



T34 World News

2011 Edition #6

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An Epic Adventure is Coming in 42 Days!

It's almost unthinkable that there will be more than 100 T34s lined-up together! I remember working so hard in 2003 to convince 28 T34s to show-up at the VW Classic (the USA record). To imagine four times that many T34s is just unbelievable. If you'll be at the T34 50th Anniversary celebration in GMH Germany this August then we can be in-awe together. How do you capture the details of 100 T34s in one weekend??? It's going to need a team approach. Who's going?

Jim Maljanian, **Tom/Terri Reay**, & I will be coming over from the USA and driving T34s. Jim's driving Lars Neuffer's 1968, the Reay's are driving **Kris De Bruyne's** Cherry Red 1968, and I'll be driving **Jorg Fischer's** Anthracite 1963 with **Dag Henriksen** from Norway as passenger. I know there are T34 groups from UK, Belgium, Switzerland, & Italy driving too! Being able to drive a T34 through the country roads, past the villages & towns, with T34s in front of us & in our rear view mirrors ... it will be epic. Heck, I may just stay in Germany so I won't miss a single T34.

I continue to be impressed with the high-level of worldwide communication between T34 owners! The owner's stories, new purchases, restoration advice, parts-sharing, and events fun that is being shared is incredible! The magazine articles (both custom & stock) are more than ever. The articles coming into T34 World News is awesome, so much that I'm forced to delay some to a later edition! Keep up the emails & photos!

This Spring I've been very busy with **T34 World Consignments** clients. I have placed three T34s with new owners in the past two months. An original-owner 1965 Electric Sunroof relocated from New Mexico to Florida and I hope to have the full story in the next edition. An original-owner 1967 Coupe relocated from Georgia to Michigan into a solid T3 family collection. And a daily-driver 1963 Coupe is relocating from Northern California to Pennsylvania later this month. If you are interested in selling your T34 or buying one, check out the T34 World Consignments web site for all the details. I typically have between 25-30 T34s to choose from in all conditions & price-levels. www.T34WorldConsignments.org

T34s Participating in T34 50th Anniversary in Germany, August 2011

YEAR	COUPES	CABRIOLETS	TOTAL
1962	6	1	7
1963	6	1	7
1964	8	1	9
1965	7	0	7
1966	9	1	10
1967	12	0	12
1968	22	2	24
1969	27	1	28
Totals	97	7	104

COUNTRY	TOTAL
Germany	66
Great Britain	9
Belgium	8
Netherlands	5
Switzerland	4
France	3
USA	3
Italy	2
Sweden	2
Austria	1
Denmark	1
Total	104





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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T34 50th Update: New Information

Only six weeks to go and we all meet for the BIG 50th Anniversary event in Georgsmarienhütte/Germany on August 11-14 2011! Our actual registration status is 104 T34s, 120 T14s, & 1 TC! Amazing ... over 100 T34s in one event!



Good News:

- VW Classics (the official division inside Volkswagen dealing with its classic cars) is supporting the event and will drive their T34 convertible prototype!
- The VW-Osnabruck Museum tours are planned for Friday. We are working to get a shuttle service for the participants of the meeting. VW will organize a Karmann Ghia corner with the T34 & T14 prototype cars on display together!

Still Being Processed:

- We are trying to convince VW Classics to bring both TCs.
- We are trying to organize an in-scale model display with Karmann Ghia models and rare parts.
- The promotion for the meeting is still active with all our club members handing out flyers wherever they go. Last weekend we promoted the event at the VW Uralt Treffen in Bad Camberg, the VW Typ3 Treffen in Wolfsburg, and the Karmann Ghia Club Kassel meeting. This photo shows one of the six surviving T34 Cabriolets at Bad Camberg.

Events: VW Classic USA

The largest gathering of vintage VWs on the West Coast of the USA is at the VW Classic in Southern California each June.

Bob Walton's Pacific Blue & White 1964 Coupe with roof rack, **Jack Fisher's** Manila Yellow & Brown 1964 Coupe towing a BBQ trailer via the new T34 tow hitch, **Kevin Enos'** custom Pearl White & Black 1964 Coupe, **Rodger Marcks'** restored Cherry Red & Black 1967 Coupe, & **Paul Kramer's** Castillian Yellow 45K-mile 1967 Coupe. **Tim Miller** & his family were there from Arizona, **Scott Taylor**, & **Jim Maljanian**.

Class Awards: 1st Rodger's 1967, 2nd Walton's 1964, & 3rd Fisher's 1964. Unfortunately Kevin Enos' outstanding custom 1964 was snubbed because it was forced into the custom side but registered as a Stock so it was lost in the voting.





Repro Parts Sources: 6V Fog Light Bulbs

Here's a new source for inexpensive new old-stock 6V fog light bulbs. They're the original 35 Watt used in the T34 made by Woton from France (a trade mark for Osram to sell bulbs in UK). Fitted easily into the T34 fog lights and work beautifully (above). Visually the bulbs are more rounded than the Osram & Hella bulbs that have a pointed top.

This source was discovered by **Tuomas Hosia** in Finland at an online UK web store called Feked. Ordering is fast & easy online and they ship the bulbs quickly. I was very happy with quality & function.

Feked Bike Parts
PO Box 7522, Ringwood
Hampshire, BH24 9ER, United Kingdom
0845 5190620
info@feked.com
<http://www.feked.com/bulb-6v-35w-ba20s-7315.html>

A box of 10 bulbs was only US\$40 (\$4 each) which included shipping to the USA. That's a huge savings when other 6V bulbs typically cost \$15-20 each.





These photos were taken in Denmark during his 1962 trip. Aunt Hilda is preparing their picnic lunch, hot coffee, and a smorgasbord of Danish sandwiches on the flat rear deck of the new 1962 T34. Being on a lovely picnic in the park with a new sports car to celebrate their 42 year old reunion, they decided to give the T34 a name ... and Hans was born. After the picnic at Hilda's home she presented her cousin with a traditional hand-stitched pillow, decorated with their excursions in Europe during his visit. On the back was the T34s license plate number. I still have this pillow with fond memories of my father's trip to Denmark to get his T34. When his vacation was over he drove the T34 to a loading dock and had it shipped overseas to Seattle, Washington USA.

My father drove it 4-5 years and then presented it to my youngest sister Jeanie, who was doing graduate work at the University of Washington. When Jeanie took her first job in California, Hans made sure she arrived safely. And she took her California driver's test in the T34 too.

Original Owner Tales: Black Market 1962

Story as told by Susan Filter Goodhope of Oregon USA

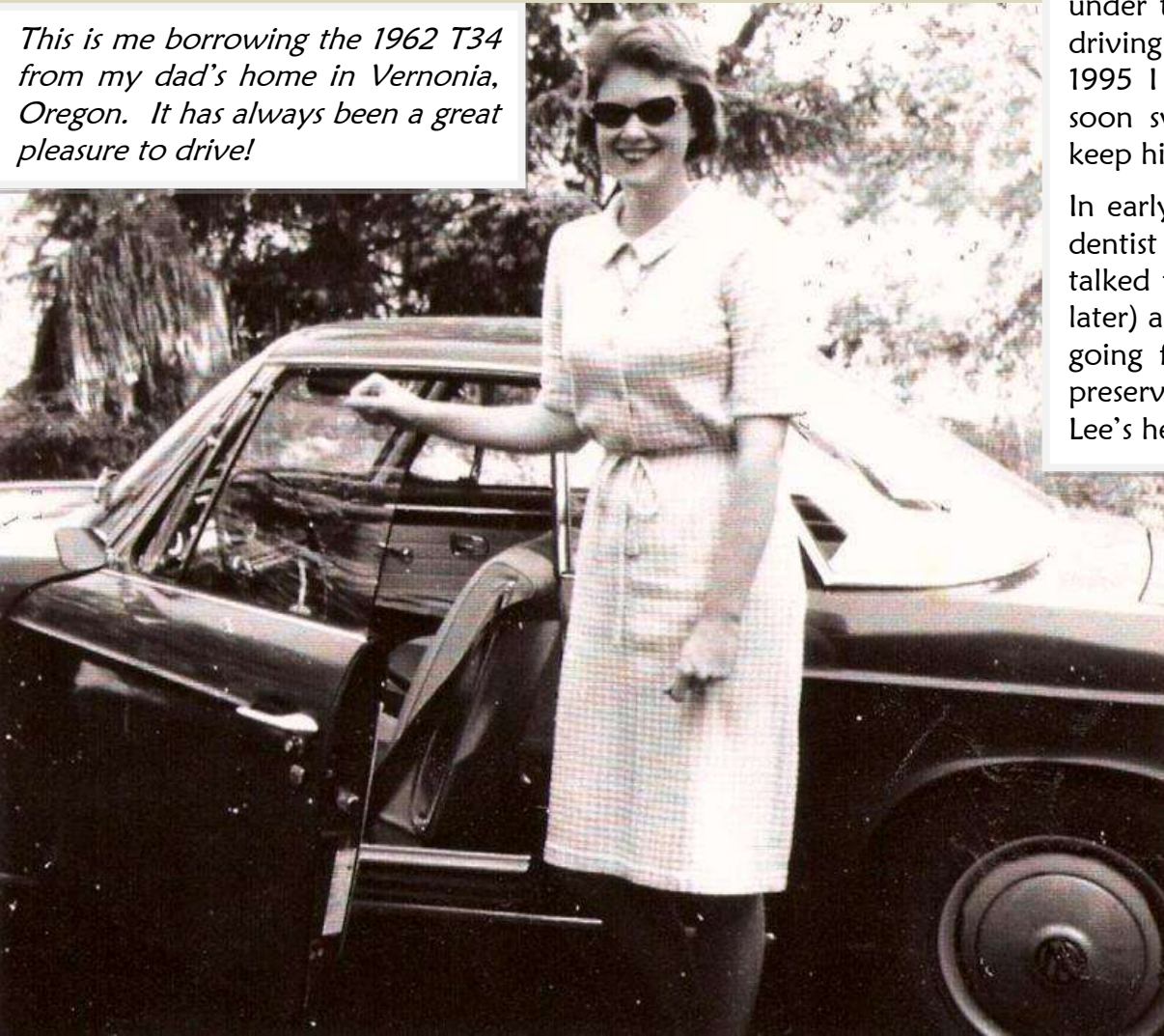
"My father has owned his Ruby Red & Black 1962 T34 since new, something I thought was unique but never really understood until I contacted Lee looking for parts & info.

In June 1962 my father went to Denmark to visit his cousin that he had not seen since 1920. His cousin Hilda owned a bookstore in Svendborg on the lovely island of Funen. My dad wired Hilda money (as US Dollars were highly prized) ahead of his trip, as the T34 was discounted (black market price) if bought with US Dollars. To save the 10% Danish tax on new cars, Hilda had to buy it in his name. Another issue for Hilda was the social stigma of buying a German "Hitler Vogn", as Volkswagens were referred to at the time. It had not been many years since Hilda was active in the Danish underground during the German occupation of Denmark. In 1944 she had been arrested for her participation, sent to a concentration camp, but thankfully survived. All of this pressure & risk ... but for her American cousin she would do it.



The DMV driving examiner said she could only drive Hans if she could convert kilometers to miles (which she had practiced), since the T34s speedometer was in kilometers per hour. She passed the test with ease. After 8 years the T34s engine gave-out in Medford, Oregon, on the way back from Seattle to Northern California. A new 1600cc engine was fitted with new (more powerful) dual carbs, so the engine bay metal was cut-out. One year later Jeanie returned Hans to my dad and later he towed it out to his summer cabin in South Dakota. It was only driven during the summers and stored in the barn for the remainder of the year, so it was very well maintained. My dad was fond of saying "Never have to worry about antifreeze!"

This is me borrowing the 1962 T34 from my dad's home in Vernonia, Oregon. It has always been a great pleasure to drive!



In 1980 my father passed-away. My son Kevin & I drove up to Viborg, South Dakota to find Hans still parked in the barn where he was last put to bed for the winter. Kevin, only 16 years old, drove Hans all the way back home to Vernonia, Oregon and Hans gave us no problems. I joyfully commute 45 miles to work with Hans, traversing incredible roads & harsh weather conditions, and after two years of excellent performance & reliability I rewarded him with a fresh restoration. One year a driverless pick-up truck rolled down the driveway and sadly hit Hans in the rear, smashing the bumper & denting the rear metalwork & decklid. I spent two years fighting with body shops until the work was done to my satisfaction, gaining a new paint job. Then after a small fire under the rear seat caused by the voltage regulator, I stopped driving Hans in 1986. He spent 9 years in the garage and in 1995 I contacted Lee to get advice on selling Hans, but was soon swept-up in the exclusivity of the T34 and decided to keep him.

In early 2011 I parked next to a White T34 owned by a local dentist Dr. Chris Scheuerman. He came to see my T34 and we talked for a while. Then Lee called me in early-June (16 years later) and we talked about Hans and discussed my plans for him going forward. He's still stored in my car port, covered & preserved (below). I'd really love to drive him and maybe with Lee's help I will soon be enjoying Hans' company once again."





Resto Update: 50th Birthday Present!

Jurgen Klein from Germany has never driven his Sea Blue & White 1965 M343 in the 24 years he's owned it. Coincidentally, he celebrates his 50th birthday in 2011 along with the T34's 50th Anniversary, so he set a goal to restore his T34 in-time for the GMH fun.

In 1987 Jurgen traded an Audi 100 for his T34 in non-running, incomplete, rusty condition. The previous owner said it was last driving in the early-1970's. It had been involved in an accident to the rear, repaired, and then never put back on the road. It did come with its original 1500 S engine which Jurgen restored in the 1994.

After a great deal of work to replace the rusty sections, thanks to the purchase of a T34 parts car for replacement sections, the body was reworked to perfection. It was finally repainted in its original Sea Blue & Blue-White color scheme again by January 2011. This was a huge accomplishment ...





Smartly having collected NOS T34 parts over the past 24 years into boxes in his garage, when it came time to reassemble the 1965 it was like Christmas. NOS fog lights, rear lights, front signal lights, door handles, and a lot more. He found a pair of chrome 6V Bosch super tone horns and mounted them to the front bumper brackets for a super-clean look. Clear front signal lenses complemented the clear headlights & fog lights. By mid-June 2011 the electrical components were done and the fog lights shone brightly to celebrate the massive amount of time invested so far. The original rims were powdercoated to match the body. And since Jurgen has a restored Notchback & a vintage camping trailer (1967 Suleica F 430) he installed a trailer hitch onto the T34. We'll help celebrate Jurgen's birthday in GMH and see the T34 up-close.



In-Scale: Minichamps T34

Minichamps has made high-quality metal T34 electric sunroof models for 6 years now based on the 1968 model year (wood-grain dash, thin rear light bases, & chrome glovebox push-button).

These are on ebay Germany from 40-50 Euro (US\$60-75) but if you're patient the prices usually come down to US\$35 after a year or more.



Variations: Toga White with Black roof (2001), Chrome Blue with a White roof (2002), Cherry Red with Black roof (2004), Black with White roof (2005), Sunset with Black roof (2007), and now one a solid Cypress Green for 2011. One of 1008 in the series this one is an instant collectible and it's the first monotone T34 they've made.





Several owners have personalized Minichamps models as in-scale replicas of their own full-size T34s. Lee's Ruby Red 1962 replica has several accessories added including a radio & antenna, under-dash parcel tray, ivory shift knob, KG script on the rear panel, & clear front signal lenses. Carsten's Black 1964 Lorenz has a black cover for the top, German license plates, Black interior, new rear scripts, & white dash. Carsten also created a solid Pearl White 1964 with Brick Red & Silver-Beige interior to match his Swedish 1964. If you'd like to have your own personalized Minichamps T34 contact Carsten Klein at CarstenKlein@T34World.org for prices & options. He can do any color and/or body style to your specifications & photos.



You can order a Coupe, Cabriolet, Electric Sunroof (closed), or Electric Sunroof (open). Interiors can be customized as can exterior colors. Delivery will be six weeks after ordering. PayPal payments. Two-tone is more, as is customized interior. When will you get another chance to have an in-scale version of your own T34?

Spotlight: 35K-Mile Pearl White 1962

Johannes Krasenbrink owns one of the best-preserved T34s in the world, a stunning Pearl White 1962 Coupe. It helps that he lives in Altenberge, Germany where preserved cars is the norm not the exception like in the USA. His 1962 is #0 035 224 with matching engine #0 035 226 built on 03 May 1962.

This pristine 35K-mile 1962 is in unrestored original condition with three owners & a fully documented history. The original owner was the wife of a factory owner who ended up trading it in for a new Peugeot. It sat in the showroom of the same Peugeot dealer for several years until it was featured in the 1996 VW Scene magazine. Johannes tracked the T34 down and made them an offer to buy it in 1999.





The interior is original & unrestored in Brick Red cloth inserts over Silver-Beige vinyl. The red seats really complement the Pearl White exterior and black interior pads.

For accessories red coco mats were originally purchased since the first day & a red-needle tachometer was added as well. But it's never had a radio installed, as the original radio block-off plate is still fitted to the dash.



Unique to 1962 several parts are painted to match the body color: engine trapdoor metal, spare tire cover, and seat frames. The engine trapdoor cover is a solid Silver-Beige material without the Auf/Zu text or arrows. Other unique 1962 features include the solid ivory shift knob, two-piece fresh air vent trims, front seat backrest release mechanism at the top of the seats, Lemmeritz beauty trim rings that hug the outer edge of the rims, "cat's eye" side mirror, and large oil dipstick head.

For those of us seeking perfection in an early-1962 T34 Johannes Pearl White Coupé is an amazing example of what originality looks like. It stands alone at the top of the list of best original unrestored T34s in the world today.





Resto Tip: Late-Model Wood-Grain Dash

By Mark Poulton (United Kingdom Rep)

For those of us with late-model T34's one of the problems we face is the deterioration of the plastic wood finish overlay on the dashboard. After 40+ years most dashes have suffered cracking and splitting of the finish usually at the instrument openings and on the face of the glovebox lid. Most owners just paint the dash vs replacing the wood-grain covering.

But Tom Reay (actively restoring a 1968 M345) informed me about the 3M Di Noc material. Fortunately our UK supplier had a partial roll of a similar-to-original grain in-stock so we did not have to buy a full roll. It's quite thin material (thinner than the original) and comes with a self-adhesive backing.

Installation: all switches, dash pads, instruments, and end plastic trims need to be removed. The battery should of course be disconnected and the steering wheel and glovebox lid, lining, and catch also removed. The face of the lid needs to be separated with 4 screws. Then the old material is removed.

The dash needs to be cleaned to remove any old adhesive. The new material is quite thin so if you have any surface defects these could well show through. The surface finish should not have any rust or loose paint – this will need to be refinished first and sealed ideally with a clear lacquer since the adhesive backing will pull this off if you need to reposition the Di Noc. 3M will sell you 5 litres of surface cleaner, with a petroleum base so gasoline would probably work just as well.



The Di Noc is originally supplied on a roll and it tends to curl at the ends but it's plenty long enough to overlap the ends/top and bottom of the dash. Positioning is not hugely critical with one exception (see below). And it can be easily trimmed with a sharp knife once in place. You need to pick a warm day and have a hot air gun or hair dryer in-hand. Warming the material enables it to follow edges and corners – watching the 3M video its flexibility is amazing! 3M recommends using a water base primer on edges to help adhesion – I can supply a small pot of this to treat the edges of the glovebox opening, lid and area around the lights/wiper switch and radio. It is just painted on and allowed to dry for 15 minutes.



The biggest challenge is wrapping around the glovebox hinges which are riveted to the dashboard. I aligned it with the centre of the car and cut around the hinges which doesn't give the same finish as the original but is only visible if the glovebox lid is opened. It's easier to take this route. However, to achieve the factory look you need to carefully measure the hinge positions and transfer this to the material and cut two slots in the right position. This leaves the backing sheet in place but trimmed to enable its removal once you have fitted the film over the 90 degree cranked ends of the hinges. You can then work across the car peeling off the backing and smoothing it down using heat to help with the corners. Trimming off the excess, cutting the openings for the instruments & switches, and putting everything back on does take some time. Matching the grain/pattern with the same material on the glovebox lid is last but this is not critical since only one vertical edge is visible.

Obviously this will take a good day's work depending on how many other jobs you end up doing during the process, but I think the end result is worth it. Top marks to Tom for finding this supply. The colour we have sourced is a little brighter than the original but the grain is very close. At £40 (US\$60) for the material including a piece to match the glovebox lid it's quite affordable if you have the time & patience to complete the repair process.



First T34: Fulfilling A Dream

By Gerd Grebbin from Gosler, Germany

“The T34-Virus attacked me over 40 years ago. It was in May 1968 when I decided to replace my old 1956 Beetle with a newer one for my 15 month’s stay in Madrid, Spain. I found what I was looking for at a Salzgitter VW dealership: a 1967 44 hp VW Beetle in a Light Gray color with only 15,000 km, for a price that I could afford. When I went to pick it up, a beautiful Pearl White & Black roof T34 was parked beside my Beetle and looked at me with his four eyes. I ‘fell in love’ on the spot, but unfortunately the price was about 1000 DEM higher. More money was something that I didn’t have and at that time, it wasn’t appropriate for a young man to buy such a luxury car without the necessary financial stability. So I drove my Beetle home but was thinking about the beautiful T34 the whole way.

Life went on with lot of work and a number of “normal” cars, however the T34-virus remained in my head. Months after I had retired I met a man at a vintage car meeting nearby, the famous “Wischi”, Hans Juergen Wischmeyer with his light yellow T34 convertible. At that moment I was inspired to search for MY T34. I found one in July 2005, a fully restored 1967 Coupe in a beautiful Silver & Black paint scheme. I saw the T34 listed on the restorer’s web site about 3 months earlier.



These photos were published with the Auto Bild Klassik article in May 2010, in a series of articles featuring owners that have spent a lot of money on their cars.



I'm surely one of the most senior in the T34 community, aged 69, and of course a pensioner/retired now. I've been working in the Electric Industry as a Contract Manager for Industrial and Power distribution projects home and abroad. After living in several different areas in Germany during my life upon retirement I returned to my famous medieval town of Gosler where I grew up. It was then that I bought my T34. My previous cars were three VW Beetles, VW K70, Opel Commodore L, VW Passat Formula E 1982, two Audi 100's, and three VW Passat Variant's.

Since buying my T34 there have been a great number of helpful friends. But without counting the others less, I'd like to name Joerg Fischer, Carsten Klein, Juergen Klein, Michael Moesinger, and last but not least Lars Neuffer. Most importantly I have met a lot of good friends in the Karmann & Type 3 community. I was fortunate to have my T34 featured in Auto Bild Klassik magazine in May 2010. Thus I can say, this hobby is a great enrichment of my life.

And what is more beautiful than fulfilling a dream?



My 1967 M343 was painted in VW Aero-Silver (L 248, a 1959 KG color) and the roof was painted Black (L 41). It was originally delivered to the Tage Nyholm Motor AB VW dealership in Stockholm Sweden. It was sold to its second owner three years later and then he relocated to Malaga, Spain. In 1986 it was given to a car dealer to be sold. Then in 1992 it was re-imported to Germany. The owner dismantled the T34 but didn't complete the restoration work, then it was sold to the shop in Breitenbach that finished the work in 2005. I bought it in the summer of 2005. In honor of its Spanish heritage I named the T34 "Carlos", a fitting name for a fantastic classic sporting automobile."



Factory Options: Karmann Side Emblems

One of the features of the T3 models is the addition of side marker lights. These lights were considered a luxury item and never fitted to Beetles or T14 KGs. Some countries, however had regional laws that forbid side lights. So beginning in late-October 1963 (1964 model year, from #0 265 685) T34s had special emblems to replace the side lights. These side emblems were unique to T34s and featured the Karmann logo similar to the side emblem fitted to all T14s lower side panels. There were two emblems fitted. Part #343 853 921 (emblems, 2), #343 853 923 (plastic seals, 2), & #N120521 (speed nuts, 4).

The emblems were cloisonné, made with melted colored glass in black, red, & blue. They were very fragile and most T34 side emblems have signs of damage. The emblems had a black plastic seal underneath to protect the paint and they were mounted by two round speed nuts fastened to the backside onto two threaded posts.

We've seen these side emblems fitted to some but not all Canada, Japan, & Finland T34s. They are very rare & desirable accessories today and command extremely high prices, especially if they are undamaged & come with their seals. Looking through my archives I could only find a half-dozen T34s with these emblems ranging from 1964-67.



Found: the Oldest T34 in the World!

Tim & Amy Miller have been into vintage VWs for 20 years and about 7 years ago found this early-1962 in Phoenix Arizona USA. It was the first T34 they'd owned and it quickly became Amy's T34. **The 1962 is #0 001 200** and is currently the oldest known surviving T34 in the world! Amazing that it's in Arizona where T34s were never officially exported. The previous owner said an elderly lady drove it until it stopped running but that's all the history to this extremely early 1962. How it ended up in the USA is anyone's guess.

Amy's love for VWs began as a young child, making her patient dad stop at every VW in parking lots to inspect it up-close. Tim also started young and owned his first VW at only 13 years old! They met as teenagers and their shared love for old VWs made them a great team. While other teenagers were going to the movies & planning for school dances, these two were working on old VWs and saving money for parts.

They've owned many early VWs over the years, but Amy can honestly say she's definitely a Type 3 girl. But when they got the T34 she didn't feel that way right from the start. They traded two Beetles for the T34 & a 1959 ragtop Beetle. Amy immediately fell in-love with the ragtop but life threw a wrench at them, as it often does, and they were forced to sell the 1959. Amy was crushed. Tim had told her all along he thought the T34 better suited her so when she finally took the opportunity to really look at it ... that's all it took. She's so excited about the T34!

They have four amazing kids (Tessa, Callie, Tim Jr, & Trey) that share their passion for early VWs. The kids can't wait for the weekend, just like their friends but not to play video games or go to the mall ... but to get in the garage and help work on their cars! As they move forward with the T34 resto Amy falls more and more in-love with the T34 and knows it's truly one of a kind! To find out that it's the oldest surviving T34 in the world is just icing on the cake.





Tim separated the body from the chassis and has been working on the floorpan. He put all the factory welds back into place so it will look like it never had the pan replaced. They can't wait to drive it!

A wrecked 1962 came from Phoenix AZ for \$600 & a 1963 in Lake Tahoe NV was \$1300, so they will have plenty of spare sheetmetal to make the early-1962 repairs easier. They bought fog lights from **Carsten Klein** in Germany. They won an original E-series Blaupunkt Frankfurt on German ebay and with **Tobias Ebner's** help locally were able to get it back to the USA. With the extra sheetmetal they've been able to help other T34 owners get the much-needed parts for their own restorations.





Amy says "My favorite features of the T34 are the sweeping front lines of the body around the headlights, the curved dash, and I absolutely love the look of the fog lights. My favorite color is red, so I was thrilled to learn that originally my T34 was Ruby Red and I plan on keeping it that color. I will be adding a set of Porsche Fuchs Alloys that Tim bought me for my birthday."





Accessories: T34 Tow Hitch

For those of you interested in towing small trailers or campers with your T34 here's a great opportunity to add a custom T34-only tow hitch. Pedro Sainz (Southern California USA) has recently created a new tow hitch for the T34 that mounts into the rear bumper bracket holes and is hidden underneath the recess of the rear bumper blade. The only visible portion is the tow hitch itself. It's powdercoated & installs in only 15 minutes (tested on Jack Fisher's 1964 here). Cost is US\$199 + shipping (\$40 USA & \$99 international). PayPal to SainzPedro1964@gmail.com Pedro produced five in the first series and may produce more if there is enough interest.



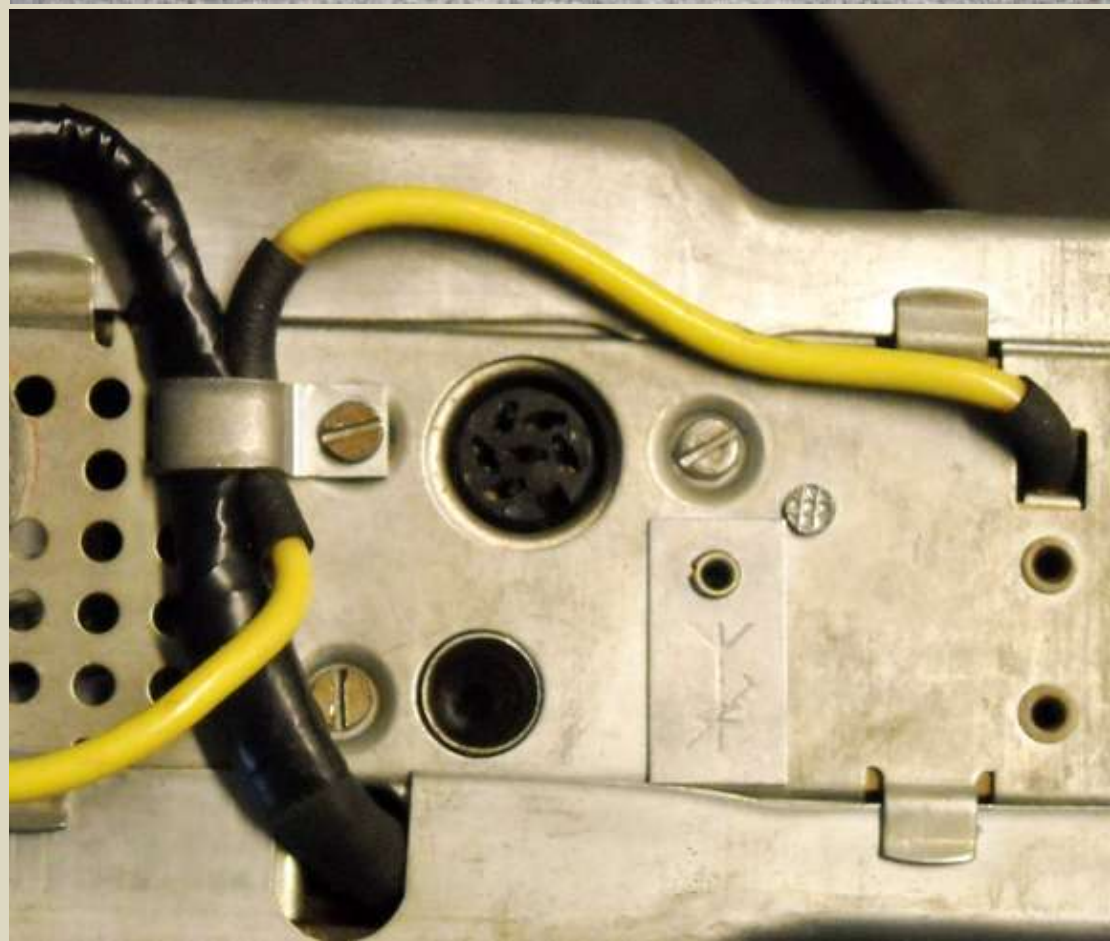


Accessories: iPod Adapter for T34 Radio

Wouldn't you like to hear clear modern music from your T34 radio? But your Blaupunkt Frankfurt (or other vintage radio) doesn't produce good sound or have FM? Here's a great inexpensive solution to allow your existing radio to play iPod music for US\$50 and take 5 minutes to install.

This mono interface kit (above right pic) is custom made for radios with a 6 pin aux jack (lower right pic). On T34 radios it's either on the back or left side, a black round port. It connects directly to the input of the audio amplifier for a clear sound. There will be no fading or drifting as typical with an alternative adapter via cassette player or when the radio needs to be tuned to an FM station. There will be no radio playing sound in the background (cross talk) either. Once installed, all you have to do is plug the mini stereo cable from the iPod unit into the jack on the .75 x 1.0 x 1.5 inch little black box. The radio sound will go off and the iPod sound will come on immediately. The controls on the radio will allow you to adjust the volume and tone. To go back to the radio you simply pull the mini iPod stereo cable out. It's easy to hide the iPod adapter under the T34 dash and use Velcro to attach the iPod player under the dash hidden from view but easily accessible to the driver. There's also a 7-pin adapter for late-1960's stereo-type Blaupunkt models.

Contact Emil Besier (ebesier@cs.com) in Chicago, Illinois USA. US\$49 + \$4 shipping in USA but international shipping is also available. PayPal accepted & he repairs vintage radio as well.



For Sale: Cherry 1968 in Belgium

This original 1968 Coupe was restored in 2008 in Holland by a T34 specialist Patrick Schevenaar. After the body & chassis work was completed and a fresh coat of Cherry Red paint was applied it caught the eye of **Kris De Bruyne** from Belgium. He bought it and used it as his get-away car for his wedding day. Three years later the T34 is as pretty as ever but Kris has decided to explore his Ferrari passion, so the T34 is now available for 11K Euro (US\$16K).

#348 152 000 has its original engine that runs smooth & strong. It has its original interior, black leatherette seats, dark gray carpeting, and original black interior panels. Wide white wall tires complement the white roof and the other accessory is the Blaupunkt Frankfurt radio.



The history of this late-model can be traced back to 1988 when it was stored in a barn. There it sat protected from the elements for 20 years until Patrick discovered it and knew it deserved a restoration & new caretaker to enjoy it. With only four owners thus far the T34 has covered only 118K kms (73K miles). It was sold as a new T34 in Holland and still has its original license plates.

Tom & Terri Reay (from Central California USA) will be driving this 1968 to the events in Germany this August. If you're interested in buying it and becoming its fifth owner, please contact Kris de Bruyne at Kris.DeBruyne@periflex.com





Resto Update: Dutch Agave Green 1966

Roel Verhagen lives in the southern part of Holland (The Netherlands) in a town called Oss Noord Brabant. It's about an hour drive west of Germany.

He drives this Agave Green & Black 1966 M343 (#346 232 138) which he restored in 2006. He loves the T34 because it drives so nice and it's not a car you see every day. Everywhere he goes people come up and ask about it. But most importantly it has never let Roel down in almost ten years of driving it.

Its original color was Lotus White & Black (pic on right) and was rusty when he found it. It's now been lowered one spline and rolls on replica 5.5 five-spoke Fuchs wheels with 145-15 Conti tires in front & 175-15 Goodyears in rear. It has a Nardi steering wheel & original Blaupunkt radio and still runs on its original 6V electrical system. The engine is a stock 1600cc but fully rebuilt with a CSP fatboy exhaust system.



Here's the 1966 when he first found it in 2001 (above). Rusty in the front signals, bumper brackets, headlights, and wheel wells. Roel has created an eye-catching restoration since then ...



Roel did all the welding himself from sills, rear corners, headlight bowls, A-pillars, panels behind the doors, the area where the spare wheel goes, plus all four bumper mounts. The front signal lights were destroyed so he opted for the Oval Window bullets. Four months work on the sheetmetal and he welded it all in place. The body was straightened & prepped for paint which his buddy applied in three coats. Although the T34 was complete when he bought it, some parts were not good enough to go back on the car. It took 3 weeks to find a headlight in Belgium. Except for the final paint and the engine rebuild, he did all the work himself, a very impressive feat!



He bought his first VW (1974 Beetle) in 1987 and since then has owned about every VW model you can think of including a 1954 Oval Beetle, Splitscreen Crew Cab Truck, 411's & 412's, Fastback, Notchback, and Variant, and several T2 Bay Windows, but never a Ghia. So when this 1966 came into the picture he traded a freshly built Beach Buggy which he had just finished for the T34. For Roel, this was THE vintage VW to own and he enjoys driving it every day in the summer.

He attends all the major VW shows in Europe including Budel, Spa Franchorchamps, European Bug-In in Chimay Belgium, Bad Camberg in Germany, and Chateau Doex in Switzerland as well as the smaller local shows in Holland.





Resto Tip: Fixing Loose Ignition Switch

While working on Jacin's 1963 I noticed the ignition switch was loose. The switch slid to the left popping the black cover plug out of the other side. The cause was a missing set-screw inside the steering column. Getting to this set-screw was a 30-minute job that forever fixed this annoying problem.

First was to remove the horn button & horn ring (1). Then remove the 27mm steering shaft nut & washer (2). Then the steering wheel comes right off. Next was to remove the inner large C-clip that holds the turn signal lever to the column. Carefully pry the turn signal lever off being careful to watch for the spring & buttons coming off in the process (3). The wires for the high-beams will still connect the turn signal arm to the column, but it will give you enough space to continue working. Next step was to remove the two small screws holding the metal plate in-place (4). Once these are removed you can carefully pry the metal plate back (wires still connected) to see the set-screw for the ignition switch (5). The set-screw goes through the metal removable locking block into the ignition switch (6). In Jacin's 1963, the real problem was that the screw had backed-out from the hole. By simply screwing it back into place the ignition was back to normal again.

Reassembling the components in reverse order may lead you to diagnosing whether the turn signal lever works properly and whether your dual horn tones are properly tuned.





Resto Update: Recycled Razor

By Jack Fisher (San Diego, California USA)

"In March 2009 I got a call from Lee to asking if he could store a T34 (that may get parted-out) in my back yard. Having always owned a T3s since 1987 and currently had five T3s in my backyard, I had always wanted a T34 as well. I wondered if it might be restorable so we agreed to see it up-close in nearby La Jolla. **Gavin Soutar** was the owner of the 1964 M343 #0 473 442 and it had its original engine #0 612 520. Gavin wanted to "give it up for adoption" as it had been sitting for the past five years. I quickly said "YES"! But ever the realist, Lee offered sound advice, "take the car home, check it over, talk it over with your wife, and really consider the time & money it's going to need to get this car back on the road". After a week I was convinced that I was up for the task. Coincidentally, a couple days earlier my good friend Bob Walton had delivered his new 1964 T34 to my place to get it prepped for the upcoming VW Classic. Two T34s at once!

After I got the T34 home I took a much closer look at the body. It'd been hit in the front AND rear and both were loaded with thick body filler. The rocker panels had the typical rust holes, and the battery area was rotted through.



First on the agenda was to make a list of parts that I needed. Steering column with ignition, headlight rings, taillight housings, and taillights came from Bob's spares. I replaced that ignition then turned my attention to getting the floor pan rust-proofed. The original pan was in good condition and I wanted it to stay that way being that I live close to the beach. I pulled the interior and sanded the pans to bare metal then applied multiple coats of MasterSeries protective coating. The pinholes were covered with lead tape. Next was the brake system, rebuilding all of the existing wheel cylinders and the master cylinder. The worst job was replacing the hard line that goes from the master cylinder to the rear brakes. I rebuilt the dual carburetors, changed the oil cooler seals, and most importantly tossed the header exhaust system for a nice original one.

Now that the car reached the "running & stopping" stage, I moved to the interior. My options for seat covers were quite limited so I decided to take the seats over to a local upholstery shop. The owner assured me that he could do the job right and a day later my seat were done and looking beautiful for only \$400. I ordered a headliner from Sewfine and while I waited I removed all the side windows and trim. During the waiting time I decided to take a closer look at the headlights assemblies & headlight rings, as there were no retaining clips for them as I had seen on Bob's T34. So I couldn't ignore the front end body filler any longer.

Long story short I ended up grinding and chipping away several pounds of filler that was hiding a poorly-replaced front clip. I found myself at a stopping point, frustrated & wondering what I could do as the T34 needed some very serious work to get back to usable condition. It sat for the next 8 months rarely touched.



During this frustrating time I was blessed with kindness of my friends who helped find parts. Bob found door panels and front & rear hood linings. **Eric Colla** helped out by buying a nice upper dash pad from **Larry Edson**. **Corey Bloom** provided headlight assemblies & fog light clips. Lee had upper door pads for the front & rear, a front bumper guard, a couple seals, & a fog light lens.

Early in December of 2010 I reminded myself of the commitment I had made to get this T34 back on the road. Although the Manila Yellow body originally had a Black roof, I decided to paint the roof Dark Brown to match the new upholstery. After the new Coker white wall radial tires & unique beauty rings were fitted it really transformed the look. I learned the patience lesson again when installing the windows with seals from Simon Kelley. The unique T34 seals proved to be a big challenge. But that too was finished.



But with the windows in I decided to tackle the front end again. I pounded-out as much metal as possible but I had split a poorly welded seam under the driver's side headlight (right pic). Luckily I found a mig welder in my price range the next week. After the paint was applied the T34 was really coming along as I headed into 2011.

My compadre, **Pedro Sainz**, fabricated a special tow hitch and I took it on its first trip. The 26.2 mile drive to work proved the T34 drove well and gave me the confidence for the Classic.

Mission accomplished! At this point future plans are to source a better front and rear clip & replace the outer rocker panels. The last of the need parts were found with the help of **Remco de Bruijn** who supplied me with a set of seat spears, as the originals were lost by the upholstery shop. Many thanks for all who helped get my recycled razor back in action."



Resto Update: The Fall & Rise of FMA28F

Mark Poulton from England bought this T34 in October 1987, two weeks before he got married! Like most abused T34s its standard features included a smashed front panel & fender, rust, no spare wheel well or lower carrier, rusted doors & rear fenders, & a back panel shortened by 1.5" in height. It was also fitted with Europa T3 channel bumpers & irons the front one being somewhat bent. The original plan was to break it for spare parts. But after an initial assessment to the accident damage this was reckoned repairable so in late 1988 it went to the repair shop to have the front pulled straight again. This highlighted the lack of sill strength including a floating A post on the right side. Thus commenced a long journey to restore this March 1968 German-registered M345 (with automatic transmission & Eberspacher B2 gas heater) to something like original condition. I had no idea how long it would take ...



This has included removing & refitting both rear wings to get access to & repair corrosion underneath, as well as removing the body to repair the rear body mounting box sections behind the spring plates on both sides. On the left rear inner wing he made up & let in some 18 repair sections (not including the outer wing parts). In fact the only panels not removed & refitted have been the rear panel and roof. Complete outer sills, centre reinforcement & inner sills have been replaced along with 50% of the inner heater channels. Along the way he discovered the sunroof held in place on one side by a piece of timber instead of the drive bracket. Then he also sourced a number of replacement B2 Eberspacher heaters from Canada & Germany to build one good one after the original was condemned.

Dissatisfied with the fit of the outer sill, rear wheel arch, rear wing repair section & repaired front wing all on the right side (work he completed ten years ago), Mark cut these off a second time & replaced them. Getting to this stage would have been almost impossible without a complete & sound car as a reference point.



A smaller but equally frustrating problem was poor fuel atomization from the right carb power fuel system, since the engine idled and balanced fine but would sometimes stumble on pulling away. This had been rebuilt but had to be redone. Mark has now travelled over 800 miles since and now has more confidence in the reliability of the T34.

Most recent jobs have been to replace the ignition and indicator switches before fitting the wood finish Di-Noc cover to the dashboard. Check out Mark's article inside this edition.



Now remember that this T34 began life as a LHD model and Mark went through the painstaking process of converting it to become a RHD model! Not something for all-but-the-most-adventurous & confident restoration experts! To see the finished T34 is simply unbelievable, knowing how much has gone into reworking it over the past 24 years.

Since putting the T34 on the road in December 2008 Mark has removed the engine six times & the gearbox four! He has now got the time for this job down to under 4.5 hours. The NOS automatic transmission I originally fitted was missing the pump drive shaft. The secondhand replacement worked OK up to 45mph but then seemed to be trying to select 2 gears at once. An overhauled torque convertor was fitted to eliminate this from the equation. An overhauled US sourced transmission was fitted but proved faulty since the valve block had not been cleaned properly – running the box with insufficient fluid getting through then damaged the brake bands and drive plates so he was forced to go back to the faulty SH box! Mark eventually refitted the overhauled NOS box and had the US one rebuilt as a spare.







Supplier Profile: Foreign Speedo USA

After 50 years most T34s need their gauges restored. The inner round trims have come unglued, the speedometer no longer tracks the speed accurately, the outer ring is rusty, and the inner dials are corroded. In the USA there's a shop that can help.

Foreign Speedo (San Diego, California USA) has been in the VDO restoration & repair business for 30 years, supplying gauges to all kinds of cars & motorcycles. Bob (far right) and Preston have experience working on T34 gauges for 20 years.

The typical cost to restore the four T34 gauges runs from US\$250-275 but could be more or less depending on the type of work required. They can do simple jobs like polishing foggy gauge faces (US\$18 each) to rebuilding broken speedometers (US\$90), to full restoration work. A typical full restoration includes cleaning the gauges, calibrating the speedometer, repainting the needles, polishing the outer dials & inner circles, painting the outer rings & black rings around the dials/circles, as well as polishing the faces to be crystal clear once again. They can reset the odometer to zeros so you can mark the rebirth of your T34 if the original mileage reading is not important. And they can even split the speaker cover & replace the mesh.

Lee has used Foreign Speedo over a dozen times over the past 20 years and has never had an issue with their quality, prices, nor delivery times. You can contact them at 619 298 5278 or visit www.foreignspeedoinc.com



T34 Worldwide Registry

Back in 1987 when I bought my first T34 there was little information known about T34s and no organized worldwide T34 club. I began to collect chassis #s & photos into a T34 Registry and now 24 years later I have a comprehensive worldwide registry archives with more than 1300 T34s. To get your T34 added to this collection, please email me the information. I'll add the info into the electronic database & create a hardcopy folder for your T34 with photos & details.



CHASSIS #			ENGINE #			STAMP #		
YEAR	MODEL	LICENSE #	MILEAGE	ELECTRICAL	BIRTH CERTIFICATE			
CONDITION				STYLE				
EXTERIOR COLORS				INTERIOR COLORS				
PRODUCTION DATE		DELIVERY DATE		DELIVERY DESTINATION				
OPTIONS/ACCESSORIES								
RESTORATION HISTORY								
OWNER			EMAIL			TELEPHONE		
LOCATION								
PURCHASE DATE & AMOUNT			PURCHASE CONDITION					
PREVIOUS OWNERS & DATES								



T34 WORLD