries that did not allow side lights. They replaced the lights and are unique to T34s. They originally came with a black plastic seal to protect the metal emblem from scratching the paint. They are very rare to find today.

Heiko Thum decided to have the rare T34-only Karmann side emblems reproduced and now these are available at a reasonable price. The new emblems are made of solid metal, chromed, with enamel colored glass just like the original parts. The surface is polished and the two emblems come with four mounting clips.

To order a pair of these repro Karmann emblems contact Heiko Thum in Germany at hthum64@yahoo.de Cost is US\$65 per pair + US\$10 shipping and PayPal is accepted.

FYI: the black plastic seals will also be reproduced soon to complete the set, but will be sold separately when they are available. You can bet they will be here first ...





Florida T34 Salvage Operation

Corky Yager has spent the past 20+ years collecting vintage VWs at Sunray Bugs in Dade City, Florida USA. His property expanded to include over 800 vintage VWs. Some were sold, some were used for parts, but the majority just sat there. And it was only a matter of time that local officials would visit and declare the property breaking some sort of rules. In December Corky received notice that all 800 cars would be crushed if he didn't move them to a property zoned for it. He lost his legal battle with the County so he was scrambling in mid-December to sell & move cars.

Allyn de Vars (our NorthEast USA rep) gave his buddy Matt Raab (from Tampa Florida) a call and Matt drove to Dade City to see the situation for himself. He found five T34s but only two were possible restoration candidates. The other three were parts cars that were badly rusting away.



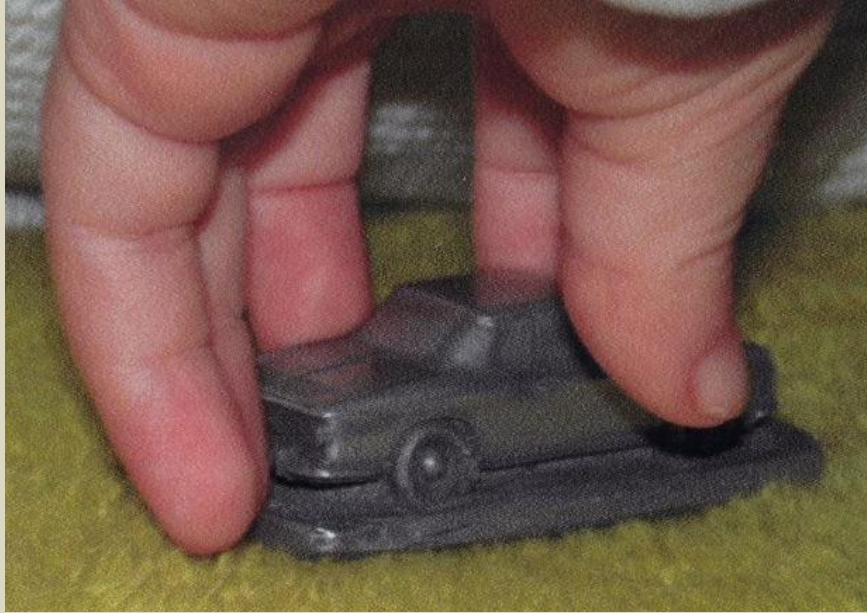


This Sea Blue & White 1963 M345 #0 140 381 is the 8th oldest M345 worldwide and it's one of the two T34s worth saving. It's got plenty of surface rust on the front hood and typical rocker panel rust, but it's fairly complete. Last I heard Allyn de Vars is considering buying it to restore. Thanks for taking the pics, Matt, and offering to help store this T34 for Corky!





Cool 1960's postcard at UK's Llongleat Wild Animal Park where the cars drove through the park to see the animals up close. The Manila Yellow & Black RHD 1964-65 T34 has an early black UK license plate from Dundee but it has never been registered with the KGOC-Great Britain club. The cars behind the T34 are: Ford Cortina, Ford Corsair, & an Austin County Series.



In-Scale: AutoSculpt

AutoSculpt (England) began producing scale model cars in 1993 and still builds them today. They currently produce 21 Volkswagen models, all in 1/92nd scale measuring 46mm in length. There are three KG models:

- VW-06 = T14 Coupe
- VW-07 = T14 Cabriolet
- VW-18 = T34 Coupe (2003-04)

AutoSculpt models are hand-made by Keith Dungworth in Sheffield England. They're pewter-finished aluminum-resin castings that are highly polished to look like metal. They're typically built onto a base for ease of casting. The details are very good and include the rear scripts, tail light lenses, and windshield wipers. They're difficult to find but resellers like John Ayrey DieCasts (www.ayrey.co.uk) are charging £7 GBP (US\$11 & 8.40 Euro).

This is little Anika's first T34 model in her collection. She loves that it's a small-scale version of the 1963 her dad owns in Germany!



Resto Update: Fresh Start 22 Years Later

Isaac Okoreeh-Baah lives in Nashville Tennessee USA and has built a nice car collection with 12 classic vehicles and the only Volkswagen is a T34. He discovered his 1963 Coupe in the Wheels & Deals magazine in 1989 in Texas and bought. Isaac had never seen a T34 before but thought the Pacific & White Coupe was weird and worthy of collecting. He drove it for a year then put into storage for the past 22 years! It'd be easy to forget about the T34 with all these cars to choose from! His broad car collection includes a 1932 Ford Roadster hot rod, a 1937 Chevrolet 4-door Sedan hot rod, a 1949 Cadillac, 1960 Chevy Corvette, two 1969 Corvettes, a 1972 Volvo P1800 Coupe, & a 1978 Corvette silver anniversary special among others.

This past October he decided to begin the T34s restoration. Fortunately his 1963 was complete which made things easier. The only rust was in the battery tray so that was easily replaced. After a lengthy discussion with Lee about the paint options in December Isaac decided to repaint it back to its original Pacific & White color scheme. He loves the original style and wants to restore it as closely to original as possible. In February he's having the upholstery shop create a new interior using the repro cloth material that Scott Taylor reproduced. All of the chrome has been replated & ready for installation. He was part of the new windshield order and is now buying the many different seals required to reassemble the T34. Isaac hopes to have the T34 completed by summer but we all know that the reassembly process can take longer than anticipated ...







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.





For Sale: 55K-Mile Lotus White 1968 Coupe

Late-model T34s are a real rarity in America. The vast majority are the early & mid production models from 1962-66. So when a two-owner 55K-mile original 1968 comes up for sale it's a real opportunity to buy a finished ready-to-enjoy T34 that will continue to appreciate over time. In Europe this condition T34 would easily sell for US\$30K, so the US\$15K asking price is a sweet deal.

The history of this 1968 was featured previously in T34 World News. Its original owners, Joseph & Kathryn Guay from Flagstaff, Arizona, bought it in Germany and had it shipped back to Arizona. They drove it sparingly and then stored it away in 1990 where it remains for 20 years. The second owner bought it in early 2011 but now has no place to keep it safe. It deserves a good home.

Please contact Mark Snelling at 209 605 3592 in Northern California USA (Pacific time zone).





Progressive Refinements: 1968

The 1968 model year is similar visually to the '67 & '69 models with only a few exterior changes to identify it. Also, 1968 saw a dramatic drop in production numbers, as the end was nearing for the T34 marque.

Exterior: the most visible changes were the introduction of the thinner chrome rear light bases & protruding centers of the rear lenses. The side mirror became a large rectangular shape, and the windshield wiper arms had rounded bases, pivoting differently. It was the first year for the new optional Automatic transmission & rear script with all upper-case letters.





Interior: The greatest number of changes in 1968 were on the instrument panel. The black dash knobs became ribbed on the outside edge (standard Beetle & T3 knobs) and have white icons in the centers. The ignition switch became angled which also changed the turn signal lever, and the flat steering column resulted in a flat area for the lower dash pad. The horn ring changed from chrome to a satin finish, as did the inner metal in the horn button. You can see these changes in the photo above. There was an optional M-code M601 for the dual circuit brake warning light, added to the dash above the lights & wiper knobs. It would be the last year for the silver fuel gauge with horizontal lines on the warning lights (without icons) and for the chrome glovebox door lock.





Inside the front compartment, 1968 T34s feature a new location & design for the brake fluid reservoir, now positioned near the left hood hinge. It has a metal housing to protect the rectangular plastic brake reservoir and then a colored plastic cover surrounds the metal frame.

Another optional M-code (M102) first available in 1968 was the heatable rear window. This included connectors coming out of the C-pillar that plug into the window & a switch under the dash in the electric sunroof switch panel. These accessories are extremely rare in T34s, with less than a dozen worldwide known to exist.

The engine area now features a rectangular oil breather design.





Resto Update: 1967 RHD Electric Sunroof

Story & Pics by Tim Shotter from England

"I've wanted a T34 since the moment I saw one 10 years ago at our local VW meet. The headlights and the swage lines are just stunning, it looked angry and it made the T14 next to it look weedy and dull! I've had a few Beetles over the years, a Bay and a T3 and I had moved onto American cars saying I'd never own another air-cooled VW (unless it was a Razoredge Ghia)!

Then in May 2011 I traded my 60's Yank van for this 1967 T34. Matte black with an electric sunroof & 1800cc 944 engine and lower than anything. I loved driving it and was out in it most weekends however in July the frame head collapsed. It looks as though it has been bent for many years and it finally gave up with two big blokes in it when it ground-out on a piece of trackway at Santa pod. I sourced a T3 donor and stripped it down removing the chassis from my car ready for the repairs that was when the horrors of the previous "professional body off restoration" were uncovered. As a result, now it also needs two new floorpans, heater channels rewelding correctly, RHD conversion finishing properly, replacement rear suspension arms where the "uprated shocks" were bodged in, the homemade loom removing and a complete rewire along with some minor rust repairs.

Putting right the wrongs is more important than getting things back to authentic. Unfortunately it will never be completely correct so for many reasons it will stay a mild custom. It needs a ton of rubber & affordable panels.





It began life as a LHD Coupe and over the years had been fitted with an electric sunroof clip (1995) & RHD conversion (2004). I've applied for the birth certificate to know for sure what model it is. But realistically it doesn't matter much as it's going to be a fun driver anyway and I have no dreams of a concours show-car.



I decided whilst it was in for these essential repairs (as the T34 has essentially become a bare shell & chassis) that I would also have a few other things fixed. The rear engine floor/hatch area is being replaced as this looks like it has been assaulted with a large tin opener. The minor dents and dings are being pulled out along with tidying up the previous ugly welding. It's also getting a quick blow over of paint just to freshen it up. I will get the interior re-trimmed and new carpets fitted. Currently I am still waiting for floorpans from KlassicFab, so hopefully they will arrive shortly as I have been expecting them since early December. As soon as they arrive Panelkraft can work their magic and get my T34 back to me!" Stay tuned for progress ...



Schneekette



Today you can find these original spare fuel canisters on ebay (USA & Germany) for about US\$100-150, sometimes less. If you're having difficulty with your fuel gauge working properly then it never hurts to have extra fuel in case you run out.



Owner's Story: Back on the Road After 20 Years

By Philip Pearce from Auckland, New Zealand

Here are the photos taken today when my 1965 M344 (#345 001 467) hit the road for the very first time in 20 years. Taken at our local beach called Cockle Bay, about 2 kilometers from home in New Zealand. I have yet to submit the car for it's inspection before it can be legally used on the road, therefore it was only a short (and illegal) trip today to see how everything works. And everything seemed fine -- apart from an oil leak & the carbs (Dellortos) need a good tune-up.

There are only a dozen surviving T34s in New Zealand and my 1965 is the third oldest now that our rep John Kanter imported his 1963 M343 from Northern California USA.





It has taken me a little longer than originally expected -- many things had deteriorated badly during 20 years of standing idle. I had to overhaul all the brakes and front suspension -- all rubber seals and the rubber boots on ball joints and steering joints had perished. Finishing off the electrical wiring was a challenge as 90% had been done but none of the new wires followed the original VW color coding. The car had been fitted with a later Type 4 engine which I plan to leave in place, but it was another challenge completing the engine mounts and connecting the engine's cooling air inlet to the ducting on the rear panel of the car.



997 (15) ★★

This T34 found its way to NZ in 1986 from England, but was in poor condition by 1990 when Harry Leusink & son Marin bought it. They began a bare metal restoration as shown in the photographs, had the car painted Silver and fitted a Type 4 engine. But then the T34 sat unfinished in Harry's garage for almost 20 years due to health problems and then Marin moving overseas.

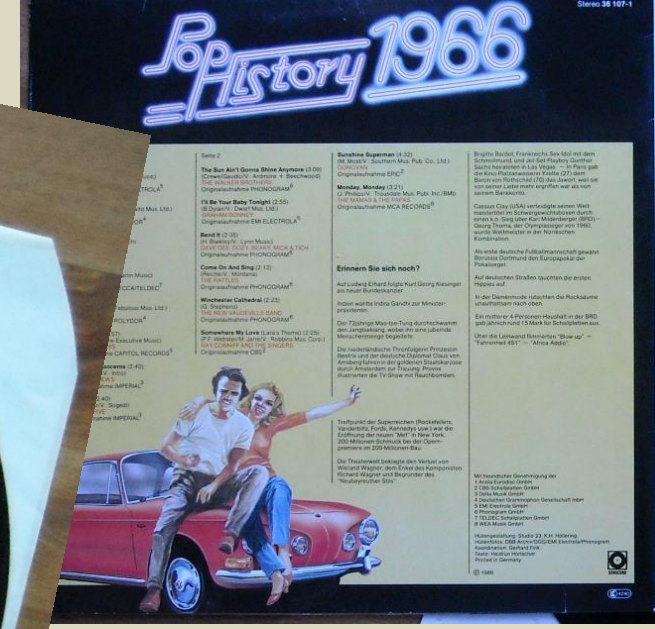


997 (15) ★★





I promise to supply more details of this car's history and restoration, along with more shots of the car in some beautiful NZ locations for another Resto Update article in T34 World News.



Collectibles: Pop History 1966 Album

Many T34 owners extend their obsession beyond their car to toys, literature, and other collectibles. Here's a unique T34 collectible ... a T34 record cover! I first saw it this past summer in Germany at the T34 50th Anniversary as part of the collectibles showcase with toys, photos, & cookie cutters. I couldn't believe that a T34 would make the cover of a Pop History 1966 record! Then for Christmas **Jorg Fischer** sent me an original, care of Santa! WOW!

The T34 featured on both sides of the album appears to be a drawing of a 1963-64 Coupe in monotone Ruby Red.

This record album cover was printed in 1986 by a German company. It's got songs by The Who, The Beach Boys, The Mama's & the Papas, Herman's Hermits, The Hollies, & Donovan, among others. Why a T34? Who knows!

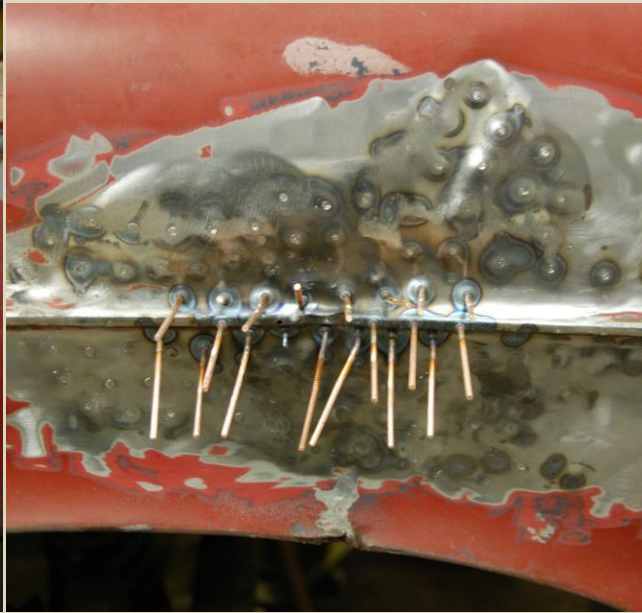


Resto Update: Thom's Early-1962 in America

Thom Fitzpatrick from Northern California USA bought Larry Edson's early-1962 Coupe #0 018 896 with original engine #0 014 504. It was built on 21 February 1962. Here's his first entry in a long series to come:

"I wasn't really looking for a project, it just sort of found me. My friend Tom Mink had just purchased a 1962 Notchback, and I told him "It's a nice car and all, but if I was going to go the Type 3 route, I'd get a T34." Back in the 80's, I had a Fastback, a Squareback and a Notchback. In a classic put-up-or-shut-up move, Tom knew of a T34 for sale locally, which turned out to be Larry Edson's junkyard-find from 1998. As it turns out, Tom was the one that found the T34 in December 1998 in the junkyard.





My buddy Tom had liberated several of its trinkity bits at the time but shortly after Larry rescued the car, Tom surrendered his treasure, and over the next few years, Larry tracked down a bunch of the original parts, including the original hoods and doors.

Just before Christmas I got the T34, a reasonably straight and dry Coupe, given its junkyard provenance. But it does have some unfortunate scars which were likely meted out by a heavy-handed forklift operator. Why would they be careful? It was just going to get stripped and crushed anyway. It has some rust issues and took a substantial hit in the passenger side front quarter and door at some point in its life. What really helped seal the deal were the crates full of parts - a lot of them NOS - that Larry threw into the deal. I've peeled off several pounds of bondo and media-blasted select areas to get a feel for what I'm up against. Stay tuned for progress."





Once Thom made it to disassembling the instrument panel he discovered the previous owner had glued a vinyl covering over the Ruby Red dash. Another unpleasant discovery was the rust along the top-left edge underneath the upper dash pad and the mounting bolts (cast into the dash pad foam) had completely disintegrated.



Authenticity: Secondary VIN Plates

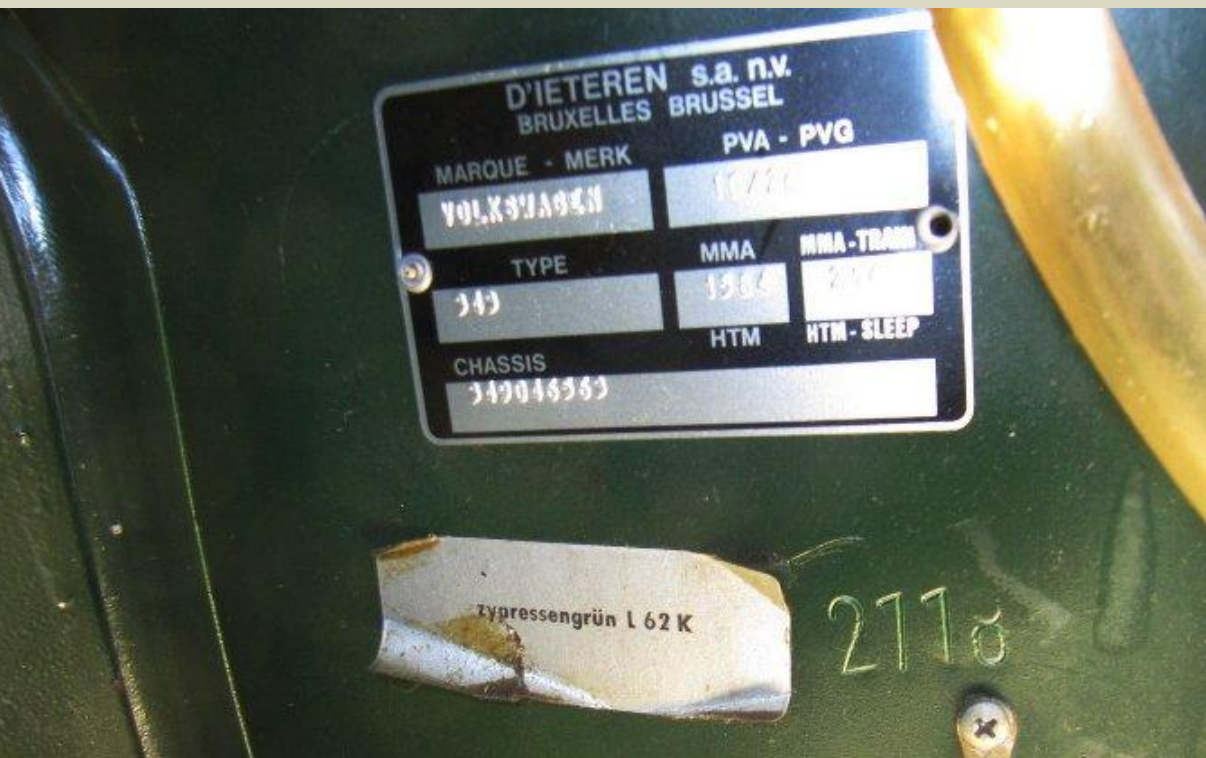
Every T34 left the Karmann Osnabruck factory with an aluminum vehicle identification number (VIN) plate that was riveted to the inner-right wall of the spare tire area. The same VIN number was stamped into the chassis plate under the rear seat. This is how you can confirm your T34 (or one you may be interested in buying) has matching numbers and is original.

Interestingly, there are three countries that supplied secondary VIN plates to T34s: Japan, France, & Belgium. These countries had a major primary importer that handled all incoming T34s and therefore wanted to identify them with special plates.

The Japanese importer was **Yanase & Co Ltd** and their plate (top-right) was a small black rectangular screen-printed plate in English with their own stamped number (glued just below the T34 VIN plate).

The French importer was **Volkswagen France SA** in Paris. Their plate (bottom-right) was a black screen-printed plate mounted via two sheetmetal screws and was stamped with the VIN# (again).

The Belgian importer was **D'leteren SA NV** in Brussels. I've seen only one 1969 T34 with this VIN plate (below) which replaced the original T34 plate. It's a black screen-printed plate embossed with the marque (VW), model, weight, & T34 VIN number.





On the Samba they found a Sea Blue early-1962 in Alberta Canada that looked really nice. It lived in a small town in the cold dry plains and had previously had its roof removed but now it had been welded back into place and made into a reliable driver. The owner kept telling that there was “never any rust and the top was welded back on correctly”. I believed him about the top but not the rust, as I had seen a lot of rusty T34s. He persisted with this explanation: “It never rains here, It is colder than hell, and who would drive a VW in the winter with no top?”

Mike & Jean decided to take a Canadian road trip and in early-May they made a vacation out of it. The truck & RV was packed with gear and they headed 1300 miles north towards Canada.

Owner's Story: In Search of a T34

Mike Rhea from Tahoe City, California USA drove his first VW, a 1968 Bus, in college and also owned a Daf (from Holland), so he likes driving cars that are a bit different. 30 years ago, while buying Bus parts he saw his first T34 at a parts shop and asked about buying them but \$2500 was too much at the time. But he never forgot the T34.

Three years ago he got serious about his search to find a T34. He & his wife Jean drove throughout California inspecting a half-dozen T34s. One in Berkeley was too much for the condition, and five in Southern California were the same, but they learned a valuable lesson: most people lie about the true condition of their cars. One T34 owner said it had only surface rust but the floorpans were completely rusted away! Mike & Jean realized that they needed to buy the most complete T34 they could afford. This is always the best advice for any T34 buyer.





After visiting several National Parks they arrived at the Canadian border. They learned that Canada only required a transit pass to get the T34 to the border and the US only required a one page paper filled out & a 2% duty. Sounds simple! They met the owner and quickly knew this T34 was far cleaner than the many other ones they'd seen. They took the 1962 for a test drive, both loved it, & so the deal was done. The seller asked, "So how do you plan to get it home?" Mike thought about it ...



Driving down historic Lombard Street in San Francisco!

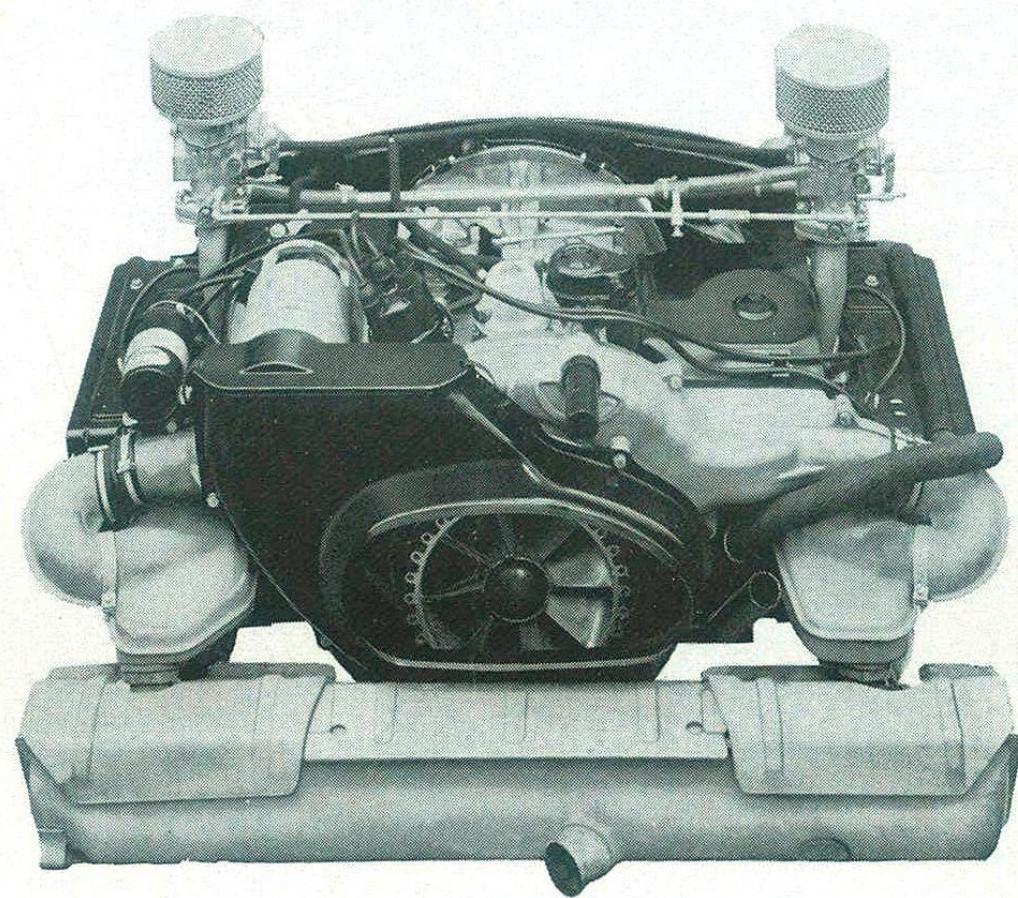


Ever the optimist, Mike decided to DRIVE their new T34 1300 miles home. After a few miles he discovered the engine was barely able to go over 40mph but a quick check at the border found that the carb linkage was messed up a bit, and was an easy fix to get full-power. Their most memorable adventure on the trip was the bitter cold, as the T34 heater wasn't connected and it was 30F degrees driving through Montana, Idaho, & Nevada. The T34 had a large hole (gas heater tube) connecting the front compartment to the interior cockpit, so Mike plugged it with a towel to stop freezing cold air from rushing in. The drive took three days to get home but they had no problems along the route and Mike enjoyed every minute of it. Karma!

After inspecting the papers they discovered the birth certificate (above) and learned their early-1962 (#0 023 926) has its original engine (#0 011 691), was born 15 March 1962 & delivered to Vancouver Canada on 06 April 1962. It was loaded with original M-code options including Canadian equipment package, the rare fog lamp covers (M275), white wall tires, & a special-ordered Black roof on the Sea Blue body!

Mike's still looking for a rear shelf defroster grill, heater controls on the front floor, & a new windshield seal. And he'd love to find a gas heater to fill the hole in his front compartment. If you can help please email him at dafmike@yahoo.com





Literature: T3 Oettinger Okrasa

The German firm Oettinger has been offering performance upgrades for VWs since 1951 and is still active today. The OKRASA acronym stands for Oettinger Kraftfahrtechnische Spezialanstalt, which means Oettinger Special Motorcars. Okrasa became well-known in the racing world as the ultimate VW engine tuner.

In 1964 when VW introduced the T3 engine with dual carburetors, Oettinger introduced a high-performance upgrade for owners that wanted more power from their T3. There were three options: TV 1700, TSV 1700, & TSV 1800. The TV 1700 produced 60hp, the TSV 1700 had 65hp, and the TSV 1800 had 70hp. The additional horsepower was generated by increasing the compression ratio to 8.5:1, changing to Solex 32 PICB carbs, and increasing the engine components to 74x85.5mm (1700cc version) & 78.4x85.5mm (1800cc version). These kits are extremely rare to find today.

oettinger

Hochleistungsanlage

OKRASA

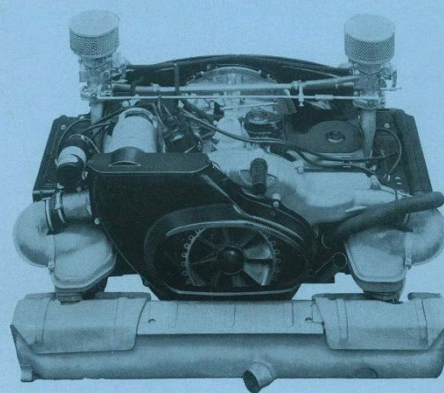
(In- und Auslandspatente GM)

TSV 1700

TV 1700

für

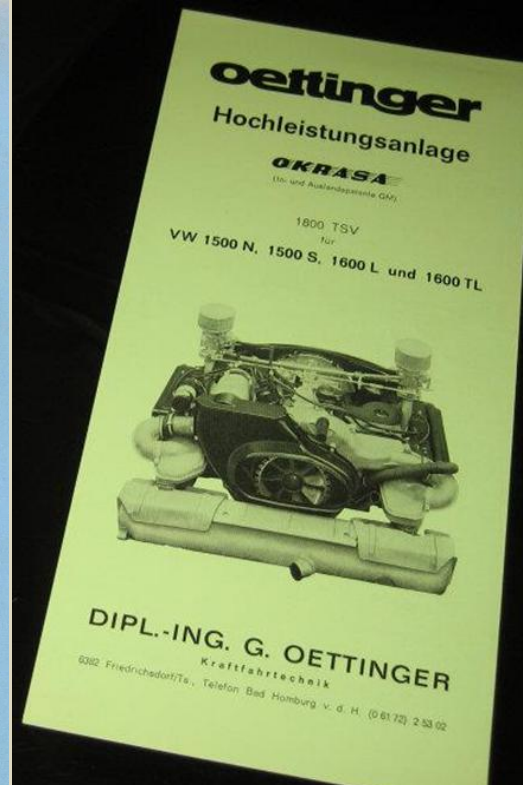
VW 1500 N, 1500 S, 1600 L und 1600 TL



DIPL.-ING. G. OETTINGER

Kraftfahrtechnik

6382 Friedrichsdorf/Ts., Telefon Bad Homburg v. d. H. (0 61 72) 2 53 02



TSV - 1800 - Anlage:

- 2 Spezial-Zylinderköpfe mit salzgefüllten Auslaßventilen und großen Einlaßventilen 38,1 mm
- 2 Ansaugrohre mit getrennten Saugkanälen
- 2 Solex-Fallströmvergaser 32 oder 34 PICB
- 1 Hochleistungskurbelwelle, pleuellseitig rollengelagert
- 1 Spezial-Nockenwelle
- 1 Satz Sonderkolben 85,5 mm
- 2 Naßluftfilter
- 1 Spezial-Zündverteiler
- Gasgestänge, Benzinleitung und Kleinmaterial.

Leistung: Bis 70 PS bei 4500 U/min

Hub: 78,4 mm

Bohrung: 85,5 mm

Verdichtung: 8,5 : 1

Drehmoment: 14,0 mkg bei 3000 U/min

Erforderliches Zubehör:

Verstärkte Kupplung

Nebenstromölfilter

Ölfernthermometer

Weitere Instrumente siehe Preisliste.

Diese Anlage ist vorläufig nur für den Export und im Inland für Typ 3 bestimmt.

1 Spezial-Zündverteiler

Gasgestänge, Benzinleitung und Kleinmaterial

Leistung: Bis 70 PS bei 4500 U/min

Hub: 78,4 mm

Bohrung: 85,5 mm

Verdichtung: 8,5 : 1

Drehmoment: 14,0 mkg bei 3000 U/min



For Sale: Typical American Project

American T34s are pretty tough to find in good complete original condition. America has hot weather that dries the seals, cracks the interior pads, and destroys the original interior upholstery to dust. There are few parts for repairs so many T34s get driven until they stop driving, they sit in someone's yard for years, then the wife/girlfriend decides it's time to get rid of the junker and that forces the sale.

This 1964 Coupe is typical of an American T34 that has been driven into the ground then ignored. Looks fairly complete with window trims, bumper, rear scripts, & tail lights. But the vines growing up into the cockpit means there's been a lot of moisture inside over the years. Here's the ad: "The engine is a complete 15-1600 dual carb, it ran, minus the cleaner & muffler. The trans is good, body needs work, wiring is has been tampered with by the unexperienced, the rear is straight, the front needs work. seats are complete front and rear, with some minor front seat parts missing, the pan has holes to let in fresh air!" Any brave souls out there?



“Exotic in the Volkswagen” featuring **Jan-Peter Henkels’ 13,900-mile Sea Blue & Blue-White 1963 Coupe**, the best-preserved T34 in the world



T34 WORLD

