



T34 World News

2011 Edition #9

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The T34 Action Never Ends!

A month after the huge 50th Anniversary events in Germany, I'm now looking forward to the Central California T34 50th Anniversary weekend. The T34s were tuned-up, minor repairs made that I'd been putting off, and now we're ready.

Scott Perry is coming down on the train to drive a low-mileage 1963 Notchback Sunroof, Jack Fisher has his 1964 T34 Coupe ready to roll, and Jason Weigel will be flying down from Washington to drive with me in the 1962 Cabriolet. We're leaving Thursday morning in a caravan from San Diego headed to Los Angeles to meet up with more T34/3's including Bob Walton & Scott Taylor. Then we'll continue another four hours northwest along the Pacific Coast Highway 101 into Cayucos. You'll see the trip report next edition.



I'm excited to announce a new special limited-edition (150) metal T34 50th Anniversary badge. These were created by Heiko Thum in Germany based on the special 50th Anniversary t-shirt design created by John Jaranson in the USA. Check inside for details.

Working on Ray Mead's 1963 reassembly has been a longer process than I expected, but they usually are. Kids soccer practices, weekend family BBQs, and even sometimes work gets involved. He bought it at the end of July and it went to be painted while I was in Germany. I've been working on it from mid-August through September. Tearing a T34 apart is a half-day task but reassembling it takes much longer. The best thing about working on a T34 is that it creates many new article ideas. Here's my front yard with the 1962 & 1963.



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:

- Southern – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@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)
- Southern 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)
- Paul Peeters (PaulPeeters@T34World.org)
- Jimmy Vernelen (JimmyVernelen@T34World.org)
- Mike Zanella - Liège (MikeZanella@T34World.org)

AUSTRALIA:

- Queensland - James Kramer (JamesKramer@T34World.org)
- Victoria - Patrick Duane (PatrickDuane@T34World.org)

UK: Mark Poulton (MarkPoulton@T34World.org)

BRAZIL: Fernando Mendonca (FernandoMendonca@T34World.org)

CANADA: Ron Buckley (RonBuckley@T34World.org)

DENMARK: Morten Christensen (MortenChristensen@T34World.org)

FINLAND: Timo Tanhuanpää (TimoTanhuanpaa@T34World.org)

FRANCE: Franck Boutier (FranckBoutier@T34World.org)

INDONESIA: Iwan Sadono (IwanSadono@T34World.org)

ITALY: Antonio Pellegrino (AntonioPellegrino@T34World.org)

JAPAN: Toru Ebine (ToruEbine@T34World.org)

MEXICO: Antonio Martinez (AntonioMartinez@T34World.org)

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

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

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

PHILIPPINES: Dindo Razonable (DindoRazonable@T34World.org)

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

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

50 Years of the VW Type 3



A California Central Coast Celebration September 29–October 2, 2011



Join Us: Central California T34 50th

Well here it is - we have been planning and have tightened up our itinerary for the **US celebration of the 50th anniversary of the Type 3 VW**. It is fashioned to be a self catered affair, just a four day gathering of folks and our cars in a central location in one of the most beautiful areas in California.

The beach town of Cayucos is going to be the home base starting Thursday evening, **September 29**. There will be a cruise up to Lucia (in Southern Big Sur) on Friday, an all German Car show that we will have a special spot at in Cambria on Saturday, and a cruise to the wine country of Northern San Luis Obispo County of Sunday.

Scott Taylor has put together another great blog with information about the event as well as the original introduction of the Type 3 50 years ago. Please visit vwt3celebration.blogspot.com/

Come for the day, all four days, or whatever part of it you can make. Accommodations range from camping to 4-star B&B's. It would be best to stay in Cayucos, but Morro Bay, San Luis Obispo, Los Osos, and Cambria are not that far away either.

<http://www.cayucosbythesea.com/hotel.html>

There will be a special party at the historic Borridori Garage on Saturday night, but they depend upon the turnout. For more details or to confirm, email Tom at TomReay@T34World.org

Spotlight: 8600-Mile 1968 Time Capsule

Wayne McCarthy (Cork, Ireland) has a multi-VW collection that includes a Split-Window, a Squareback, a Beetle Cabriolet, & one of the lowest-mileage T34s in the world! His 8600-mile 1968 M344 Coupe (#348 006 784) has its original engine #T0 480 218. It was first published in the UK's Safer Motoring magazine in late-1990 in a section called "Secondhand Selection".

The original owner lady traded-in to the Smithfields dealership and then they put up to auction in Feb 1989 but never sold. Then in April 1991 it was bought by Mr. Vijay Solanki from Kings Heath, Birmingham (central England) for £13,995, the dealer's full asking price. The second owner only drove it 300 miles during his ownership. Wayne bought it in June 2011, having heard about it from Jonny Abbott at VW Java near Birmingham. It was at the Bad Camberg event in June and Wayne bought it soon after.

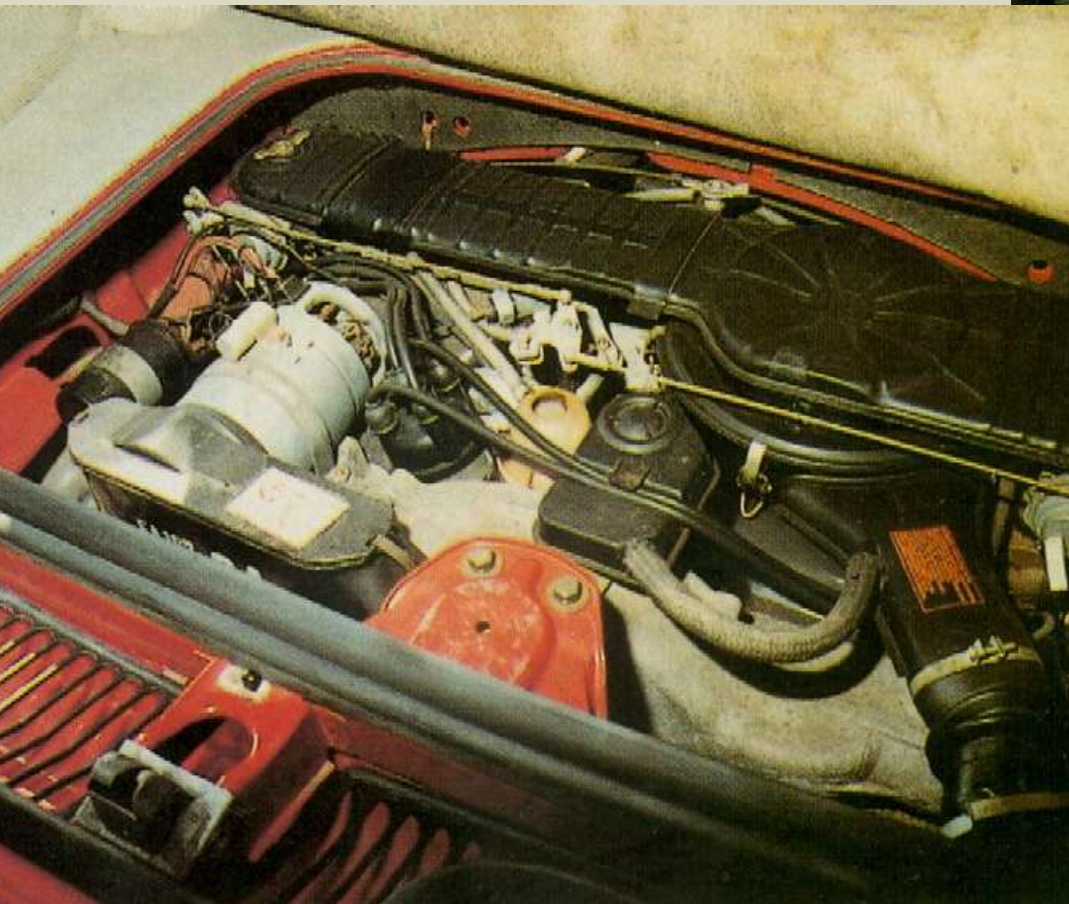




In 1989 it won the concours event at Stanford Hall (UK) with Andy Holmes judging the event. The T34 was driven by a young couple who were connected to the VW agency, Smithfields, who had bought back the car from the original lady owner. The registration documents only show two previous owners: the original lady owner and Vijay Solanki. In October 1990 the T34 was photographed for the "Secondhand Selection" article (below).

You can see the VW dealership showroom and the 13K GBP decals on the front window. The T34 has done less than 500 miles since 1990, as it should be. Word from its third owner Wayne McCarthy is that he plans to show it at the NEC, the VolksWorld 2012 in March, and a return trip to Stanford Hall. He may also be considering offering it for sale again. If so, this would be the second lowest mileage T34 I know worldwide. Both are red.







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. There are only 150 badges available 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. Payment methods include ... Contact Heiko at hthum64@yahoo.de

North American orders will be handled by Lee Hedges. Cost is \$27 + \$3 shipping 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. The badge will come in a beautiful blue display box with felt lining.



Repro Source: Door Window Scrapers

When you're replacing the rubber seals on the doors & windows you'll want to replace the old door window scraper. Most VW suppliers have the 1965-79 Beetle Cabriolet door window scraper with aluminum trim for about US\$160 (#151 837 475D). These scrapers are longer than the T34 scrapers but are easily modified.

The installation requires the upper door pad & inner felt strip to be removed. This requires removing the door panel to gain access to the three mounting screws securing the door pad to the door shell. Once the pad is removed you can pop-out the clips holding the inner felt strip and then you'll have better access to the screws holding the old window scraper in place.



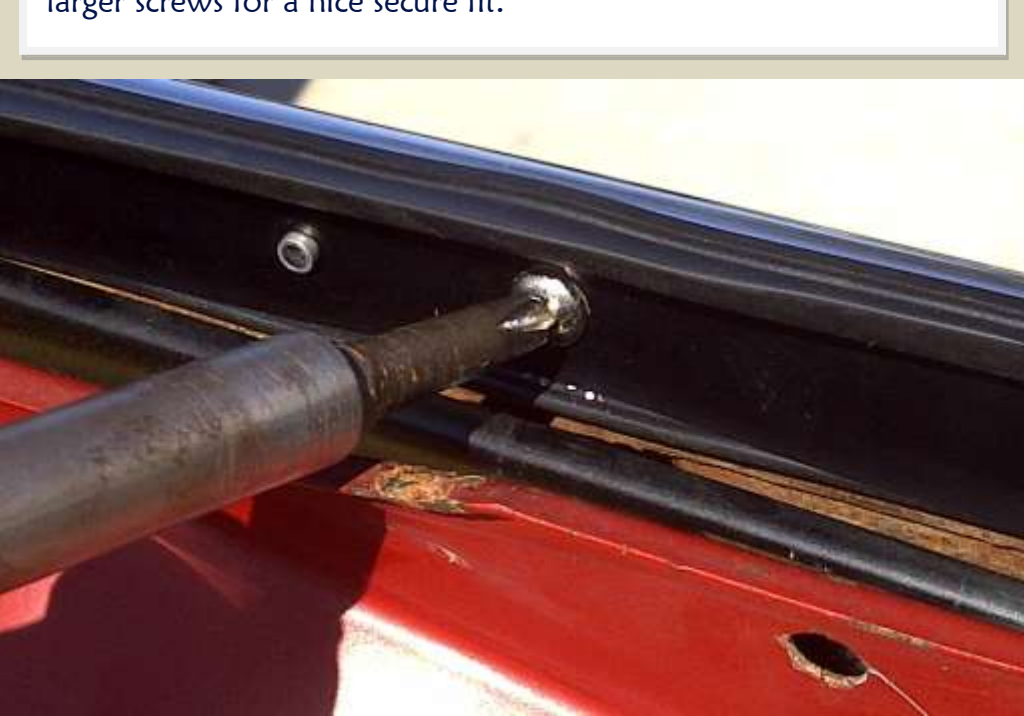
The next step is to mark the new window scrapers for trimming. The new ones are longer than the T34 ones (above top), but it's easy to mark the leading-edge to be cut & the metal is easily cut with tin snips. Once cut you should bend-down the cut edge like the original end looked. It's easier than it sounds ...



Once trimmed, the scraper can be fitted into the door top for marking the three mounting holes in the door. Mark the hole positions onto the new window scraper & drill holes into the scraper metal (above). The scraper can then be installed with the three sheetmetal screws with ease to look like new once again. I've found that sometimes the holes get enlarged and the original screws are too small to tightly fit the new scraper, so I've used larger screws for a nice secure fit.



You can see once the scrapers are installed that the trimmed front edge looks original despite being trimmed. The rear edge should just slightly overlap the door window seal.





Progressive Refinements: 1964

Two years into T34 production VW decided to increase the engine performance and the price. The biggest change for 1964 models was the **new dual-carb high-compression 54hp engine**, a big increase over the single-carb 45hp engine of 1962-63. Other changes related to the engine were the speedometer & scripts.

The increased performance meant the speedometer needed to be upgraded, so the **100mph & 160 kph versions** were fitted to replace the 90 mph & 150 kph earlier versions. It would be the last year for the amber gauge needles.

To signify the increased power & performance, an **S script** was added to rear panel underneath the 1500 script. In the Canadian, Australian, & Japanese countries T34s were fitted with a round TS emblem that was fitted on the right rear panel.

1964 was the last year for two-toned door panels & front seats. The door panels were all vinyl but the front seat inner sections were still fitted with cloth colored material as well as leatherette.

The **metal wheel rims** changed from four-slotted to solid and they were painted solid black since they were covered by the trims.





Mid-way through the 1964 model year there were several changes:

- The **OIL letters** on the dipstick were now positioned on the top-half of the head, allowing service stations & owners to more easily identify where to check the oil level.
- The early “push-button” control unit for the **lights & wipers** was replaced with a black plastic cover with T1 knobs & switches, then the dash metal was changed for separate knobs & switches, making it easier to replace a broken switch.
- And because the high-compression engine required higher octane gasoline, a new **Super/Premium fuel decal & plate** was welded onto the spare tire cover.

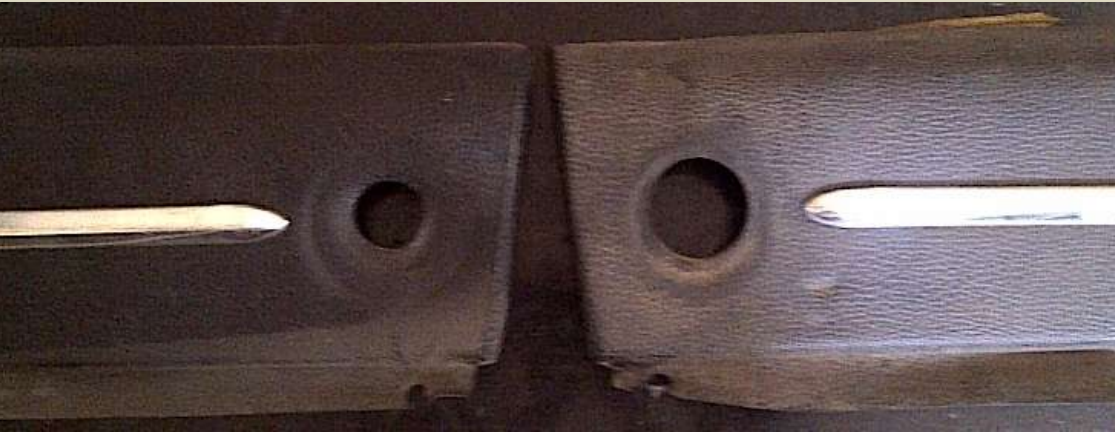
The heater was upgraded as VW introduced **dual heater controls** in 1964. The single rotary heater (1962-63) was for the front passengers only. 1964 models featured a new tunnel-mounted dual control unit for front (red knob) & rear (white knob).





It was the last year for: **painted hub cap VW logos**, **vertical jack storage position**, **amber gauge needles**, **push-button dash control unit**, the **plastic front heater sliders** (above), the **light-gray two-toned shift knob**, the **rear compartment decal** warning about keeping loose items in the air duct (top photo), and **aluminum rear view mirror stem**.

The **quarter window outside buttons** were changed to a solid design and a C-clip was used for connecting the button to the latch (vs the 1962-63 screw-on style with two holes on the button to tighten it).



Another mid-year change in 1964 was the size of the **quarter window pad hole**, plastic securing nut, & washer. The large hole was used in 1962-64 & the small hole was used beginning in mid-1964 through 1969.

The “half-moon” style horn ring used on 1962-63 models was transformed into a “**straight horn bar**” style for 1964-65. The steering wheel had a different cut-out as well.



Resto Update: Newest 1963 in Italy

KG Club Italia President Antonio owns a restored Silver 1971 T14 Cabriolet & bought a Sea Blue & White 1963 Coupe (#0 215 090) in October 2007. This is the youngest 1963 known, built on 11 July 1963. In 2010 he & good friend Daniele separated the body from the chassis to begin the restoration. The body was media-blasted to remove the old paint and see what work would be required. The headlight & fog light sections were the worst, and of course the rocker panels as well. Fog light sections came from Greg Skinner in the USA. Repro rocker panels were purchased from Germany.

Antonio & Daniele began working on the chassis floorpan sections in 2011 (next page). They sourced the outer floorpan rail sections and cut-out the rusty areas. New metal sections were welded into place along the rails and in the battery area. Next to do is to powdercoat the restored chassis and then begin the body work. Antonio is very lucky to have Daniele's help & workshop to do the restoration work. They have been good friends for many years.







Resto Update: 1963 Return to Ruby Red

Ray Mead, a European auto collector from Western Pennsylvania USA, saw a couple photos of a T34 and decided he should add one to his collection. He placed a “wanted” advertisement on ebay and Lee responded to learn more about his preferences & budget. “Original nice condition that’s a driver, needing little to be enjoyable to drive, but mostly will be stored with the other cars”. He saw that Lee was consigning Jacin Ferreira’s Guards Red 1963 Coupe in Southern California and quickly bought it.

After taking a much closer look at the rocker panels & orange-red paint he asked Lee if the bodywork could be done in San Diego prior to transporting it across the United States. Lee suggested that a body guy that had done several T34s recently could handle the body & paint work and so it was arranged.

Lee stripped the exterior in preparation for the work. Jimmy Braxmeyer & his apprentice sons took care of the rocker panel bubbles and minor dents in the body. He located a paint supplier that would mix a single-stage Ruby Red L456, just like the factory did it. When Lee came back from the T34 50th Anniversary in Germany the 1963 was painted and ready to be reassembled. Two days later the headliner was installed & the parts were replaced including new front & rear window seals.

Installing the front & rear windshields with just two guys can be a tricky task, but with the new repro seals from Simon the task was much easier than expected. First the window was laid on a table and the seal was wrapped in-place, then the aluminum trim was pressed into the gaps with ease. Some lubricant in the slot & it went in quick!





The slow work of prioritizing the reassembly work began. The rear hood hardware was removed, rust removed, and chrome-painted before reassembly. The two identical seals for the rear hood air director & rear air duct were refitted by pulling the lip over the edge. This seal was reproduced several years ago but it now once again unavailable. Since the original front & rear hood seals were in good condition they were re-glued into place, since the rear corners (bottom right) have special formed sections not found on repro seals. Script tubes were fitted and a set of NOS rear scripts were fitted since the old ones didn't look as nice on the fresh paint.





Since the rear quarter pads (above) were a bit rusty underneath (and no replacements available), I was forced to mount them over the quarter window seal lip and secure them with long sheetmetal screws into the metal body. Sometimes you have to make-do and once better ones are located the problem will be solved. T34 restorations are never really completed 100% ...

Outer window scrapers were fitted by using Beetle Cabriolet parts that were trimmed at the leading-edge. These new ones make a huge difference over the original sun-baked ones that were falling apart. I bought a pair from Bill & Steve's in Southern California for about US\$150/pair. It took me about an hour to replace the old ones with the new ones.

Detailing the inner spare tire area gave me a chance to remove & clean the brake fluid reservoir (top right). When the fluid was removed I could see sludge coating the inside of the plastic. A quick toothbrush cleaning & fresh fluid made it all better.

The glovebox door was difficult to open and I discovered the problem was that the two black rubber tits (right) had been compressed and were no longer pushing back on the lid. I replaced them with a fresh pair (again from B&S) and fixed. The door opens quickly & easily by just pressing the button.







**THE MODEL
OF THE
SHOW**

What? The car of the 1963? The Independent car, the 1500 Karmann-Ghia, built on the chassis of the Beetle. The engine, 1300 cc, 40 hp, 100 mph. The car is available in two versions, the 1500 cc, 40 hp, 100 mph, and the 1700 cc, 50 hp, 110 mph. The car is available in two versions, the 1500 cc, 40 hp, 100 mph, and the 1700 cc, 50 hp, 110 mph. The car is available in two versions, the 1500 cc, 40 hp, 100 mph, and the 1700 cc, 50 hp, 110 mph.



Let the Independent see there is



(Courtesy of David Hill)



Spotlight: Sweet 1969 RHD Automatic

In late-1961 John Figg from England was looking to buy a new VW. He first read about the new 1500 T34 Karmann Ghia in the very first edition (Nov/Dec. 1961) of "Safer Motoring", the new magazine for VW owners in the United Kingdom. He thought the new T34 looked stunning so he drove into London to look for one – but it wasn't there. So, based on a recommendation from a friend, in 1961 John purchased his first VW Beetle, a 1956 Right Hand Drive oval window. A week later one of John's bosses bought a 1200 T14 KG Coupe & John thought "I shall have to own one of those"!

John has continuously owned at least one air-cooled VW since 1961 and "upgraded" to the Type 3 Variants/Fastbacks when his son was an infant. By the early 1980's he bought a 1968 Cherry Red T14 Coupe. Shortly after that he saw an ad from a new Karmann Ghia Club that had just formed and was holding a meeting only 12 miles away. It was there John met Andy Holmes, joined the KG Owners Club Great Britain, and then served on the committee for many years. He continues to enjoy some wonderful experiences as a consequence. Andy & John travelled to Osnabruck in 2005 to the T14 KG 50th, in 2007 to the KG Convertible's 50th, & to the T34 50th in 2011.

John bought his first T34 back in 1987 as a daily driver into London whilst his 1958 Coupe was being restored & his 1968 M142 required repairs. "The T34 was great to drive and seemed like a real luxury car. John recalls "the color of this late-1964 M344 (#0 435 312) was Terra Brown and the sills were a bit dodgy, but I just didn't like this color so it was sold."

In 2004 John & his wife took a trip with the KGOC to Luxembourg in his Golf Cabrio (suffered a slipped disc in his back the week before). Clive Richardson allowed him to sit in the T34 and John found it very comfortable for his sore back so he decided a T34 would be a good purchase for their KGOC holidays in the future. John had to quit playing football/soccer in 2003 due to knee cartilage problems and felt like a real old crock but still wanted to travel around Europe in a KG. The way forward seemed to be with a T34 Automatic but he knew these were rare.

He considered three T34s: a Sea Blue 1964 M344 (too rusty), a white 1968 M344 (too rusty), and a Sea Blue M343 manual-shift. But a 1969 Automatic was listed in the KGOC magazine, having been recently restored to a high-level. It was 350miles away in the Lake District and both Clive & Andy Holmes encouraged him to consider it. When Andy accompanied him to see the T34 it was clear this was the right T34. Done deal!



He was able to get photos of the 1969 RHD before it had been restored (left), and clearly had been ready for a full restoration but luckily it was complete & had matching numbers. The original documents that came with the T34 say it was supplied on November 4th 1968 by VW Dealers, Aitcheson-Hopton Eng. Ltd, Chester, England. VIN #349 019 390, engine #T 0 578 332. Original colors Oriole Yellow with a Black roof. The first registration number was XFM 868G. The original owner kept it 10 years & covered 45,000 miles. It now has 75,805 miles.

John has since been on many long trips in the T34 including South Wales, Leon (France), Aix les Bains (French Alps), Rhine Mosel Valleys (Germany), Preston, & GMH/Osnabruck with no problems. It has been serviced regularly during the past 6 years of ownership, covered 11,000 miles and only required a new 12 volt battery. John has found the T34 very comfortable and with the Automatic transmission it's effortless to drive. When there is no wind noise it's like driving an electric car as it is so quiet. John's wife likes it because it carries more luggage than the T14.

The three other T34s he inspected are below: 1964 M344, 1969 M344, 1963 M343.







John found his early-1969 T34 RHD Automatic Coupe in 2005 with only 64,500 miles from new. It had already been restored in its current Jaguar Mistral Blue two-tone paint scheme with a Pearl White roof and the wood-grain dash material had been removed. Several cool accessories were fitted including an EMPI steering wheel, Porsche 914 rims, & a full-leather leather interior was installed. And it was clean ...



Automatic transmission T34s were only offered as optional items in 1968-69 model years. There are fewer than 50 worldwide today and less than a handful RHD Automatics like John's. The rear panel script for 1969 is a lower-case "automatic" vs the 1968 which has upper-case "AUTOMATIC". In the engine bay you can instantly identify the automatic fluid level at the front-edge of the sheetmetal with its unique metal surrounding design. The Automatic option M-code was M249 which is neatly stamped onto the black fan shroud. John's 1969 has been well maintained and is an excellent example of a RHD Automatic.



T34 Wedding Italian-Style

Domenico & Frances Iacopino were married June 1st 2011 in Reggio Calabria, Italy. To celebrate their beautiful Italian wedding they chose Domenico's father's Red & Black 1965 T34 as the get-away car.

"This T34 belonged to Professor Borruto who lived in the town of San Lorenzo. He was a single gentleman and was often seen driving his T34 to dinner at the famous Reggio "Roof Garden". Often accompanied by other young men (including my father and all young men in San Lorenzo) so they had the opportunity to drive this T34.

A T34 was then only for the chosen few, a very exclusive car. I remember that every time we went to the country to visit my father's relatives we stopped to see the T34. It had then been sold to a distant relative of my father and had been abandoned at the roadside due to a crash. I remember thinking to myself "I will get this car in a few days". A woman said the T34 was her son's and that she would give it away for free to be rid of it! And so my father bought the T34 from his teenage years in 1987. The Italian T34s had small round reflectors mounted on the rear bumper under the tail lights and they had two-tone front signal lenses.





But unfortunately, my father's restoration was not faithful to the original, as this was before the internet and it was extremely difficult to find the right parts. The original color was Cherry Red, but I believe that the current color is closer to Henna Red, with more orange than red. But it is now in good condition considering that the work was done in the summer of 1987, over 34 years ago!

Since it had already been restored in the 1980's, all I needed to do before the wedding was to replace the parts that were bad and make the old paint shine again. My wife Frances was delighted with this choice that I cared so much for the T34. The beautiful "Vespa 50 Special" (above) we discovered during our honeymoon in southern Italy in the beautiful seaside town of Chianalea di Scilla. That is a special work of art also!"

Resto Update: French 1965 Headliner

Franck Boutier from France has reached the phase where the headliner needed to be replaced. With no current source for off-the-shelf T34 headliners, Franck visited a local upholstery trim shop for advice. The owner showed him what the authentic perforated headliner material was used for the 1960's VW models, then cut & pleated the three sections together to hold the headliner rods. He instructed Franck how to install it himself.

The first step is to install the three metal rods into the gaps/pleats on the underside of the headliner. The metal rods then get fitted into the roof holes and then are snapped up into place to hold the headliner (1). Next the outer edges are pulled over the sides, clipped onto the roof drain rails with plastic clips, and glued into place on the underside of the roof metal (2 & 3). The excess headliner is then trimmed away with a razor blade just short of the mounting holes for the aluminum roof trim. Then the A-pillars & C-pillars (4 & 5) get covered in smooth non-perforated vinyl to match the headliner color. It takes a good weekend of work to complete but it's worth the effort.



T34 Cookie Cutters

Andreas Dierkes from Germany made these unique T34 cookie cutters for the 50th Anniversary in GMH this August. Now this set is available to everyone to enjoy. First you roll-out the cookie dough and press the empty T34 shaped cutter into the dough. Then you remove the shape from the roll and press the embosser piece into the shape, creating the T34 cookie. Very creative design.

Andreas' girlfriend said one day, that it would be a good idea to offer Karmann Ghia cookies at the anniversary event in GMH. So, he contacted the manufacturer where he'd seen a few days before these funny VW cookie cutters. He produced exclusively for the event in GMH 50 T34 & 40 T14 cookie cutters with my design. Now every Karmann Ghia owner can see that both types belong together.

Price is 15 Euro per set (includes a bonus gift) + shipping costs. Payment options include PayPal or International Bank Transfer. Contact mail@karmannghiamodelle.de



Parts Sources: Script Tubes

Thanks to **Franck Boutier** (France) I was able to source the tiny tubes for the scripts. These tubes are 7mm long, 3mm outside, & 2mm inside and they come in a box of 50. They are shorter than the original clear tubes but they worked beautifully once you cut-off the tip. Push the tubes firmly into the cleaned body holes then the script studs push firmly into the tube holes. Trim any excess tube lip with a razor blade to hide the tubes underneath the scripts.

Au-Ve-Co is the manufacturer with distributors around the world. The part #13185 is a box of 50 tubular barrel nuts. Price is from \$13-\$16 for the box of 50. If you search for "13185 tubular barrel nut" you'll find several sources. The least expensive source I found is Auto Discount Fasteners in Kansas City, Missouri USA at \$12.25 per box. autodiscountfasteners@earthlink.net or call 816 304 0374.





In-Scale T34s: Herpa HO-Scale

Herpa is a Bavarian company founded in 1949 that mainly built accessories for model railroads in HO-scale. Their first automobile models were launched in 1978 and were competitive with Wiking. Interestingly, the first Herpa KG was the T34 in 2005, not the T14.

The T34 Herpa models are highly-detailed plastic fully-built models in 1:87th scale at 48mm in length. They all have closed sunroofs, chrome rims, amber front turn signals, chrome bumpers & aluminum window trim markings. They have a left-side mirror & rear view mirror. So far there have been three color variations: Black, Tan, & Red. All are listed as model #23382. The Black & White one was released in Sep 2005, the Tan & White in Sep 2006, and the Cherry Red & White in Sep 2008.

These are still relatively easy to find today from a variety of HO-scale hobby shops online and on ebay Germany. Prices range from US\$15-20.





Authenticity: Late Fuel Pump

#311 127 025A made by APG (Pierburg). In original box.

This is the second generation fuel pump fitted to T34s. The round plastic one-piece cap is the easiest way to identify it. This pump style was fitted to all 1966-69 T34s. The early style cap (bottom right) is a two-piece version with a much different design.





Authenticity: Sun Visors

When it comes to sun visors, the T34 has unique visors with four different versions over the years. The main components are: base, chrome arm, features, & vinyl style.

The **1962** T34s used a "pinpoint" style vinyl (above left) that made them unique. They had a rounded base & rounded chrome arm. But they were plain without mirror or pocket.

The **1963-65** T34s used a "bumpy" style vinyl (below left) with the same rounded base & rounded chrome arm, but no pocket/mirror. Here's a set from an original 1964 below.



1966 T34s were a hybrid, sharing parts from the early & late models. They had the bumpy vinyl, rounded base & rounded chrome arm of the early style but they had the driver's side pocket & passenger's side vanity mirror. Pics of a restored set are on the right. Rounded bases & arms with pocket/mirror.

1967-69 T34s featured a new style base & chrome arm. The base was flat with an inset hole (bottom pics) and the chrome arm was a flatter design. They used the same bumpy vinyl and pocket & vanity mirror.

Interestingly, the LHD & RHD visors are different since the sun visors are curved to fit the roofline. On early models 1962-65 it doesn't matter since they can be fitted to either LHD or RHD models. But with the 1966-69 models the pocket & mirror need to be reversed, which makes the curved design incorrect when LHD visors are fitted to a RHD model.



Authenticity: Rear View Mirrors

There are four different styles of the rear view mirror over the years. The **1962-64 T34s** all featured an aluminum-finish stem with an asymmetrical head. The **1965-66 T34s** featured a chrome-finish stem with an asymmetrical head. The **1967 to late-1969 T34s** featured a chrome-finish stem but a new black plastic symmetrical head. The **late-1969 T34s** featured an anti-vibration pin added to the stem, but were otherwise identical to the 1969 models.



Above: 1962-64 aluminum-finish stem & mirror head.

Left: 1967 to late-1969 black head

Bottom: Late-1969 anti-vibration pin



Owners Stories: Saving a 1967 Coupe

Rodger Marcks from San Diego, California USA found his 1967 Coupe (#347 065 673) in 2004 while driving with his son to inspect a 1960 VW Double Cab truck in Ocean Beach, California. His son Jiovan (16) said "Hey dad, there's a Type 34". Rodger replied "No way, you never see those. It must be a Corvair." But he turned around and sure enough it was a T34 covered in dust and spider webs. He left a note and learned the owner's wife wanted it gone as it had been sitting for 15 years. He bought it in Holland in 1985 and the T34 turned out to be the thing that attracted his future wife. That's how they met. Rodger thought this was a great opportunity to own a rare car with nice lines/design. He'd always owned VW's since he was 15 years old. Unsure if he should restore it or just make it a rat rod, he got it roadworthy first. The previous owner Michael Hensley included several old T34 newsletters & advised to call Lee.





He called Lee and drove to Carlsbad to discuss his dilemma. With Lee's input Rodger decided to restore it since he had seen better T34s but couldn't afford to buy them. Rodger lives only 15 minutes from the USA-Mexico border so he was fortunate to find a restoration shop in Tijuana, Mexico that agreed to hand-fabricate fresh metal in the rusted-out panel areas. One and a half years later the rust repairs, body work, paint and upholstery were finished. They also were able to find the original upholstery. Rodger is pleasantly surprised how well the car turned out and very happy with the paint color Lee recommended ... a beautiful Cherry Red with Black roof.

At the 2011 VW Classic the right front end dropped to the point of not being able to drive home. Thanks to Josh Lewis and Michael, T3 owners that he'd never met, they offered to adjust the front end so he could drive home.







A month later both guys drove two hours down to Rodger's home to help install a new front beam with new tie rods, steering damper, ball joints and shocks. The work took 13 hours and the two guys didn't ask for a penny. They are good guys especially since it was only the second time they'd met. Lee helped along the way with missing items he needed. Once when Rodger was cleaning the rare Euro headlights, the light slipped out of his hands and the glass lens broke! But Lee went into his garage and offered an original to replace it. While in Germany for the 50th Anniversary Lee found a rear hood latch that Rodger needed and he spent an afternoon installing & aligning it along with other parts he didn't realize he was missing. He's thankful for the help & advice of everyone along the way.

As Rodger's daily driver, he says it's very comfortable. Everyday people give him the thumbs-up or stop and ask about it. It's been a great experience. For the past five years his T34 has won several awards including the coveted First Place at the 2011 VW Classic.

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