



Volkswagen
di Grand No...
MODA E MOTORI



T34 World News

2012 Edition #21

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Founder's Thoughts:

Front cover is an extremely rare 1962 Italian advertisement comparing the models modern clothing & style to the T34. Thanks to Franck Boutier for finding it! **Back cover** image is a magical nocturnal scene from Kévin Diesel in Las Vegas Nevada USA.

I try to maintain a humble perspective of my involvement in the T34 marque. I'm the messenger, the cheerleader, and the educator. My restorations are nothing special compared to the detailed top-shelf restorations that we've seen over the years. Over the past couple years I've tried to find T34 owners that have been influential to T34s and feature them in-detail for all to appreciate. This month I decided to share my own story so you all can understand how I developed my T34 obsession over the past 25 years and why I do what I do.

I've witnessed some amazing T34 restorations over the past couple decades, but I'd be hard-pressed to find one that has been as well documented than **John Kanter's 1963 Coupe in New Zealand**. John told me when he bought it from California that he'd really put in some creative work to restore it. What impresses me most, beyond his fantastic metal-smithing skills, is his willingness to share each task with great photos & information. This is one of the things that makes our monthly magazine so worthwhile for every T34 owner to gain insight & inspiration for their own restorations. So if you have not been paying attention to his detailed progress on our forum & magazine articles then you should. This is one epic restoration!

Now anyone can own a rust-free T34! CSP has just announced their amazing racer is now available as a paper fold-up car (right center)! Visit CSP's site at (www.csp-shop.com) and with every purchase a T34 cut-out will be included for free.

It's pretty obvious that I'm seriously obsessed with T34s but when I saw the tattoo (right) of **Frans Nuninga** from Alblisserdam in the southern Netherlands, I was blown away by his dedication! My hat's off to you, Frans. That's the first T34 tattoo I've seen! And to think he doesn't even own a T34 ... yet! Amazing! Frans said "I just LOVE the Karmann Ghia T34 & I would like the own a 1967 in rat-look style. That's my dream ... so I've been looking and searching. My tattoo is the way I can express how much I like VWs. I currently own a rat 1967 Beetle with sliding roof, a rat 1967 sliding door Split Bus Ambulance, and my daily driver car is a VW 181 Thing."





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)
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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.



Repro Sources: Front Axle Rubbers

For those of you rebuilding your T34s front end, here's a great new repro source! Each T34 needs two pair of these seals that keep things quiet & smooth up front.

They've now been reproduced by Mario Steinhauser in Germany who runs Type 3 Headquarter (www.type3headquarter.de). These are part #311 899 115 & #311 899 117 and have been professionally done as they used NOS parts to make the technical drawings, then tested the original material and developing the molds. The price for the pair is 39 € plus 5,50 € shipping worldwide. For international orders please email Mario Steinhauser for details.



Parts Source: KARMANN Script & Ghia Shield

The early-1962 T34s (up to VIN #0 058 489) were fitted with this Ghia shield & KARMANN script on the lower right fender. European orders please contact Heiko Thum at HThum64@yahoo.de and cost is €25 (shield) & €50 (script) + shipping. North American orders email Lee Hedges at LeeHedges@T34World.org and cost is US\$40 (shield) & US\$55 (script) + shipping.

Parts Source: Early-1962 Nose Emblem

European orders please contact Heiko Thum at HThum64@yahoo.de and cost is 26€ + 5.50€ shipping. North American orders email LeeHedges@T34World.org and cost is US\$50 shipping included.

Parts Source: Headliner Kits

Coupe is 270 Euro (US\$340) & Sunroof is 300 Euro (US\$377). The A & C pillar material is included. Shipping cost is 31 Euro to USA. Plus 5% if PayPal is used. Contact JurgenMagdelyns@T34World.org



Parts Source: Vent Window Bolt

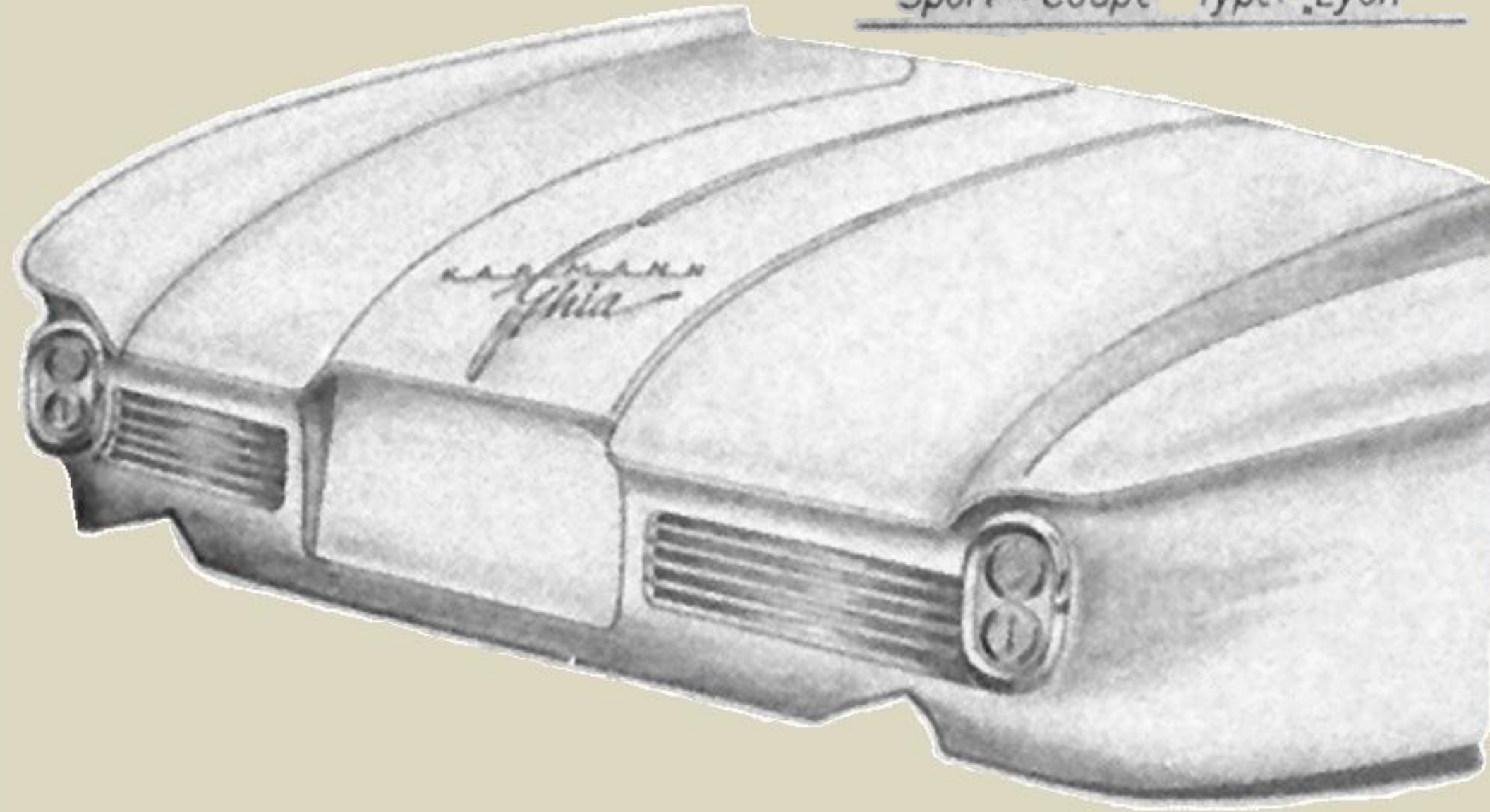
A repro of the vent window bolts are available, done in stainless steel in Germany by our German rep Michael Moesinger! Although this part is not chromed, it is an excellent replacement to the rusty original ones. Email Michael@Moesinger.com with your address and he will send his account information or PayPal address for the payment. Cost is 7.50€ each + shipping cost.

Parts Source: Vent Window Pivot Screw

The vent window inner screws are now available for US\$7.50 each. They've been made from stainless steel so they will never rust again. European orders please email Michael@Moesinger.com and PayPal is available. North American orders email LeeHedges@T34World.org



Sport – Coupe Type: „Lyon”



Karmann Development Drawing

This rear drawing by Karmann is undated and unsigned. It was photographed in 2000 during a private tour of the Karmann Archives. It was part of a series of drawings in the T34 “Lyon” project folder, including variations on bumpers, license plate lights, headlights, and rear decklid design proposals that never made it onto the final T34.

You can see the T34 rear fenders in this design, if you look closely. And you can also see the design in the 1958 Chevrolet Corvette (right).





Owner's Story: Brands Hatch Raceway Visit

Brands Hatch is a motor racing circuit near Swanley in Kent, England. It was first used as a racing circuit by a group of motorcyclists in the late-1920's. After WWII bombing runs destroyed it, the land was renovated by 1950 for use with race cars. And in July 1964 Brands Hatch held its first Formula One World Championship race. It has been a favorite raceway for decades in England with many historic cars racing.

Stephen Thirkettle finished the restoration of his Gobi Beige & Black 1968 RHD Coupe. And in mid-September he had the rare opportunity to cruise around the historic race track with VolksWorld's 25th Anniversary Party. Stephen's T34 looks right at home on the track ...



Founder's Story: A Life's Work

By Lee Hedges from San Diego, California USA

Although the T34 community is a small one, there are many owners that don't know my story. So I thought I'd share how my T34 obsession began 25 years ago, how it developed as technology improved, and what drives me to keep doing it.

VW GENETICS: I was born in 1963 as the first child of three to parents living in Manhattan Beach in Southern California. They loved to backpack in the mountains, canoe down rivers, travel into remote regions of the SouthWest USA and Mexico. They owned a Pearl White 1962 VW Panel Van (below) with no interior so my dad cut a plywood frame to hold my crib while they drove. Those were the 1960's, a time of love, happiness, freedom, but not one of safety. I survived my early years and by 1972 my dad surprised the family with a new 1972 VW Westfalia Camper, in Niagra Blue & White, with a roof rack, refrigerator, full bed, and seat belts. I learned to drive on the Westy and it survived my first car accident at 16 years old.



MY VWs: Since I learned to drive on a VW manual shift I was destined to own one as my first car. For college I borrowed \$1200 from my parents to buy a Gemini Blue metallic 1971 VW SuperBeetle AutoStick from a neighbor. I drove it in Santa Barbara during college and Southern California after college with my new family. When the engine seized I sold the Beetle and bought a 1962 VW Beetle Sedan for \$1200. I took a new job opportunity with Xerox in 1985 in San Diego and immediately found a Ruby Red 1963 VW Beetle Cabriolet for \$600. I drove the Cabriolet for a year and attended my first VW Classic show in 1986, which introduced me to T34s. Bored of the convertible and wanting something more unique I looked through the Auto Trader magazine each week to see what might fit that desire and concluded that either a Notchback or T34 would do. Then I saw a Sea Blue & White 1964 T34 Coupe (below) locally for \$2500 and sold the convertible to pay for my first T34. I loved driving the T34 as my daily transportation for ten years.



T34 CLUB SCENE: I quickly discovered that there was little information available on T34s and found the Type 3 Ghia Enthusiasts Network group (25 owners) loosely organized by Chip Wimer in Southern California. I volunteered to publish their newsletter, as I worked for Xerox's Electronic Publishing division. Great programs & free printing meant I could print it for free. I bought T3 & T34 Parts List books and reproduced the combined sections for owners.

ADOPTING SIX OLD VWs: Driving a vintage VW around town I often got stopped by passers-by asking if I wanted to buy their vintage VW. So over the next several years I bought a Cognac 1959 T14, a Henna Red 1965 T14, a pair of Pearl White 1963 Notchbacks, a Turquoise 1963 Deluxe Microbus, and a Pearl White 1963 Double Cab truck (top right). I restored the truck to original & loved it.

THREE MORE T34s: In 1990 I'd been contacted by a surfer dude who needed to sell his Terra Brown 1964 Coupe so for \$700 I now had two. I had the Brown one painted Black and the kids named it "Blackie" (below), and it became my daily driver. Then a guy from Nevada called to say he had T34 #0 007 300 for sale at \$800, at the time it was the world's oldest known T34, so I had him deliver it. This was a rough one with rusty pans, damaged tail light, but it was running & had matching numbers. It was named "Old Man". A year later another T34 owner in Orange County begged me to buy his Sea Blue late-1962 Coupe (top right), so I traded him my 1965 T14. So at one point my home had six vintage VWs parked in the garage & street. When it came time to buy my first home in 1997, I sold everything to raise the down-payment. Sad but necessary ...



T34 REGISTRY: I formed the T34 Registry in 1988 and managed the T34 owners group for 16 years. My intentions were to build a database registry of the surviving T34s and share information to help owners with their restorations. I began publishing the Razor's Edge newsletter on an old 8088 computer and printed the pages on a dot-matrix printer. I hand-assembled the pages by cutting & pasting the paragraphs & photos onto each booklet page. As the number of T34s grew so did the membership. Our US\$25 annual subscription barely paid for the printing/postage costs. We had 25 international reps in many active countries and we all got to know each other over the years. Many of these owners are still helping T34 World today.

SEA BLUE 1965: In 1997 Roger Bourke begged me to buy his original unrestored Sea Blue 1965 Coupe with 80K-miles. It was one of the nicest original T34s in Southern California so we settled on a price of \$5750 and I was a T34 owner once again. It was a beautiful T34 and I truly loved how well-preserved it was.





But in 2000 while driving home on the freeway it was involved in a double roll-over, landing on its roof and sliding 30 yards down the freeway. A woman had entered the freeway and cut across all five lanes right in front of me, forcing me to avoid her which put the T34 into a series of avoidance maneuvers. On the last turn the bias-ply rear tire tucked under flipping the T34 into the air. When the chaos ended I was still strapped-in with the stock lap belts suspended upside-down. I unclipped the belt and fell to the roof, then saw a tiny opening (what was left of the driver's window) and crawled out from the wreckage. The T34 was still running, rear wheels spinning, and there was glass & seats everywhere. Amazingly I didn't even stay overnight at the hospital. How? The A-pillar collapsed halfway and the C-pillar bases held strong, allowing the space for my head & torso inside. My beautiful T34 was a totaled mess, but it saved my life which I will always be grateful for. At that point I knew that I would continue to work tirelessly for T34s as long as possible, to repay the debt paid by my beautiful unrestored Sea Blue 1965 Coupe.



REPLICA CABRIOLET: What should I drive now that I'd survived a catastrophic accident? I chose to build a replica T34 Cabriolet, of course! A year before the crash, in the summer of 1999, I'd discovered the world's oldest surviving T34, #0 001 776. It was living in the high-desert of Los Angeles called Sylmar. My good buddy Scott Perry & I drove up to inspect it and agreed to buy it for \$2000. A wrecked 1966 Electric Sunroof was also on the property which I agreed to buy for an extra \$500, which came with an NOS rear panel. Both T34s were delivered to San Diego for \$200 more. We ended parting-out the M345 and it went to many other owners.

I dove into the Cabriolet restoration and over the next 12 months completed it. We painted it Ruby Red, its original color, so she was named "Ruby". I wanted this T34 to be an accurate replica to the prototype 1961 T34 Cabriolet on display at the Frankfurt Auto Show when the T34s were first unveiled. Without a folding metal roof frame, I decided not to attempt building one and finished the roof cover in the "down" position. It was featured in several magazines and was the first T34 ever featured on the cover of Hot VW's magazine. It won shows for the first year and then I retired it from the show judging, so other T34s could enjoy the awards for their hard work. Ruby now has 12K miles since her restoration and she still looks great 12 years later, getting out for events, cruises, and weekend drives along the Pacific Coast.



DREAM CAR: In 2004, when the T34 Registry ceased publishing the Razor's Edge magazines and went "free", I founded the PureT34 organization. It was dedicated to original T34s in an effort to support the declining trend vs all the customs being done. I'd noticed how few RHD Electric Sunroof cars were still alive, so I decided to pursue buying an early one. I had been receiving the KGOC-GB's Karmann Komment magazines and while reading one I noticed an ad for a "1964 RHD Electric Sunroof" in England. I tried several times to establish contact with the seller to no avail, then asked Andy Holmes (below) to contact him for me. Andy graciously agreed to inspect the T34 in Leeds two and a half hours away. When Andy gave the "green light" I agreed to buy it right away for £3600 (US\$6400). Andy received the M346, which was actually an early-1965, and handled all the arrangements to get it shipped to California in May 2004. I was very thankful for Andy's assistance.



The body was very rusty along the lower 5", requiring most of it to be cut-out and replaced with repro panels & good used panels. The body welding was done by Sean Roper and he did a splendid job. The final bodywork & paint was done by fellow T34 owner Chemo Ordaz (above). He had the M346 for 4 years and applied the Cherry Red L554 and Black L41 paint himself. Since 2009 it's been stored in my garage and very little has been done to get it reassembled.

When it arrived in late-May I took the train to the shipping port and drove it home, blissfully happy about owning an M346 and the world's second oldest one as well! I quickly began prepping it for the VW Classic show debut, and as Andy was visiting for that event I wanted it to be reliable so he could enjoy driving it in the USA. Two weeks after the show I'd spent two weekends completely disassembling it, not wanting to wait long for the frame-off restoration process. This would be my first (and last) frame-off resto.





T34 WORLD



LIFE'S WORK: When I bought my first T34 in 1986 I really had no idea how much of a life's work this T34 hobby would become. My detail-oriented tendencies, access to electronic publishing software, and organizational skills led me to take on a management role. Learning web design (thanks to Paul Colbert) has given me the skills to share T34 information on a worldwide level. And my love for historical research has led to my crusade to learn as much as possible about T34 history & their progressive refinements. At almost 50 now I can see my second-half of life continuing what I've begun, reassembling my M346, and enjoying life as retirement approaches. I love visiting T34 owners in different countries and have fond memories of the Karmann Archives in 2000 with Scott Perry & Dag Henriksen, the KG Int'l in 2003 with Jon House visiting Andy & Clive/Janet & Derek, Darmstadt in 2009 to visit Jorg & Tobias, and the overwhelming T34 50th Anniversary in Georgsmarienhütte Germany in 2011 with 154 T34 owners. As none of my five children have developed an interest in T34s, I can only hope that someone else will step-up to take on the T34 World organization and improve it as I get too old to manage things. Until that time comes I'm content to know I've done all I can to be the champion of the T34 marque and help T34 owners around the world.

T34 WORLD: By 2010 the T34 scene was lifeless & inactive so in the summer of 2010 when Antonio Pellegrino was visiting from Italy we discussed forming a new organization called T34 World that would be active & dedicated to all T34s around the world. By January 2011 I launched the new organization along with the support of 30 international T34 owners acting as reps for their countries. I decided that the best way to maintain the activity was to publish a monthly magazine. Since there were no membership dues, it was clear that the magazine needed to be electronic. So the T34 World News began its monthly 34-page PDF editions in January 2011 and today celebrates its 21st edition. It has been overwhelmingly well-received and continues to attract T34 owners from around the world. We have begun reproducing parts as well, led by Heiko Thum, which has made previously unavailable parts now inexpensive for all owners. I'm very pleased with the results thus far and am confident that it'll get better.

T34 WORLD
Registration • Communication • Restoration • Preservation

Home Forum Gallery Resources History Intl Reps Library Consignments Registry

World News 2011:
Owners Manuals
Wiring Diagrams
T34 Parts List Book
VW 1500 Service PDF
VW Look Listen series
VW Price Lists
Razors Edge 2002-04





Resto Update: New Zealand 1963

An ongoing series by John Kanters of New Zealand

I had the front half of the body media-blasted as the weather really has conspired against me for the past 3-4 months. So I decided rather than waste more time waiting for better days I sent the body off to the blasters to strip all the paint and rust off the front half. It came back all clean & gray (above) ... just beautiful!

I hope to be at the point where all rust repairs are done within the next couple of months at which time I'll drag the floorpan out for a change of scenery. But there is still a lot of work to do and quite a few more holes found after the media-blasting. Some parts look like Swiss cheese but the important areas are fine. Filled some small holes in the inner heater channel plate and welding on the rear lower fender as well as the wiring tube and front heater outlet pipe. All these parts I made a while ago so it was real easy just placing them and welding it together. Once that was done and seam-sealed I re-primed the inner rocker so that it will be dry tomorrow so I can weld the outer skin on.





I had a hugely successful day on the body, just carrying on from the previous work, and with the epoxy now dry enough I got to work attaching the outer rocker skin (above). It certainly changes one's perspective once big parts of the body get completed!

Blasting also uncovered this mess at the front side marker light area (right), typical of repairs I see all too often on cars which have come from America. They drill holes, pull the dents, and bondo it up. WTF? That kind of word is just a joke. Obviously they're not capable of anything else. I will probably cut that whole area out and make a new panel. What makes it even more stupid is the fact you can get at all the damage easily from behind so why drill a bunch of holes and make a mess out of it?

With that out of the way I carried on with one of the Swiss cheese areas found from blasting (lower right). Best thing was just to cut it all away and start a fresh with all new metal. I made the new pieces just like the factory did also with a strengthening plate behind the captive bolt. Got all the pieces done and double checked them holding them in place with vise grips, last thing for the day I welded the parts in and ground everything up ... rust gone!





Even some of the hold-down straps for the front compartment wiring had rusted away (left) but at least they were a 5 minute job to re-make and weld on. I'm gaining on the rust, slowly it's going away!

Had some pretty epic progress made welding its face back together. It helps having all the pieces already made so I got started drilling holes in it for the plug welds and then lining up the new panel on the body and holing it in place with panel clamps and vise grips. It's important to double-check everything before tacking it in place, and took me quite a bit of time to make this lower nose, so the last thing I need is to screw it up welding it back into place! I began removing the clamps one by one welding as I went being careful not to build up too much heat. I concentrated on the center section and worked outwards, grinding up each area and metal finishing as I went along, being that there's a big hole just underneath the weld area it made it a lot easier to work the panel with the dolly/slapstick. Seeing it all come together was an awesome feeling, not often I'm impressed with what I've done but I'm pretty stoked.

Next I started looking at repairing the spare wheel tub which was dented & rusted through at the bottom. As you can see it's quite a mess of dents and rust holes. It may be easier to find another wheel tub but it's almost impossible in NZ so I'd have to import one which takes time and \$\$ so I'll just fix what I have instead. These pics (lower left) show the before & after with about an hour's worth of work using the dolly/slapstick method.

I worked on the tyre well every night this week so far. Monday I hammered out the dents on the other side and then cut a big hole in the center where the worst rust was. I took three tries at it before I figured out where to shrink / stretch the patch metal to get it to go where I wanted it.

With some more work in the English Wheel it started to look ok so I began welding it in place, working it with hammer / dolly as I went. There were two other rusted out parts to replace also which were easy enough once the main panel was in. Quite a few test-fits in the body to make sure it was still going to fit in the hole before final welding the whole thing. Just about there, decided to stick at it tonight and finish the damn thing, in all there's 8-10 hours work just repairing this stupid piece. Welded up the un-needed drain holes, drilling one main hole at the lowest point.

The front compartment (below) is finished after welding up lots of pin holes and replacing a couple of smaller areas which were too big to just fill. I got the other side trunk corner welded in and completed. It sure feels good to complete sections of the body! We are getting somewhere.



With all the structural repairs done I decided now was the time to cut out the X brace that I'd put in at the start. I need to get at the dash. In a slight bit of panic I did wonder if the whole thing would go boooooiinnggg when the X brace was removed but no such thing happened ... solid as a rock. The dash (above), well I can't say I've ever had a rusty dash on any VW but this one is rusty. There are holes along the top edge of the dash above the glovebox and at the corners near the A-pillar. The last job for today was to cut-out the rusty areas. Next week I will begin making the patches.



In-Scale: Ichiko Coupe with Driver

The majority of Ichiko large-scale tin models are police cruisers, so when a standard Coupe is discovered it's a rare item. But when a driver is inside & it has a side view mirror on the fender it becomes an extremely rare item. That was the case with this Pacific blue Coupe with driver seen on ebay from Denmark [discovered by Franck Boutier from France]. Even though it was missing a rear tail light, it was going to be a valuable T34 model, and the ebay bidders did not disappoint. Final bid was expected to be high ... and ended at US\$385 (301 Euro).





Michael's girlfriend Melanie's son Franz (13) has big dreams about driving the Pigalle 1966 when it's completed. Franz (below) is sitting in the driver's seat holding the Pigalle steering wheel. Imagine being the teenage kid of someone like Michael!

Resto Update: Pigalle 1966

Michael Möisinger from Bayreuth Germany has been hard at work with the reassembly of his 1966 Coupe with Pigalle interior. The restored chassis looks like a new one, ready for the body to be reintroduced. He started with the wiring harness, then installed the lights and bumpers to test the connections. Door & vent windows were fitted next.





Wedding Team: Frank Schneider , Robert Mullee, Berthold Flurer, Jürgen Barthels, Udo Beil, Werner Artinger, Guenter Weller, Peter Schiefel, & Michael Moesinger. They are all members from the Karmannfreunde (www.karmannfreunde.de). The wedding of the body & chassis was a chance for the friends to spend 6 hours together, enjoying white sausages with pretzels & a tasty homemade cake by Michael's girlfriend Melanie.



Owner's Story: Southern California 1967 Coupe

Karl & Sheryl Schmidt are from Riverside California USA. He's owned many VWs over the years including Oval Window Beetles, T14 Ghia's, Buses, & Squarebacks. It seems that there have always been VWs in their life. In 2004 Sheryl's T14 KG was hit head-on and destroyed so they were VW fans without a VW. Then in October 2005 he got a call from a friend asking if he knew what a T34 looked like. Karl had heard of them but had never seen one in person so he drove down to San Diego and came home with this 1967 Coupe. The opportunity was just too good to pass up even though he had never done a restoration of this level, but Karl was up to the challenge.

His 1967 T34 Coupe had been stored in a garage in San Diego for 15 years. It had been painted a dark wine color but not reassembled, and all the parts were in many boxes. Karl spent four years working on it and by 2010 it was ready to drive again.

After receiving the birth certificate he learned it had originally been delivered to the Netherlands, painted Lotus White, and had options M139 (dual circuit drum brakes), M271 (MPH speedo), M256 (laminated windshield), & M274 (sealed beam headlights & solid red rear lenses). The original upholstery was Indian Red leatherette (bottom right) but was too fragile to reuse.

They participated in the 2012 Treffen in Oxnard California and met Tom Reay (1965 M345) & Bata Mataja (1968 M343). Driving their T34 along the Pacific Ocean (above) made the cruise really special.



The biggest lesson they've learned is to "plan on any short trip taking longer than expected so you can take the time to talk to people that wonder what it is, then they can't believe it's a VW. It's great watching the smiles on people's faces as they pass you on the road with a thumbs up. We have a great time taking the car to shows and just driving around town.



Pismo Beach photoshoot during the 2012 Treffen Cruise



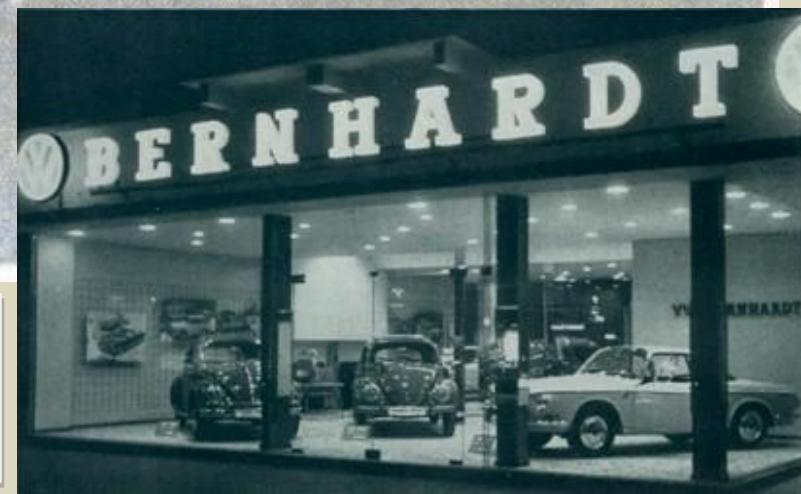
The one part they've had trouble finding is a good 1967-69 rear view mirror. They have the original mirror but don't want to put it in as the plastic cracks easily. They've fitted an earlier chrome one at the present time but are on the search for a nice black-head mirror. He's also planning to source an original radio. They'd like to make their 1967 T34 as original as possible, and they've learned a lot along the way.





Literature: 1960's VW Dealership Poster

When the T34s were offered from 1962-69 the dealerships had large color posters on the walls. You can see this poster on the dealership showroom wall (right).





Lars started with VW's when he got his driver's license. His first car was a 1971 T2a Bus. Along the way he has now gathered five Beetles, three T2a's, a 914, and 2 years ago finally bought this T34. In addition to the classic VWs he has a Jaguar XJ series 3 V12 (which he says really makes you appreciate German engineering). His daily driver is a long T4 Transporter.

Resto Update: California 1964 to Norway

Lars Aksel Thingelstad is a Norwegian born in 1967 and educated at the University of Trondheim, Norway and Aachen, Germany; M.Sc. in Mechanical Design. He worked about 6 years for ABB designing, manufacturing and commissioning trains & locomotives. For the past 15 years he has been working with liquid food packaging machinery.

If you look for the 'PurePak' logo in the top of milk (above) and juice cartons then he has probably had something to do with the machine producing it. This novel process allows processed food to keep for long periods of time without preservatives, as long as they are not opened. The aseptic packages are typically a mix of paper (70%), polyethylene (LDPE) (24%), and aluminum (6%), with a tight polyethylene inside layer. Together the materials form a tight seal against microbiological organisms, contaminants, and degradation, eliminating the need for refrigeration. This process has radically changed the premium juice market in Europe.



His early-1964 has VIN #0 295 625 and the engine number is #0 741 204, which is not the original engine. It has a Cerulean Blue interior with cloth seats and cloth door panels.

The most recent work he's done is to get the front seat frames blasted and powder-coated. Also he started reproducing the levers for the seat adjustment as these were rusted, bent, and broken.

If you know anything about the history of this unique T34, please email lars.aksel.thingelstad@ebnett.no



Lars has been spending the last two years completing the bumpers and getting them straightened and re-chromed. He has also been searching for missing parts and worked on the seats and interior. The body is very sound and people who have seen it are amazed of the lack of rust. The floors have to be replaced, but he thinks this is a minor problem since the body will be lifted off anyway. The seats and inner panels are in really bad shape because the car has been sitting outside without windows. This is also the reason for the bad floors that were rusted from inside. His biggest obstacles are going to be finding the dash pads, door top pads, and the armrests.

He purchased the car from Corey Bloom in California in 2010, but the title is issued on James L. Paine stamped July 14th 1981. I have the blue California license plates. Among the receipts and papers following the car was a fax from Lee to Ed Abbott dated January 27th 1995 regarding finding various parts. It's a small world. According to the seller, the front had been damaged and the complete front was professionally replaced. Lars can see signs of welding at the top of the A-pillars and in the door sills. The front clip was green and the rest is Sea Blue.

But the most interesting thing about this 1964 is the unique aftermarket sunroof. It's a Hollandia roof by Webasto that slides back & forth manually. This same wide sunroof has been seen in two Squarebacks/Variants in the USA. It was commonly fitted to any model of car in the 1960's. Lars' is one of two T34s fitted with the Hollandia steel sliding sunroof worldwide. The other is in The Netherlands.





Resto Update: French Sea Sand 1965

Franck Boutier, from Normandy France, has been working on his 1965 Coupe for the past several years, #345 132 130 with original engine #0 861 908. It was painted its original Sea Sand L568 body & Pearl White L87 roof and has its original Aero Brown interior. It has only 39K original miles with four owners. Last month Franck continued his detailed reassembly work with the engine & new carpet kit.



He bought the LHD carpet kit from Newton Commercial in the UK with advice from Andy Holmes. The color options were Light Gray & Charcoal. Franck selected Light Gray with grey cloth binding. The quality is good & the kit cost (including shipping to France) was £618 (774 Euro & US\$1003).





Above left: you can see the new A-pillar door edge seals and the inner door check strap fitted before the interior panels were installed.

Above right: With the carpet kit installed and the Aero Brown interior panels back into place, the T34 reassembly is starting to near completion. The early ivory cupped door window winder handles are authentic for 1965, the last year for these fragile handles. And you can see the tach fitted next to the speedo while the clock is in the far-right position.

Left: The original rear seat has its original one-year-only upholstery. There's simply nothing quite like original interior & seat upholstery on a restored T34. Very nice!

Tech Talk: Five Minute Tips

By Graham Filmer from Ireland

DODGY GAUGE LIGHTS

Having re-fitted my 1967 dash gauges, it was clear that all was not quite as it should be. The warning lights were dim and the petrol gauge would travel up and down dependent upon what button was being pushed. My first thought was the fuel tank wasn't grounded and it's easy to run a ground wire from under a retaining bolt on the top of the fuel sender to a point on the body. However, on my T34 this had no effect.

The solution was in the gauge itself. The three dash gauges are held in place by a metal clamp that is tightened by hand with a small finger nut. These clamps act as the ground point, with the metal clamp tightened up against the back of the metal from the dashboard. Having refurbished the dashboard, the clamp was not making a good contact with the back of the dash. Removing a little of the excess wood finish material that had been flapped around the gauge hole and a quick emery cloth of the retaining clamp and back of dash area, refitted and bingo, bright lights & a normal fuel gauge.

EAU DE PETROL

At the back of the petrol tank is a small breather connection 125mm hose pipe (part #311 201 153A), About five inches long, it's one of those pipes that I overlooked until I came to fill up with petrol – then my nose noticed it!

With the tank full with fuel it was clear that the pipe was breaking down and was fitting badly, and the result was fuel spilt down the inside of my under bonnet area. This produced some interesting fumes while driving! If you suffer from slight fumes in the car it may be worth checking this hose.

As a quick fix, it is possible to drain off some fuel and simply run with a three quarter full tank, but the real solution is to check and change the pipe. It literally takes five minutes, with just the covers over the fuel tank needing to be removed – oh and do check it is properly seated each and every time the tank is removed or propped up for under tank repairs.



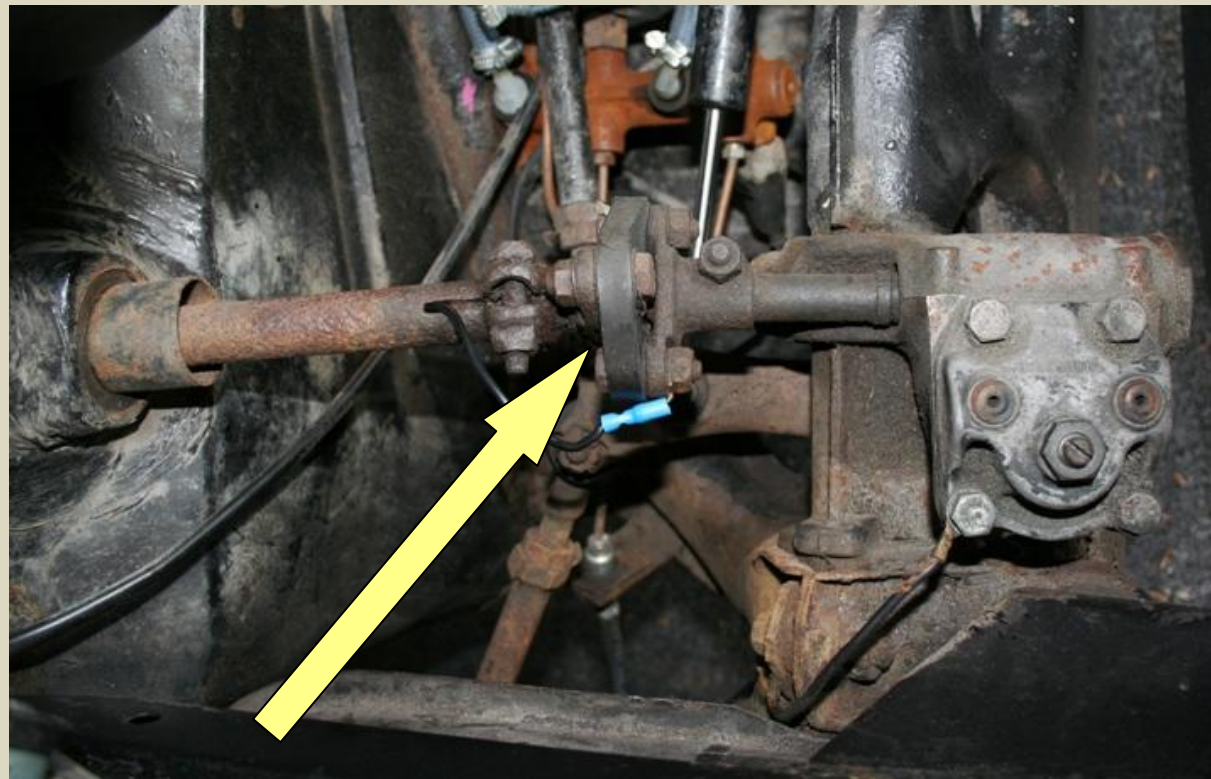
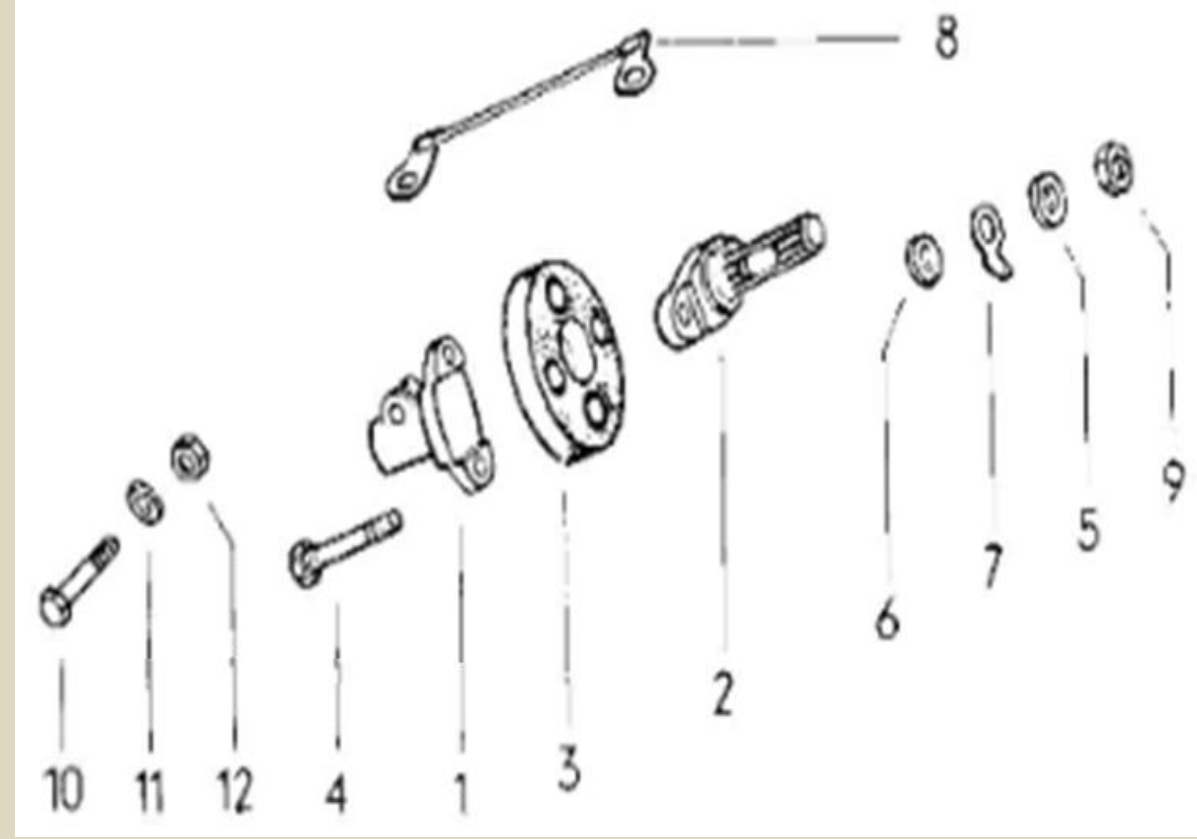
HORN ON ALL THE TIME

In a previous article I wrote about how I got my horn working correctly as VW intended, rather than using an under dash switch. I was very pleased with myself! Well pride before a fall, as they say. No sooner was everything working than a problem arose. I press the horn and off she went loud and proud, but then STAYED ON! The only way to stop things was to disconnect the battery. My pride was now hurting.

Having re-built the horn, I knew that this indicated that pressing the horn button activated the earth (because the whole system is reverse wired, with the horn permanently live). But why was it staying on? It took me weeks to finally isolate the problem, during which time I rewired the column earth wire (again), checked every live feed, dropped the column, removed the steering wheel, and indicator stalk. Still nothing solved it.

Almost by accident I discovered the problem (but not the solution). The column was just permanently earthed. Previous checks with a test light and even my multimeter had not picked this up. However, with a better quality test light in the dark, I realised that there was just the faintest dim glow when testing the column for an earth. Just run a test light from the horn fuse spade to the column to test this. The slight earth was not enough to complete the circuit on its own, however, once the horn button activated the horn, the slight earth was enough to maintain the circuit. A search to find something earthing the column proved fruitless.

The solution proved to be quite unlikely and a relatively easy fix, changing the rubber steering coupling (part 3 in the exploded diagram above-right). There was no logic in this, since in essence this suggests that the rubber is conductive, but it was an easy part to get to and just I had decided to check this part Mark Poulton posted this possibility on the forum, as he experienced a similar problem. In my case once the old part was removed, the earthing problem was identified straight away.



CHANGING THE STEERING COUPLING

Under the front bonnet, prop up the petrol tank, and the steering coupling is clearly in view. The rubber coupling links two parts of the steering column and is held in place by four nuts and bolts, one of which (parts 4, 5,6,7,9 in the diagram) carries the bridging earth that comes from the steering box and travels through the inner steering wheel column to the horn ring. Note the way parts 1 and 2 form a 'cross' either side of the coupling, they do not bolt together. Part 1 is the earth carrier, whilst part 2 must remain earth-free.

It's not necessary to disconnect any other part of the steering mechanism to change this part, but do disconnect the battery and ensure the steering lock is off, which will make locating the new part very much easier. Removal is simply a matter of unbolting the four nuts/bolts and washers and 'jiggling' out the old coupling. The coupling part no 111-415-417 is easily sourced, with an original VW part costing £12. There are other options, but if it was good enough for VW then it is good enough for me. I also changed the nuts and bolts to new shiny high tensile items with a 13mm spanner/socket.

Fitting the new part is very straight-forward. Push in the new coupling, ensuring that parts 1 & 2 are set opposite one another and insert the replacement nuts/bolts and washers. In essence you are bolting the coupling to part 1 and then bolting part 2 to the coupling. Push the bolts upwards and tightening the nuts in place, remembering to include the earth spade connector on the relevant bolt, going through part 1 from the schematic. Install each bolt and then go for that final tighten on each one, before connecting the earth wire.

One final note, before bolting the petrol tank back in place, check the horn works. Mark advised me that he experienced this problem when fitting a new coupling! In my case on re-connecting the battery, everything worked perfectly.

Quite why the rubber coupling created the earth I have no idea. From the photo of the old parts, you may just be able to see a thin rust stain that ran through the coupling. Could this have been enough to create the problem? So now I have a working horn and let's hope it stays that way.

Next project: I'm off to look at the heat exchanger plumbing, carbs, door seals and much more!





You can see the original Henna Red paint inside the door shell. The restored floorpans look fantastic. Mick's 1965 should be a fun project.

Owner's Story: 1965 America to England

Michael "Mick" Gilbert lives in England and has owned three T34s over the past decades so he'd already been bitten by the T34 bug. He drove an early-1962 Black & White Coupe and a Gobi Beige 1969 RHD Coupe (recently restored by Stephen Thirkettle). And in 2000 he owned one of the world's nicest originals, a Smoke Gray early-1965 RHD Coupe. He loved the Black 1962 but never had the funds to restore it properly.

In 2011 he decided to get a T34 again. He moved to a house with two garages, one for his Capri and a spare that needed filling. He'd recently retired this year so he decided to spend a bit of his pension on a classic car. And he had never really gotten T34's out of his system. So he looked at four T34s in the UK, all rotten and/or overpriced. He realized that broadening his search would make sense. He saw the Samba ad for the Arizona 1965 and decided it was worth buying. As for driving a LHD in a RHD country, Mick feels it's not really a problem since the T34 is relatively slow & has great visibility.

His 1965 (#345 128 845) was built in Germany, ended up in Arizona, then Alabama, then to California, back to Arizona, and now lives in England. It was originally Henna Red (as per the paint in the headlight & fog light bowls) but Mick plans to go with Sea Blue & Black roof.



After emailing with the owner's son, Mick learned the T34s history and epic adventure from Germany to several US states.

"The history I have on the car goes back roughly 12 years, prior to that we don't know a whole lot about it. 12 years ago the car was purchased from a guy here in Arizona where I live. Ironically it was from a guy I now work with these days. He purchased the car from a retired Air Force guy down the street who had it stored in his garage. The guy I work with didn't get much of a story on the car from the previous owner other than he is the one who brought it to the USA after working overseas for a couple of years. My coworker had sold the car after he got it running and enjoyed it for a couple of years. The buyer was a guy in Alabama who bought it during the early years of the Samba. For a couple of years he collected info



and bought hard to find parts. Then he found the guy who at that time made reproduction seals for windows and ordered everything. Shortly thereafter he suddenly passed away. His widow listed the car for sale on the Samba and it sold to a guy in California. This guy took the T34 completely apart with plans to build a show car. He bought the Klassic Fab T3 pans as the battery side was rotted and the other was dented up. So both were replaced, the pan was then blasted and painted gloss black. All the suspension had been rebuilt & the transmission was installed to make it a roller.

During this time the California guy had located a rotted T34 and scrapped it for parts, hence the extra lids and doors and even more extra parts. About 9 months ago my dad bought the car being that he too recently retired and figured this would be a fun project to keep him active. He had owned a T34 about 8 years ago and drove it for a couple of years before selling it to buy a super nice unmolested '67 Double Cab. After getting the T34 home it sat untouched for a couple of months so he decided to sell it.

He wanted to clear the two cars out of the garage so my mom's new car could be in there as well as give him room for his motorcycle and room to tinker with it. He told me he was getting too old to crawl under cars so the motorcycle was better for him as it sat up on a table. So I brought it to my house and listed it for sale for him. If I could afford it I would buy the car from him but I already have a couple of other money pits awaiting my attention". Good history!

Mick has already shipped it back to the UK with the used spares which he will be keen to sort through and swap for the bits he needs for his restorations. He plans a stock restoration in Sea Blue with a Black roof and Black interior. That color combination is extremely rare, perfect for Mick who likes to have unique cars. I'm sure we'll see more progress over the next year ...





T34 WORLD