

T34 World News

2013 Edition #27

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Summer 2013 Unveils a Rare American T34

Front cover is a new photo of the T34 Cabriolet prototype on display at the September 1961 Frankfurt International Auto Show prior to the show's opening. **Back cover** image is the Pearl White 1964 Coupe owned by Heiko & Steffi Thum in the forests of western Germany.

One of the problems with upgrading to a new Windows operating system is the minor changes that you don't discover until you've upgraded. I upgraded to Windows 8 and found the font I use for this magazine (Maiandra GD) is no longer available. So I've chosen a new font (Tempus Sans ITC) that will give it a fresh look.

This edition I wanted to share some exciting news for me personally. When I was visiting Germany in mid-May I received an email from Tom Reay asking to help a T34 owner value his T34. He ended up offering me the **153K-km (133K-mile) Lotus White 1968 Electric Sunroof Automatic** at a ridiculous price, as he wanted to avoid prepping & selling the T34. So while I'm driving in Heiko's T34 in Germany I agreed to buy this rare T34. My first time driving in a T34 Automatic was with Paul Peeters in his beautiful low-mileage Chrome Blue 1969. It was very smooth, easy cruising, with little effort. In the USA there are very few 1967-69 model T34s and a tiny percentage of these are Electric Sunroof versions, and an even smaller percent of these are Automatics. I know of two now, the other belonging to Tom Reay from Central California. To be honest I was not intending to buy another T34, especially since I had no garage space to keep it & no funds to pay for it. But the lure of owning an Automatic was too strong to ignore, especially a driver at a great price. The T34 was transported from Chicago Illinois to San Diego in late-June. My heartfelt thanks go out to Tom, Matt, Paul, & Heiko for their help in allowing this T34 to be part of my three-T34 collection. Owning & restoring a late-model will be good for T34 World News, as I'm sure I'll be documenting the restoration steps along the way to help others. In the short time I've been playing with it I've discovered many parts that are unique to the late-models and some that are shared with Beetles.

I compiled the database numbers for the Automatic T34s into a table (above right). There are only 64 with 90% LHD & 10% RHD models. Not surprisingly there is a much higher percentage of Electric Sunroof

Automatic T34s Worldwide

Model	1968	1969	Total
343	21	20	41
344	1	2	3
345	11	6	17
346	0	3	3
Total	33	31	64

models (31%) than the earlier years, as VW had reduced T34 production for 1968-69 as the end drew near. Beginning in 1968 VW began classifying Manual Shift models differently than Automatic models.

LHD Coupe Manual	343 021
RHD Coupe Manual	343 021
LHD Coupe Automatic	343 023
RHD Coupe Automatic	343 023
LHD Electric Sunroof Manual	345 021
RHD Electric Sunroof Manual	346 021
LHD Electric Sunroof Automatic	345 023
RHD Electric Sunroof Automatic	346 023





T34 World International Team

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

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

GERMANY:

- Cabriolets – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Southern – Michael Mosinger (MichaelMosinger@T34World.org)
- NorthEast – Matthias Andree (MatthiasAndree@T34World.org)
- NorthWest – Klaus Morsch (KlausMorsch@T34World.org)

UNITED STATES:

- Southern Calif – Bob Walton (BobWalton@T34World.org)
- Central Calif – Tom Reay (TomReay@T34World.org)
- Northern Calif – Larry Edson (LarryEdson@T34World.org)
- Mountain States – Paul Colbert (PaulColbert@T34World.org)
- NorthWest USA – Jason Weigel (JasonWeigel@T34World.org)
- Central USA – Bob Dervin (BobDervin@T34World.org)
- SouthEast USA – Allyn de Vars (AllynDeVars@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)

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.

Parts Source: Front Signal Inner Lens Seal

For those of you attempting a complete restoration you know that certain parts are extremely difficult to find. One of these is the front signal lens seal, as the T34 front signal unit is unique to T34s. You can see the signal base (right) that has no inner foam seal which will cause water to get inside the reflector area & allow rust to begin.

These new foam seals were reproduced by a German T34 owner for his own T34. He decided to produce more sets but doesn't want to deal with orders & distribution. So our German rep Carsten Klein has thankfully offered to manage the orders. Carsten Klein's contact info is CarstenKlein@T34World.org





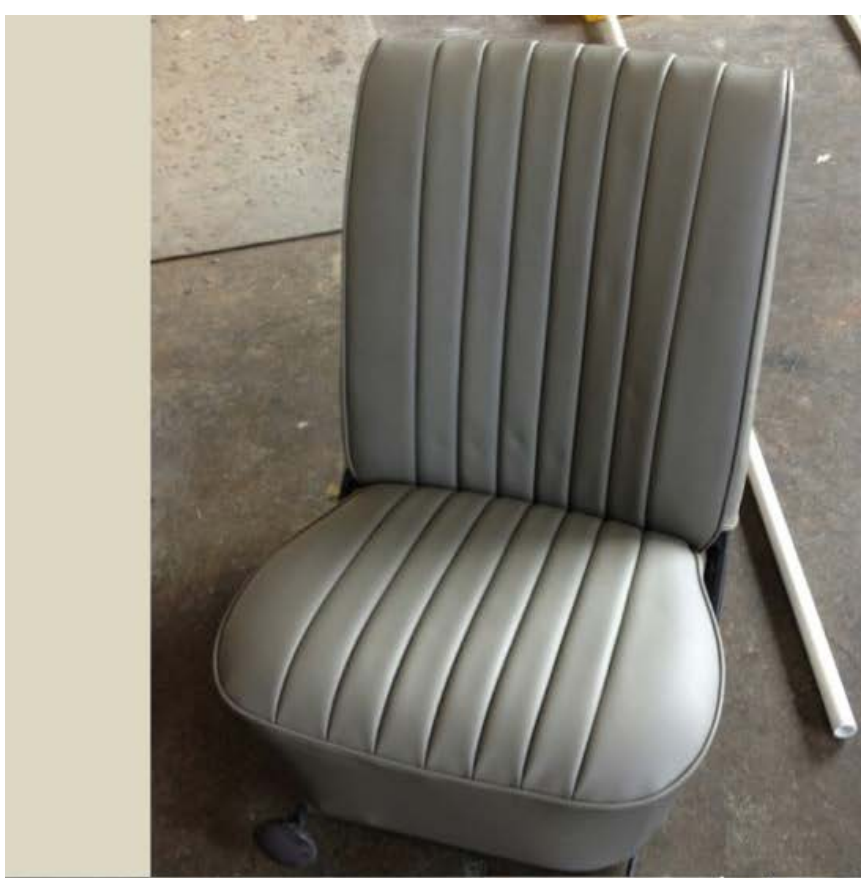
T34 World Key Chains

I'm proud to announce new chrome metal key chains with the T34 World logo. Thanks again to our good friend **Heiko Thum** in Germany we've been able to get these created at high-quality & decent cost. The details in the T34 are outstanding, including the T34 World front license plate, tire tread, and bumper guards.

The eight country flags represented on the logo are Germany, USA, Great Britain, France, Belgium, Italy, Norway, & Canada. They are the countries with the most number of known T34s.

The round logo is 1.6"/40mm diameter. There is a limited supply of 50 key chains, so don't wait to order one for your T34 before they're gone. I remember Scott Perry made cool round plastic T34 Registry key chains in the 1990's and they sold out quickly. The cost is US\$20 or 12 Euro each. North American orders should contact LeeHedges@T34World.org in California and the rest of the world should contact Heiko Thum in Germany at hthum64@yahoo.de. PayPal is accepted for payments.





Parts Source: Seat Upholstery Kit

If your T34 needs new seat upholstery and you'd prefer to avoid taking your T34 down to a trim shop for the work, now we have a source for the front & seat upholstery. You choose the vinyl color, center section color, & piping color. Seat templates were made in May 2013 based on 1963 seat frames, but the kits will fit any year T34. Contact Lee Hedges (LeeHedges@T34World.org) for help ordering a set. Prices are based on material.



Parts Source: Matchbox T34 Cabriolets

The new Matchbox T34 Cabriolet was released in mid-2013 and owners have had a difficult time finding a model for their own collection. So Lee has been buying as many as he can find so T34 owners can get them directly from T34 World without having to wait. Now T34 World is a source for these cool little collectibles. Cost is US\$7 each plus shipping. Contact LeeHedges@T34World to order. For comparison, the Corgi, Siku, and Matchbox Cabriolets are shown in the upper right. The Matchbox will no doubt be customized in different colors with different wheels over the years.





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 contact Heiko Thum at HThum64@yahoo.de and cost is €25 (shield) & €50 (script) + shipping. North American orders email LeeHedges@T34World.org and cost is US\$40 (shield).

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





Owner's Story: 1968 Automatic Sunroof

The Automatic transmission was an M-Code option M249 first offered in the 1968 model year for T34s, adding DM723 to the DM8132 purchase price. Although T34 production was reduced for the 1968-69 model years to less than 2000 vehicles, the Automatic option was very popular amongst buyers. At the T34 50th Anniversary in Germany in 2011 we saw more than 20 Automatics. Today there are currently 64 known T34 Automatics. But only two are in America.

So when an opportunity came up in mid-May for **Lee Hedges** from San Diego California USA to purchase an original Lotus White 1968 Automatic with Electric Sunroof he jumped on it. The T34 had been living a pampered life in Chicago Illinois USA, driven sparingly by Dr. Rolando Casis, an anesthesiologist. When the doctor passed-away the T34 went into storage for seven years. It was sold in May 2013 to a guy that knew it was rare but only wanted to resell it. Five days later it was sold to Lee. It was transported to San Diego and delivered in late-May.

It's a numbers-matching car (#348 177 587) which had been repainted once with poor bodywork in the rocker panels & door frame edges. It has exposed rust in the left-rear wheel arch & spare tire area, but it's complete & driving. The Automatic gearbox shifts smoothly, the brakes & steering are great. The interior is original but the electric sunroof is fully functional.

Lee plans to get it running well, replace the missing parts, paint the roof black, and enjoy the Automatic driving experience. He's already sourced interior panels from Heiko Thum, seats from Carsten Klein in Germany, and bumper corners from Tom Reay in California USA.





The 1968 T34s gearshift positions are P R O 3 2 1 which would be changed to P R N 3 2 1 in very late-1968. The original German-spec 160 km speedo will soon be changed-out for a North American-spec 100 mph one so Lee will have a more familiar driving experience. He's been searching for the missing/broken parts so it will be complete before deciding what to do about the rust work.





Spotlight: French Sea Sand 1965 Coupe

If you've been reading T34 World News over the past couple years then you've read about **Franck Boutier's** Sea Sand 1965 restoration from Normandy France. He bought a low-mileage original and decided in 2009 to completely disassemble it. Hoping to be done in-time for the 2011 T34 50th Anniversary, he quickly discovered that serious restorations take a lot longer than expected. Now four years later, I received an email from him saying his T34 had just passed the MOT and was road-ready! He visited the French Controle Technique Automobile to get the roadworthy certification (above).

Franck says "It was a long way asking for a great deal of patience and perseverance but it's now done. Fortunately the internet was a great help to find the needed parts, as well as the Pure T34 group and now the T34 World. It's the first real restoration that I've done, and I'm happy with the results. It represents many hours of work, but when the car came back on the road and that I was behind the wheel it was really worth it! It was very cool to hear the engine running again. Another thing I noticed, as the original upholstery is still there, is



the old VW original smellin the inside of the car is coming back! And I really like that. At first I made short drive around to be sure that everything was fitted correctly, and now I drive more and more kilometers each time I take the road. It's really funny to drive a different car among all these modern ones which all look alike and it's great to see the T34 makes people happy as well as the driver.

I want to thank Thierry, the metal man, for the body work and paint and all the contributors who helped me during this restoration with sources for parts, information, and advice. Finally I have a special thought for my father Jacques who passed away last May, which was always a supporter of the work I did. I know he would be very proud of this four-year accomplishment."

Franck, the T34 World membership is proud to see what you've done to restore this Sea Sand 1965 to its showroom originality. It's a unique T34 that is one of the world's best!



1965 features include the larger speedometer, straight horn bar, monotone door panels, and the one-year-only leatherette upholstery. The radio block-off plate is a nice touch to give it a "new car" appearance.



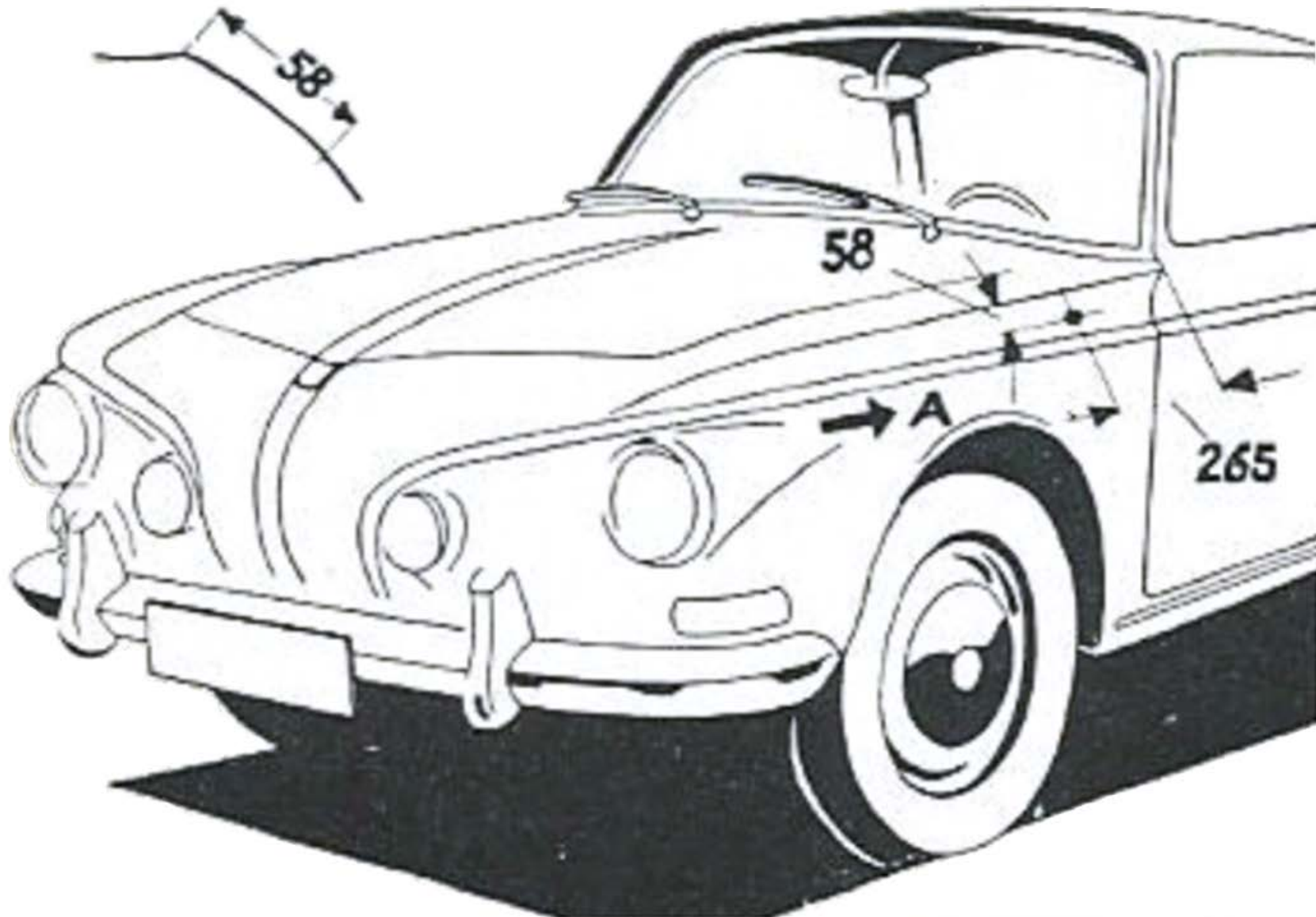
Resto Tip: Antenna Hole Placement

This original 1964 Hirschmann antenna template information was provided by Frank Neu in Germany. The hole is drilled 265mm from the A-pillar towards the front of the car (measured along the top edge of the front fender) & 58mm down from that top edge.



Hirschmann

Richard Hirschmann
Radiotechnisches Werk
7300 Esslingen/Neckar Ottilienstraße 19
Postfach 110 Telefon 358343



Karmann-Ghia 1500 Coupé



Resto Update: Pigalle 1966 in Germany

Last we heard from Michael Moesinger in Germany he was getting the Pigalle (red) interior parts installed and the wiring harness connected. Several months have gone by and he's really made amazing progress.

He had the Pigalle interior restored by saddler friend Peter Schiefele. The seat frames were powdercoated satin black prior to getting the original horsehair pads rejuvenated by soaking in latex to make them stable again (below). The original 1966-only center seat sections were cleaned & reused with new color-matched vinyl. Amazing!

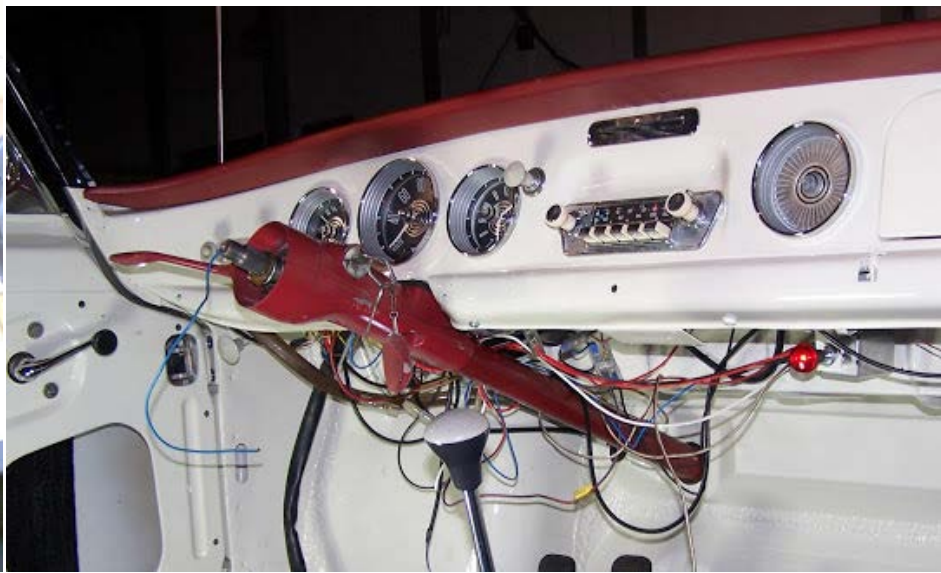
It's an interesting phenomenon that European T34s have well-preserved interior panels, seats, & pads but American T34s suffer from the extreme heat that destroys these same parts. I'm always amazed to see so many European T34s with perfect original interiors!



Before & After: the rear seat area gets insulation & red vinyl trim prior to the rear seat & carpet going in. The rear parcel shelf was correctly wrapped around the edge for a polished look.



The Electric Sunroof headliner with rear zipper for access to the sunroof motor was crafted by Jurgen Magdelyns. The fit is perfect. Next were the electrical connections. The new wiring loom was expertly connected under the dash and the lights & signals were tested for functionality. Like new again!





He installed an ivory under-dash parcel tray for the complete look & the accessory Razorlux rear window blinds. There's nothing like original upholstery. Peter (below center) is the one responsible for this perfection! Well-done, Peter!





The Pigalle 1966 returned home to Michael's large garage for detail work after the interior was finished.

The reproduction rear compartment set (from BerT3) went down before the original liner pieces (below).



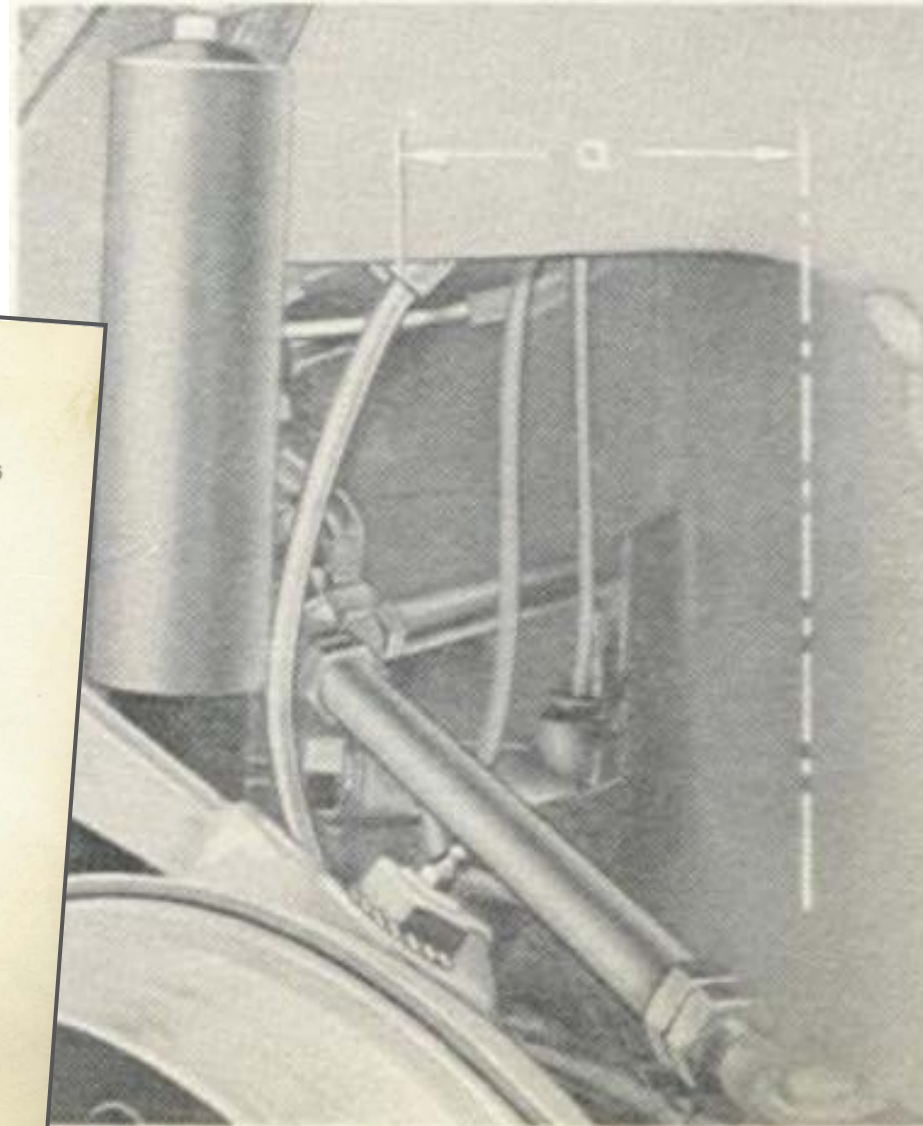
Technical Bulletin #E-5: Oct 1962 Speedo Cable


This November 1962 bulletin was first implemented at T34s built from chassis #0 091 500 with a build date of 01 October 1962. The speedometer cable was changed to eliminate contact with the brake hose. The new speedo cable received a new part #341 957 801.

The cable was shortened from 1164 mm to 1100 mm. It was secured with a tin clamp into the left wheel housing. With this change any contact between the speedo cable and the brake hose will be avoided. For T34s built prior to chassis #0 091 500, the shorter speedo cable must be used and the tin clamp must be installed. The clamp can be manufactured out of a sheet strip with 40 mm length x 15 mm width x 0.8 mm thickness. It has to be secured as shown on the picture on the right side with a screw or with a welding spot. The measurement of "a" in the photo is 138 mm from the front wall to the new clamp.

So the short answer is T34s prior to Oct 1962 (early-1963 model years) would suffer from the speedometer cable possibly destroying the brake line. The shorter speedo cable of 1100 mm & clamp were created to solve this problem for future T34 production.

Many thanks to **Frank Neu** in Germany for sharing these Technical Bulletins and providing translations to allow everyone to understand the information.



 **Technisches Merkblatt Nr. E - 5**

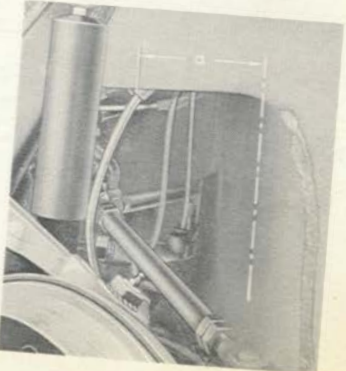
Antriebswelle für Geschwindigkeitsmesser
November 1962

Typ 3

<u>Modell</u>	<u>Einsatz</u>	<u>Ab Fahrgestell-Nr.</u>
34	1. 10. 1962	0 091 500

Die Antriebswelle für Geschwindigkeitsmesser (neue Ersatzteile-Nr. 341 957 801) wird von bisher 1164 mm auf 1100 mm verkürzt und am linken Radhaus durch eine Blehschelle befestigt. Dadurch soll eine Berührung zwischen Antriebswelle und Bremschlauch verhindert werden.

Wird an Karmann-Ghia-Modellen bis Fahrgestell-Nr. 0 091 500 die Tachowelle erneuert, so ist nur die kürzere Antriebswelle zu verwenden und eine Blehschelle nachträglich anzubringen. Die Schelle kann aus einem 40 mm langen, 15 mm breiten, etwa 0,8 mm starken Blehstreifen hergestellt werden. Sie ist nach der nebenstehenden Abbildung mit einer Blehschraube zu befestigen oder elektrisch anzupunkten.



Maß a = 138 mm zwischen Querwand vorn und Schelle

Form Vk 148 e Printed in Germany

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Show Report: VW Classic in Southern California

This year there were eight T34s at the largest air-cooled VW event in America, four stock & four custom. **Bruce Hoel & Steve Miller's** recently finished Ruby Red 1963 Coupe was the earliest. **David Ho's** incredible custom Dove Blue 1963 Coupe was by far the most extreme. The two I didn't know were a clean lowered Pearl White 1964 Coupe & a Manila Yellow Coupe. **Tom Reay's** Sea Blue 1965 Electric Sunroof is always a beautiful one, **Ernie Silva's** Henna Red 1966 Coupe was there with his son Carlo, **Rodger Marks** Cherry Red 1967, & the youngest T34 was **Bata Mataja's** Lotus White 1968 Coupe with 60K original miles.



David Ho took delivery of his freshly finished Dove Blue 1963 Coupe a week before the show. Every aspect was finely customized including an aircraft AC unit & fuel-injected 2300cc.





Above Left: Bata recently finished the installation of his repro wood-grain dash material that looks fantastic in his low-mileage Lotus White 1968 Coupe with beautiful red leatherette interior.

Above Right: Rodger Marks' Cherry Red 1967 Coupe was well-accessorized with new dual horns on the front bumper, luggage & picnic supplies, & a 1963 Dutch license plate.



The swap meet had little to buy but Bob Walton found an early ivory under-dash parcel tray, Bruce found a pair of original metal heater tubes, and David's custom found a front hood deflector plate thanks to Greg Skinner's reproduction.

Below: Bruce & Steve's Ruby Red 1963 Coupe





Resto Tip: Deep-Cleaning Interior Panels

If you have a set of original interior panels then you should consider yourself lucky. In the USA most of the surviving T34s either do not have their panels or the originals are badly damaged due to the heat. So when you find a set of original interior panels, they'll most likely need a serious cleaning before being installed.

I bought a complete set of Silver-Beige with Derby Gray 1963-64 panels in Germany. They had staining & dirt but were otherwise undamaged, so I hoped they'd clean-up to look like new again. I bought three boxes of P&G's Magic Eraser and a spray bottle of Simple Green degreaser. I'd heard amazing stories about what the Magic Eraser had done and I'd always used Simple Green for basic cleaning chores. Total cost was US\$15.

The Magic Eraser was wet and applied to the large door panel. Instantly the stains & crusty dirt vanished and the original Silver-Beige vinyl came shining through! I leaned to vigorously rub the Eraser on a small section then spray it with Simple Green & wipe the dirty liquid away with a paper towel. Check out the "before & after" photos. Amazing results!



T34 Art: Wall Art from Thailand

Martin Hoontrakul in Bangkok Thailand has been busy making a full-size wall art of the T34 front nose! He says the front clip is about 90% finished. The art will be offered to a limited number of buyers looking for a unique item for their garage or office. Price & shipping method has not yet been worked out. If you're interested in one of these cool pieces, contact Martin directly via email at Martin.Hoontrakul@gmail.com





There will be separate headlight & fog light rings, separate bumper blades & guards, and even front signal units, all chromed like the originals. The lenses will be clear plastic for the front lenses & amber for the turn signal lenses.

The hard part is fitting the parts all together and working out what light fixtures would work inside the front lights. He intends to make them glow on the wall but needs to work out which standard fixtures work across various electrical systems. Of course the lights will be battery-powered but that has yet to be decided.

Owner's Story: Japanese Regatta Blue 1968

Makoto Shoji is from Tsukuba-shi, Ibaraki-ken, Japan. His uncle bought this T34 (#348 118 272) new in 1968 when Makoto was 20 years old. Over the years Makoto has owned & sold many cars but he's always kept this T34. At 64 years old he's decided to find a few parts and get some help to bring it back to original again. He's thrilled to have found T34 World.

The passenger side mirror is mounted the top of the right-front fender, a common feature added to Japanese T34s along with the KARMANN side emblems in place of the side marker lights. The 1968 Japanese sales brochure from VW shows identical features to Makoto's 1968. And when T34s were imported to Japan the Yanase Company added a secondary identification plate just above the body VIN plate in the spare tire area.





Makoto says "Although I am one of the T34 fans, I do not have the experience to do a restoration. In the past years, if something bad happened to my T34 I would take it to a local auto repair shop. However, these days, the shops don't like to work on old cars, especially a foreign car. But now I have found a very good shop with a super technician, so I have decided to begin to restore my old car. Decades ago when the wood-grain dash was cracking apart I had a shop remove the wood cover and replace it with black vinyl, without any consideration about originality. Gradually, I am going to restore to be near to the original condition. I have many great memories with this T34, so it deserves to look like new."





The only issues I have had with the T34 happened 30 years ago. The clutch disk broke while I was driving over a crossing in Toyko and the car stopped. As you know Tokyo has been so crowded at any time of the day, so my T34 could have been the head of a long traffic snake. However, one or two kind and muscular guys pushed it out of the traffic so it did not make so serious of congestion. Also two years ago the clutch wire snapped suddenly. Those have been the only major troubles during driving more than 150,000 kilometers. Plus, I really appreciated that the repair costs were much less expensive than the Mercedes or Porsche in Japan. That's why I was able to keep this wonderful T34 for so many years beginning as a young student without a big salary."

The history of this 1968 RHD is fascinating. "My uncle passed-away 10 years ago when he was 80 years old. He spent decades as a medical doctor in a small town and also owned a small hospital. I liked & respected him very much and stayed with him many times in his home when I was a young boy. So, when I entered the medical university he was very excited and he promised me that we would work together in his small hospital in the future. In those day, he used to drive a white T3 and he was very fond of it. He planned to buy a newer T3 for me to drive when I became a doctor. I had been crazy to drive this car and had been many places all around Japan. However, I did not end up working at my uncle's hospital and my uncle did not blame me but just smiled at me. He kept the T34 in my garage for a long time.

I don't have other vintage cars but I do own two 1990 Jaguar XJS Coupe & Cabriolet, a 1997 Porsche 993 Cabriolet, and a Honda NSX. These cars I bought new but I have never made the decision to sell them. Now a days, I have not seen any T34s driving in Japan for at



フォルクスワーゲン1600カルマンギア クーペ

1500と同じくカルマンの手によるクーペです。外観も性能もダイナミックそのもの、スポーティな個性をもっています。あなたのハイテクニックを存分に発揮して豪快なフィーリングを楽しんでください。

1584cc 65馬力/4600回転
 空冷4気筒リヤエンジン 自動チョーク付
 前進4段フルシンクロ フロアシフト
 四輪独立懸架 前輪ディスクブレーキ付
 最高巡航速度 135km/h



Above: The spare tire area of Japanese T34s featured a special Yanase ID plate fitted above the VW body ID plate.

Below: Only three VW Transporters were sold into Japan the first year of sales in 1953. Many more were sold during the 1950's & 60's. Some of the Yanase dealerships decorated their cargo vans with VW graphics to help promote VW's excellent service organization, something that was badly missing from other imported car companies, forcing owners to search for service shops & parts sources.

History Lesson: Yanase Co Ltd in Japan

Yanase & Co Ltd was founded in 1915 and is based in Tokyo, Japan. Its primary focus was selling cars into Japan from many European & North American manufacturers. Even today it is the exclusive retailer of VW, Mercedes-Benz, Audi, BMW, Volvo, and other marques in Japan. It began selling VWs in 1953 despite the VW Deluxe Beetle costing 800,000 yen and the median starting salary of a university graduate was only 7,650 yen.

In the 1950's, in the midst of rebuilding Japan after the war, the son of Yanase's founder, Jiro Yanase, was the driving force in Yanase winning the exclusive sales contract for both VW in 1953 & Mercedes Benz in 1954. A major part of their growth was due to VW's policy that no vehicle would be sold unless the full parts & service organizations were present to support the VW owners.

In the early-1970's during the Japanese economic expansion period, Yanase dealerships expanded across Japan as a retailer of imported vehicles that had a luxury reputation. Yanase & Co., Ltd. maintained its own automotive sales network with showrooms throughout Japan.





Above: an owner's 1965 LHD T34 on display in the Yanase service area with thin white wall tires, likely a US serviceman's personal car that was stationed in Japan.

Below: Yanase offered new radios for VW models that were of their own manufacture. Two different Japanese T34s show the YANASE text inside the AM radio faceplates.



フォルクスワーゲン
VOLKSWAGEN

“世界の国民車をあなたに”

優れた経済性
素晴らしい乗り心地
卓越した安全性



VW1500 S

この車は、ドイツの自動車工業の発展の象徴として、世界中に愛用されています。VW1500 Sは、VW1500の改良型で、より優れた性能と信頼性を誇ります。エンジンは1500ccの4気筒で、最高速度は160km/hです。また、優れた燃費と静粛性を特徴としています。VW1500 Sは、VW1500より改良されたエンジンと、より優れた燃費と静粛性を特徴としています。VW1500 Sは、VW1500より改良されたエンジンと、より優れた燃費と静粛性を特徴としています。



VW1500
ステーション・カー

フォルクスワーゲンは初めての海外型オープン形式の車種を開発しました。乗客と荷物の搬送に、休日にはピクニックとして家族連れが利用できます。VW1500は、多種用途が可能なクルマです。また、スペースを広く確保することで、荷物の積み込みも容易です。VW1500は、多種用途が可能なクルマです。また、スペースを広く確保することで、荷物の積み込みも容易です。



VW1200/1500
カールマン・ギヤ





A huge "Thank You!" to our old friend Ghin Ichođą in Japan for many translations of historical pages from Japanese to English and for scanned images of his brochure collection.

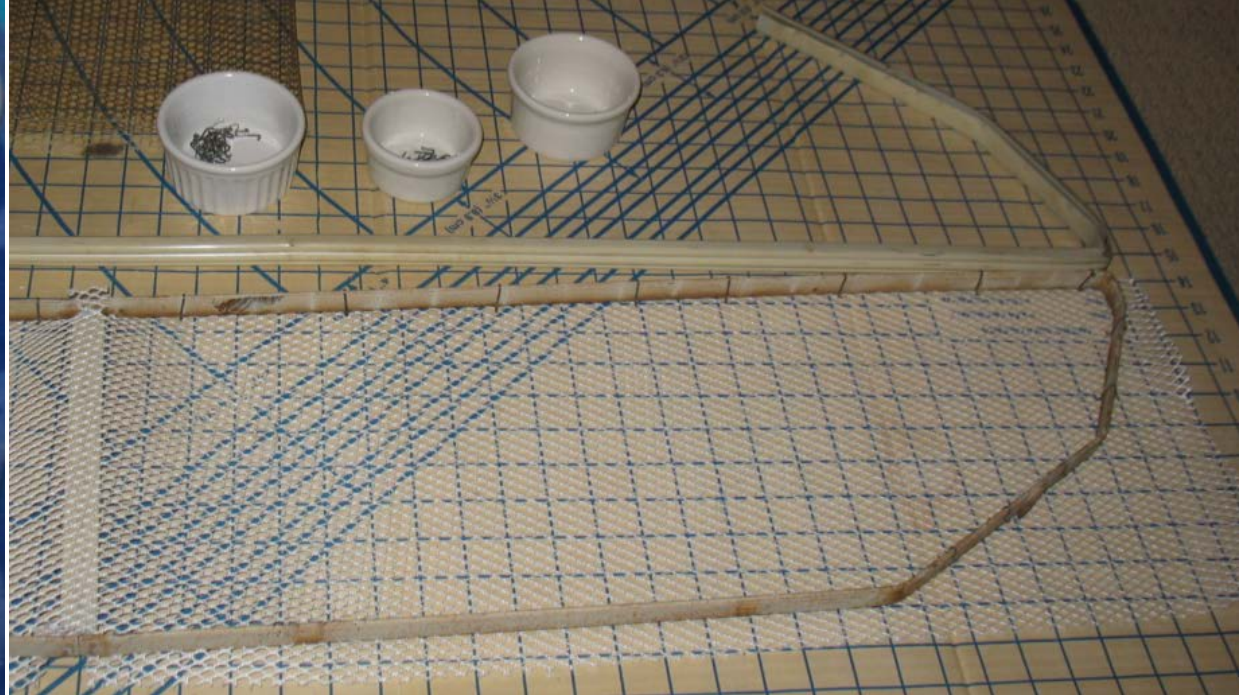


Accessory: Under-Dash Fan

Martin Hoontrakul in Bangkok Thailand with 1968 M344 Anthracite

I've been considering installing an A/C unit to offset the Bangkok heat for a while. Eventually I decided to compromise with a 12V 2 speed fan which works great without terribly wrecking the look of the car. I added a bit of T34 personalization to tie it into the rest of the interior. Well, it's usually the high end of 30s C (100F) here but being caught at the traffic lights makes it much worse without any breeze to cool off. That's where the fan makes it much more bearable. Traffic has gotten much worse in Bangkok with the boom of new car sales as a result of the government's recent populist policy of tax exempt. So I try not to drive out during peak hours although sometimes I can't help it! I bought the fan as a stock unit. Printed a small plastic base underneath the carpet where it's glued on top of the tunnel. Ran the wires under the carpet and up behind the dash. Then machined the knob and fitted it! It works great!





Resto Tip: Under-Dash Parcel Tray

Bruce Hoel from Los Angeles California USA has been working on his Ruby Red 1963 Coupe. His latest restoration project was to restore the ripped nylon netting in his early ivory under-dash parcel tray. He sourced the right size nylon mesh, dyed it with tea to get the right color, and even reproduced the paperboard backing piece. This is the kind of creativity that is required to get things done right. Well done, Bruce!



Owner's Story: Early-1962 in Sweden

Edwin Juvas from Leksand Sweden is only 19 years old and has already owned a Sea Blue 1965 VW Beetle Sedan. In mid-May he found a T34 and instantly decided to buy it. Now he's getting excited to learn more about T34s and drive it. The interesting thing is that this T34 is the seventh oldest T34 in the world today! VIN #0 002 967 was built in October 1961. So that makes Edwin's T34 very special indeed.

He learned that it had been living in America for some time, then a Swedish couple bought it and shipped it home to Sweden. The T34 went on a ship in advance of the couple but sadly on their way home later the ship sank and they both drowned. Their son took care of the T34 and then sold it to a company, and later to Magnus Björkman who Edwin bought it from. The interior vinyl on the dash pads were already covered in white leather and Edwin says it smells really good. The engine was already replaced with a dual-carb model.

The story about how Edwin found this T34 is cool. He bought two old Beetles in the forest above his home in Sweden, owned by a man that worked at the same job as his father. They were an Iceland Green 1956 & a Black 1954. The same evening he went to his place and talked about VWs and about the time he drove to BugRun in his 1963 Beetle. Then just for random the guy says "You know, my neighbor has a Karmann Ghia, and I think it's not a normal Ghia, but a quite unusual one". Edwin drove past the house a few weeks later and saw a white car in the driveway. He remembered seeing two cars at the BugRun Classic in Tierp, Sweden except they were red. He went home and did some research and



then asked his buddy Henrik if Type 34's were rare. Henrik said "Yes, very rare!" Edwin was excited so he drove back and asked if he could take some pictures of it. He asked if he would like to sell it and the owner said "Hmmm, maybe". They finally reached an agreement to buy the T34. Edwin is a young student, so he was forced to sell his 1965 Beetle and scraped all his money together to pay for it, including trading his old moped (1991 Yamaha DT MX) as a part of the payment because the owner's son wanted to ride it. He had no idea at the time that this T34 would be the seventh oldest surviving T34 in the world today!



A previous owner decided to semi-restore the T34 and went with a white theme. He painted the bumpers white as well as the headlight, fog light, & tail light rings white too. Inside he covered all the interior pads in white leather. Then for a custom touch he replaced the stock steering wheel with a three-spoke wood one.

Edwin says "I will keep it as original as I can but I don't have a lot of money so I won't be able to restore it completely at this point. The only thing that I might do in the future is to lower it a little bit, but I have not really thought about that much yet".

He learned an interesting bit about the previous owners: the American couple's son owed money to a company so they took the T34 as payment. Then that company owed a guy money so he took the T34. So the T34 has been a valuable commodity that settled debts over the years.



Below: In early-August he found some nice parts at the annual BugRun Classic in Tierp Sweden. Euro headlight rings, side mirror, tail lights, and three early "pointed" bumper guards. Nice score!





T34 WORLD