



# T34 World News

2011 Edition #7

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## Editorial: An Epic Adventure Awaits ...

The trip of a lifetime is almost here ... in two weeks the world's T34 owners will all converge in a small village in Germany to celebrate the 50<sup>th</sup> Anniversary of the T34. Owners are coming in from all over the globe to witness this epic adventure. There are currently **121 T34s pre-registered for the three-day event**. It's going to take a real effort to meet all the owners and document all the T34s. Friday is the Volkswagen Osnabruck Museum Tour in the morning then Historical Presentations in the afternoon. Saturday will be the cruise and car show, then later that evening the awards presentation dinner. And Sunday will be a morning cruise around the villages and then lunch together. I huge "congratulations!" goes out to the two hardest-working organizers of this event, **Jorg Fischer & Carsten Klein!**

T34 World reps will be choosing the top two awards for Early Model (1962-66) and Late Model (1967-69) amongst the endless lines of T34s. We will be presenting custom-made wood plaques (thanks to **Rodger Marcks** from San Diego CA USA) made in the shape of the early-1962 Ghia shield with a real T34 tail light fitted. Thanks for taking on this great project, Rodger!

Inside this edition we have an outstanding collection of stories from all around the world: England, Germany, USA, Philippines, France, Sweden, USA, & Belgium. This #7 edition is the biggest yet with 46 pages! And the #8 edition is almost filled-up already with material that we couldn't fit into #7! That's a great sign that the T34 World community is growing and actively sharing their experiences. This activity makes me very happy and has opened the doors to meeting new T34 friends and re-connecting with old ones I'd not heard from in decades. I'm proud of the work that our International Rep Team has done to promote the organization, gather T34 owners together, and support their restoration work.

One last thought ... restoring a T34 accurately is hard work, time-consuming, and bank-account draining. But there's one owner that has given the past three decades to his 1963 M343 and this July I was able to see it finished in person. **Paul Colbert** from Lake Tahoe Nevada USA is featured in our Spotlight section with seven pages dedicated to his perseverance.



Here's a cool shot of the rear view of my 1962 cruising around San Diego with our **Switzerland rep Philip Egger and his two boys**. Ten of them came for a summer visit in 2010 with two families on a whirlwind tour of Southern California. It was great to meet them all!





## T34 World International Team

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

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## Spotlight: Super-Clean French 1964 M343

Now that the T34 is 50 years old it seems unconceivable that there are still original unrestored examples like this 1964 out there. French T34s have yellow bulbs in their headlights & fog lights, red round reflectors mounted underneath the tail lights, and typically have dual chrome Mixo horns mounted to the front bumper. This early-1964's interior is typical of the Pearl White models featuring two-toned door panels with sold Brick Red leatherette seats. The early "cupped" door window winder handles & ivory inner door cups are still there. The rear compartment area is clean & untouched. And the floorpan is dry & straight without any sign of rust. It's exactly what we all want to find.



The original French license plates are still fitted. The chrome Mixo horns look really cool beside the bumper guard, almost like it could have been standard equipment. Inside the cockpit you'll find the push-button control unit, straight horn bar, and radio block-off plate. The black rubber floor mats are in-place and the original leatherette seat upholstery looks inviting. Dash pads, door pads, and armrests are all crack-free.

It's likely that this well-preserved 48 year old T34 will quickly change hands (even at 20K Euro) and may even make the T34 50<sup>th</sup> Anniversary in Germany this August. Whatever the purchase price, it'll be well-worth the investment as there's nothing to do but drive & enjoy it. It'd surely be welcome in any T34 enthusiast's garage ...





## Resto Tip: Diagnosing Faulty Fuel Gauge

When you're driving, does your fuel gauge needle bounce around, always show FULL, read inaccurately or just plain not work at all? Electrical problems can be annoying & frustrating if you don't have the information you need to figure out which component isn't working properly. Here are some tips to diagnose & repair your fuel gauge system to make driving your T34 more enjoyable.

### Sender, Gauge, or Wiring?

To diagnose if the gauge is working properly, remove the front compartment mat and pull off the fuel tank wire connected to the sender unit (1). Touch it to the fuel tank and see if the fuel gauge needle registers as FULL. If it does then your gauge is OK. If it doesn't then most likely you've got poor grounding to the gauge or the gauge is broken internally (less likely).

**Proper Grounding:** There are three grounds: gauge, sender, & fuel tank. For the sender (1), remove the paint under the 5 bolts and/or install a brown ground wire connecting one of the bolts on the sender unit to the metal of the front compartment. The fuel gauge (2) is grounded through the case by the two brackets holding the gauge into the dash. To ensure a clean contact, loosen the bracket & scratch it into the metal better where it touches the back of the dash. You can also run a separate ground wire from the fuel gauge to the underside of the dash to be sure you're getting a solid ground contact. Grounding the fuel tank (3) is best done by wire-brushing the mounting bolts and the underlying metal on the body & on the fuel tank where the clamps are mounted.

**Sourcing A New Sending Unit:** the part # for the sending unit is #311 919 051 and it works on both 6V & 12V T34s. When it arrives be sure to remove the shipping pin (you'll hear the float drop to the bottom). Three sources for the T3 sender range from US\$50-100. Airhead Parts in SoCal is \$50, ISP West is \$80, and CIP Parts in Canada is \$100. The seal for the sender unit against the fuel tank is \$4 (#113-919-133).

**Restoring the Old Sender Unit:** If you're concerned about keeping the original (date-stamped) fuel sender unit with your T34, you can try fixing the problem yourself. If your sender isn't working it may be that it's not sliding smoothly or the wires inside are broken. Remove the sender from the fuel tank, remove the small nut at the bottom to take it apart, and look inside. Clean it up with carb cleaner and/or fine sandpaper if it looks crusty. But be careful of the brittle wires inside. If they break you'll be forced to buy a new sender unit.



*Thanks to Paul Colbert & Jim Maljanian for their advice!*



## Lost & Found: Rusty 1962 in Sweden

Kim Riishede from Denmark owns an extremely early-1962 he's calling the Capstan Ghia #0 001 400 which we featured his story in a past edition. He's been collecting parts to make it more authentic and discovered a T34 in Sweden near where his son is going to college. In June he made the trip to inspect the T34. It turned out to be another early-1962 Coupe in Ruby Red & Black.

When he got up-close his excitement turned to disappointment as he saw the extent of the rust. This T34 had been sitting undriven for decades in the nasty elements of Sweden and the rust worms had eaten a great deal of the body. Even though the windshield had been scavenged years ago the dash pads were in good shape.

Kim salvaged the rear clip to repair his 1962 that was missing the engine compartment sheetmetal sections. Block-off plate, rubber collar for the early rotary heater knob, & visors were a nice score. The early scripts & emblems were already gone. No engine or trans. Early front seats with rare chrome metal knobs were found later.











## Resto Update: Philippine 1966 Progress

By Dindo Razonable (Philippines Rep)

"I bought the car in June 2009 from the urgings of a respected friend and VW restorer in the Philippines but has not worked on it up until this year. He is mostly into stock/correct restoration and he said that the T34 would be a good project but it won't be easy but he was my advisor in the VW hobby and I trusted him with what he said. I acquired the car and first saw it in the grass on a side yard.

The car's body was fairly straight but having been stored outside there were some rust issues. Surprisingly they were not too bad, well not as bad as some of our Bug resto's in the past. Body work took only a couple of months to complete.





Locally I found a pair of pop-out windows. With the help of Lee Hedges & Thomas McCaughey I found a pair of sealed-beam SB13 headlight rings. I will do something about the headlight assembly locally. Martin Hoontrakul from Thailand has helped me source front & rear windshield seals.

Custom touches include using Lambretta lights assembly for the fog lights (almost exact size as the original but not as expensive); change lug pattern to accept Porsche wheels (initially I will use D90s and later on will be Fuchs if I can source originals); hardwood upper and lower dash as well as upper door panels; slight lowering job; install Nardi steering wheel; install hidden modern sound system; and install air conditioning (essential in the Philippines if you plan to make your car a daily driver).

I will share more as the reassembly process improves over the next year. I know I will need a lot of help from my T34 brothers around the world.



Here is the condition today: painted in Arcona White with a Black roof. All that remains to be done are the carpet and the rest of the upholstery; cleaning and plating the chrome bits; refurbishing the gauges and switches; and finalize the mechanicals. The original engine was ok when I got the car and it has only been cleaned. The tins were painted black and it has been running in my 1968 Notchback for about a year so I don't foresee any problem there."



## Spotlight: Three Decade Restoration!

The earliest history of the 1963 M343 # 0 152 252 goes back to 1976. It was bought in Newport Beach California USA in the summer of 1976 by 20 year old college student Michael Sabatino at UC Irvine. Unfortunately, right after he picked it up from the seller, drove to a gym for a workout, and it was broadsided in the parking lot. The right-rear was hit forcing the rear end onto a sidewalk with the left rear wheel folded under and differential fluid pooling up on the sidewalk. A friend of his worked on it 10 months before getting it back on the road. As it turned out, the previous owner Michael Sabatino became a famous actor in daytime TV on "Days of Our Lives". After college it was given to his sister Marcia. The driver's door wouldn't latch so a bungee-cord was wrapped around the handle to keep it closed. The Sabatino family continued driving it for several years until the early 1980's. In 1983 **Paul Colbert** (at 23 years old) & his brother Tom heard that their former Boy Scout Troup Master had an old Karmann Ghia for sale. He had the T34 sitting in the driveway and Paul had never seen one before. It looked exhausted and worn out as the owner said he could not find the parts to fix things. Paul thought it would be a challenge to fix but had no idea it would be a challenge that would occupy most of his adult life. The restoration process would take Paul 28 years to complete. Bear in-mind that he lives in Lake Tahoe Nevada at 7200 feet elevation and typically only has three months of the year to work in the garage.

The chassis was restored in the late-1980's ... powder coated black with NOS KONI shocks & KONI steering dampner. Never one to do things "half-assed", Paul trailered the T34 500 miles from Lake Tahoe to Southern California to have it chemically dipped to remove all the nasties. After the dipping it was discovered that it had a nasty right rear fender. Since it had been stored indoors since 1983 there was minimal rust compared to most T34s. He only had to replace the right rear fender, a small section of the left rear rocker panel, and a small section of the front end. He was lucky to find an NOS right-rear fender and picked it up at the VW Classic in 1998 after a harrowing ordeal of a T34 parts car exchanged for the NOS fender & driving 900 miles to make it happen! Lucky man!





In the mid-1980's Paul was given the opportunity to search for parts at a VW dealership and parts were expensive but available back then. The development of the Internet in the mid-1990's made things easier and Paul got online quickly before the world wide supply became exhausted, buying everything he could regardless of price. People thought he was insane but now he's glad he did it as prices have gone up almost 10-fold since 1995. The chassis & mechanical parts were easier but he purchased every new mechanical part when it became available.

Body work was done by at least three shops. ISP West welded the right-rear fender into place then Jimmy Braxmeyer (right) finished the body work & painted it Anthracite with a Pearl White roof. The rear panel was wavy and Jimmy asked if Lee could source a new section, and coincidentally Lee had an NOS rear panel on the wall to use. Jimmy laughed when he saw it, asking if anyone had ever seen an NOS one and whether it was the last one in the world. Some of the body and paint work was substandard and had to be redone in Reno Nevada.





Paul had the seats redone in the 1980's to match the red cloth & Silver-Beige vinyl and he was able to find matching NOS sun visors from the VW dealer. Headliner was done by Jose Rodriguez in San Diego after the body was painted. Over the years Paul was able to find all NOS knobs but they all varied in condition due to shelf life wear so he had John Copello manufacture all matching knobs from aluminum. The gauges were all NOS except the original tachometer so he had all four gauges matched. He bought a carpet kit from West Coast Classics but it wasn't correct and is currently working with Lee to get it done right.

The NOS accessories that Paul collected include: front & rear fresh air vent trim sets, Italian two-color turn signal lenses, chrome Bosch dual-tone horns, Albert side mirror, tachometer, rear window venetian blinds, Marchal headlights with amber bulbs, altitude corrector for the carb, thin whitewall Coker radial tires, gas heater, Koni suspension products, and an Abarth muffler (soon to be fitted).





The reassembly process took years since Paul lives in Lake Tahoe (300 inches annually over nine months) making it too cold to work in the garage. But slowly Paul fitted the lights, repro wiring harness, trim, windows, and seals. He has only ONE unrestored or non-NOS part on the T34 to remind him how far he's come over the past three decades. Lee installed the old cracked solid ivory gear shift knob on the T34 while he was here visiting in July. When he first purchased the T34 it was the first thing he noticed as it has unique fractures in the cap that show it's been in use for many years.

Having never driven the T34 since he bought it in 1983, he's now overly careful with the T34 on the roads. When Scott Perry came to visit last summer he mentioned Paul was too conservative while driving it around the mountains of Lake Tahoe. He nudged him to push the vehicle a bit more and over time he's become more confident especially when using the engine, not the brakes, to slow the vehicle. Cruising down the mountain 8000 feet into Reno & back is a great drive and the altitude corrector on the carb gives it plenty of smooth power!











## Resto Tip: Dome Light Modifications

By Mark Poulton (United Kingdom Rep)

*In 2009 we shared a new repro source for the T34 dome light. Part #NLA-632-101-03 is available from Stoddard in Ohio USA at 440 951 1040 for only US\$35. It's stamped Hella, is 80mm, has the right shape, the inner edge is painted silver, it has an ivory switch knob, takes a 10W bulb, and they have the long 6V bulbs in-stock as well. This is an excellent repro! - Lee*

Whilst on the outside the repro dome light appears identical to the original, on the inside it has been built slightly differently in two areas. Here are the details on the modifications:

1. The terminals are handed differently so you may find the original wires are not long enough to allow you to refit this into the headlining opening the same way – i.e. with the switch towards the rear of the car. Your choice is to either install it the other way with the switch to the front or extend the wires to allow you to install it with the switch at the rear.
2. The new switch does not make a ground connection through the bracket where it meets the metal part of the headlining. A quick check on a multimeter shows no continuity so your interior light will work through the door switches but not independently! It is fairly simple to fit a spade terminal to the earth-end of the lamp on a short length of brown wire terminated in a small ring terminal. You can then carefully drill a small hole in the metal frame behind the headlining (center of the lamp position) to attach the ring terminal with a small short self tapping screw and the light will then operate as it did originally.

Given these two minor issues this is probably the best solution available if you want to keep your car original and have a perfectly new interior dome light. Most secondhand dome lights are now very brittle after 40-50 years and they're being listed for a lot more than this repro one.





## Accessories: Sunroof Wind Deflector

The first automobile to introduce an electrically-operated steel sunroof was the Porsche 356 in 1960. The second automobile with an electric sunroof was the T34 in July 1962, built by Golde. Neither Karmann nor Volkswagen has ever released the ratio of Coupes to Electric Sunroof models so we don't know how many were built. But the database shows 9.4% were M345/346. There are 97 LHD and 20 RHD Electric Sunroof T34s in the world today. Many of these began life as Coupes and had Electric Sunroofs grafted in so the percentage may be a bit high. To say these are rare is an extreme understatement.

One of the accessories for the M345/346 T34s is an aluminum wind deflector, "so drivers can enjoy the sunroof without drafts". It mounted to the leading edge of the sunroof opening with five tiny screws (owners drilled 3mm holes) and the sunroof felt seal was glued over the deflector for a polished appearance. There were two suppliers for these deflectors: VW & Fritsch. VW supplied different length deflectors for the Beetle (#000 072 301), the T3s (#000 072 305), and the T34 (#000 072 309). The T3 one is 86.4cm (34") and the T34 one is 88.9cm (35"). Andre Quiet in Germany has found an original T34 deflector and will be offering it as a master for reproductions to be made so everyone can have one!



## Progressive Refinements: Early-1962

This will be the first in a series of annual changes in the T34 marque over its eight year production life. It's not all-inclusive but should be a good way for you to identify parts to quickly identify the model year of any T34 you see.

There were many parts modified before the first year was over. Whether these parts were found to have problems, or were unfriendly to owners, or too expensive we'll never know.

**Scripts & Emblems:** The rectangular front nose emblem was a one-year only item as was the "no tabbed" rear 1500 script. The KG script was located on the rear panel (not on the decklid) and the KARMANN script with Ghia shield was located on the right rear lower fender. All of these scripts & emblems changed for the late-1962 and later models.

**Seats:** the front seat backrest rake knob was located on the sides (not the fronts) of the seats and the backrest release knobs were on the upper portion of the seatback (not the lower seat frame). The aluminum side seat spears were cut-out to accept this ivory knob design. And the seat slider knobs were round.

**Color-Matched Paint:** the engine trapdoor & spare tire cover were painted the color of the body. Seat frames were either Silver-Beige or Ice Blue (Sea Blue & Pacific body colored T34s).





**Dash:** the fresh air controls featured thin ivory knobs and a two-piece chromed trim (above). The speedo was 90mph / 150kph with extra lines coming out from the center dial to the numbers. All 1962s have the push-button lights/wiper control unit, solid ivory shift knob, & rotary heater knob with red dot.

**Rear Compartment:** the engine trapdoor mat had material without text or arrows. There were no grills covering the rear air duct drain holes (lower right pic). The rear hood drain channel was smooth (without ribs). And the oil dipstick was solid aluminum (without the black rubber collar on later ones).

**Others:** the "cat's eye" side mirror was used on all 1962s, the wheel trim rings hugged the outer edges of the rim, and the windshield trims were two long pieces.



# 1962 T34 Color Combinations Chart

This data was generously shared by Andy Holmes from England based on an August 1961 VW document.

Exterior body color	BLACK (L41)	PEARL WHITE (L87)	RUBY RED (L456)	ANTHRACITE (L469)	SEA BLUE (L360)	PACIFIC (L398)
Roof color	Black (L41)	Pearl White (L87)	Ruby Red (L456)	Anthracite (L469)	Sea Blue (L360)	Pacific (L398)
Alternative roof color	Pearl White (L87)	Pearl White (L87)	Black (L41)	Pearl White (L87)	Blue-White (L289)	Blue-White (L289)
Rims (inner)	Pearl White (L87)	Pearl White (L87)	Pearl White (L87)	Pearl White (L87)	Blue-White (L289)	Blue-White (L289)
Rims (outer)	Black (L40)	Black (L40)	Black (L40)	Black (L40)	Black (L40)	Black (L40)
Turn signal lever, ignition switch, steering column & wheel	Gray-Black (L43)	Gray-Black (L43)	Gray-Black (L43)	Gray-Black (L43)	Gray-Black (L43)	Gray-Black (L43)
Seat frames	Silver-Beige (L466)	Silver-Beige (L466)	Silver-Beige (L466)	Silver-Beige (L466)	Ice-Blue (L395)	Ice-Blue (L395)
Handbrake boot	Graphite	Graphite	Graphite	Graphite	Satin Blue	Malachite Green
Lower plastic seat trim	Anthracite (L469)	Anthracite (L469)	Anthracite (L469)	Anthracite (L469)	Anthracite (L469)	Anthracite (L469)
Carpet	Graphite (T300)	Graphite (T300)	Graphite (T300)	Graphite (T300)	Shadow Blue (T127)	Turquoise (T128)
Rubber floor mats	Graphite	Graphite	Graphite	Graphite	Shadow Blue	Turquoise
Covers for seat belt attachment points, upper	Black	Black	Black	Black	Black	Black
Covers for seat belt attachment points, lower	Anthracite	Anthracite	Anthracite	Anthracite	Anthracite	Anthracite
Gearshift boot	Anthracite	Anthracite	Anthracite	Anthracite	Satin Blue	Malachite Green
Roof headlining	Silver-Beige (K374B)	Silver-Beige (K374B)	Silver-Beige (K374B)	Silver-Beige (K374B)	Ice Blue (K375B)	Ice Blue (K375B)
Vinyl lining material (rear shelf, rear seat sides, etc)	Silver-Beige (K357)	Silver-Beige (K357)	Silver-Beige (K357)	Silver-Beige (K357)	Ice Blue (K359)	Ice Blue (K359)
Sun visors	Silver-Beige (Ks67)	Silver-Beige (Ks67)	Silver-Beige (Ks67)	Silver-Beige (Ks67)	Ice Blue (Ks59)	Ice Blue (Ks59)
<b>Cloth/Leatherette Seat Standard:</b>						
Seat Piping	Silver-Beige (Kr59)	Silver-Beige (Kr59)	Silver-Beige (Kr59)	Silver-Beige (Kr59)	Ice Blue (Ke61)	Ice Blue (Ke61)
Seat cloth material (center)	Red (P222)	Red (P222)	Silver (P225)	Silver (P225)	Cerulean Blue (P223)	Turquoise (P224)
Seat leatherette material (sides)	Silver-Beige (K357)	Silver-Beige (K357)	Silver-Beige (K357)	Silver-Beige (K357)	Ice Blue (K359)	Ice Blue (K359)
Interior panel & seat material (leatherette upper section)	Silver-Beige (Ksk38)	Silver-Beige (Ksk38)	Silver-Beige (Ksk38)	Silver-Beige (Ksk38)	Ice Blue (Ksk40)	Ice Blue (Ksk40)
Interior panel & seat material (cloth lower section)	Red (P222)	Red (P222)	Silver (P225)	Silver (P225)	Cerulean Blue (P223)	Turquoise (P224)
<b>Leatherette Seat Option:</b>						
Seat leatherette material (center)	True Red (K187)	True Red (K187)	Derby Gray (K383)	Derby Gray (K383)	Sea Blue (K384)	Turquoise (K385)
Seat leatherette material (sides)	Silver-Beige (K357)	Silver-Beige (K357)	Silver-Beige (K357)	Silver-Beige (K357)	Ice Blue (K359)	Ice Blue (K359)
Interior panel & seat material (upper section)	Silver-Beige (Ksk38)	Silver-Beige (Ksk38)	Silver-Beige (Ksk38)	Silver-Beige (Ksk38)	Ice Blue (Ksk40)	Ice Blue (Ksk40)
Interior panel & seat material (lower section)	True Red (Ksk21)	True Red (Ksk21)	Derby Gray (Ksk49)	Derby Gray (Ksk49)	Sea Blue (Ksk50)	Turquoise (Ksk51)

## Cold War Story: East German T34

This 1969 Electric Sunroof #349 162 830 has a very interesting history ... it was first imported into East German (GDR, German Democratic Republic) in 1969. The original owner was an extraordinary scientist named Professor Dr. Karl-Heinz Mehlan, the founding father of German family planning in the post-WWII Soviet-occupied zone of East Germany.

His research on contraception & abortion was an extremely controversial topic in the 1960's, as abortion was considered illegal in all circumstances. He invented the first birth control pill in GDR which was distributed free of charge beginning in 1965. For his achievements he was awarded the T34 in an attempt to convince him to stay in the GDR. He lived in Rostock, Germany for the remainder of his life, passing away in 2003 at 87 years old.





In 1971 the T34 was sold but not allowed to be driven by the new owner because it wasn't allowed to be sold privately. To get around this problem they pretended to have crushed the T34, then re-registered it as a new car. Since there were no 15" tires available he fitted 13" Russian wheels & rims, which caused quite a reaction in 1991 when the third owner had the 15" wheels replaced back to original. The second owner, Mr. Gunther Nowotnick, owned it from 1971 to 1989 when it was sold again to **Andre Quiet**.

Andre saw the T34 in 1988 on the highway without knowing anything about T34s, the historic owner, nor the rarity. He tells the story himself: "I placed ads in the newspapers for over a year to find out who owned this T34 and finally in 1989 the owner replied, rewarding my persistence by allowing me to buy the T34.



He only sold it because he was sick and half-blind and mainly because he knew I would love the car and care for it like he did. His siblings & children wanted to sell the car on the Berlin black market for a lot more money but he wouldn't allow that to happen. When I came to take the T34 home he was crying, a sad good-bye. He made me promise to only sell it to another that loved it as much as he. I have been keeping this promise since 1989. This T34 is unique and amazing and I will probably pass it on to my children since they love it as much as I do."



It's unclear when the first **"printed"** version was discontinued but judging from the rarity it's likely to have stopped in the first 10K VIN #s. This lens has a large opening with D-shape bulging out of the opening and the text is cast onto the lens, while the chrome trim piece has no text. The lens has a Hella logo & K84 & K12864 text. It's similar to the Porsche 356B & 356C lenses.

The second **"smooth rounded"** version began in mid-1962 and was used through all T34s in 1965. This lens has a thinner opening with O-shape bulging out of the opening and no text on the lens, while the chrome trim has text printed into the trim.

The third **"flat ribbed"** version began in 1966 and was used through 1969. The lens has a flat asymmetrical design with ribbed lines cast into the lens. The chrome trim has a larger opening at the front and a thinner opening at the rear, forming an upper case D shape and text printed into the metal.

Black gaskets are available from Porsche 356 parts suppliers but the lenses & chrome trims are unique to T34s, of course.

## Authenticity: License Plate Lights

Surely something as common as the license plate light couldn't have changed over the T34s eight year production life, right? Wrong! There are actually three different lens designs! The first one has the part numbers printed on the clear lens, the second one has symmetrical round ends, and the third one is flat with ribs.

Thru Early-1962



Early-1962 thru 1965



1966 thru 1969



## Resto Update: Fly T34 Fly!

By Michael Moesinger from Bayreuth Germany

“I bought a Ruby Red 1964 Electric Sunroof from Marcus Siegler because I needed a good body for my **1966 T34 Pigalle** restoration. There are differences between 1964 & 1966. Marcus had already begun welding the 1964 body. So he told me about a T34 body with electric sunroof and I was thrilled! First I started to buy some NOS parts including front & rear fenders. My friend Frank Schneider (having just finished with a T14 resto) is a fantastic welder so we started last week in his garage with welding the T34 body. We changed a 1964 body into a 1966 body and were careful to get the gaps right. We hope we are finished by October with the welding.

Next year I will transport the body to a special company for a Cathodic acid bath so it will never rust again. Rubber and parts and mechanical parts are now all in my garage so we can begin the chassis work. And I was able to save the rare Pigalle interior parts. The only problem is the cost of Cathodic dipping & painting, as these are always expensive here in Europe, so I hope the T34 will be finished by 2013. It will be Lotus White & Black with the Pigalle interior with only 70K kms since new.”





A Look into my T34 Garage: The Lotus White 1966 Pigalle Coupe is on the far left, the Ruby Red 1964 Electric Sunroof on the far right, and another T34 parts car sitting in the background. I'm hoping to build a restored 1966 Pigalle Electric Sunroof from these three. The dash was removed from the 1966 and welded into the 1964 as there are many differences. The inner rear metal below the quarter window was swapped also (lower right photo). And there are many areas to weld to repair the rusty areas (right center photo).



Above: Restoring a T34 is supposed to be FUN, right?  
Lower-Left: Fitting a good right-front fender & an NOS left-front fender. Frank checks the gaps ... PERFECT!



## Rep Intro: Team Belgium

Belgium may be small in sense of size, but it is one of the most densely populated countries in Europe, only second to neighboring Holland/Netherlands. The communities are close to each other and the country can be crossed from North to South by car in less than two hours. This may explain why Belgium has a very lively VW scene. Both in the Dutch speaking Flanders region (North) and the French speaking Walloon region (South), there are many air-cooled Volkswagens clubs. During the events season there are VW shows in Belgium almost every other weekend. Most are regional and relatively small events, but some (e.g. Spa Bug Show, European Bug-In) international shows attract huge numbers of participants from all over Europe. T34 World has no less than four Belgian reps, each of them being long-time VW enthusiasts and actively involved in the VW scene for years. And of course, each of them drives a classic air-cooled Volkswagen T34! Here's an introduction to **Team Belgium**:



**Jimmy Vernelen:** 35-year old Jimmy bought his first air-cooled VW (a 1974 Beetle) at the age of 15, spending the next three years restoring the car, with a little help from his dad. Since that moment he was infected with the VW virus and the list of air-cooled VWs he owned is almost too long to mention: several Beetles (including two Oval Windows), two Notchbacks, a Squareback, a Swiss Fridolin, a Type 181 'Thing', and many parts cars. He owned his first T34 (a 1963) from 1997 until 2000. Today he drives a nice **Lotus White 1968 T34** with black roof and red interior. He found it in 2007 in Holland where it had been sitting after being restored 15 years earlier. The full history of the car is known and is documented by several bills of repairs with original VW parts. Jim has driven his T34 in different set-ups: lowered with original Gasburners as well as original height with the standard rims. He's a frequent visitor on many air-cooled events in his area and his car has already been rewarded with some nice awards both in 'custom' and in 'original' classes.





**Jurgen Magdelyns:** At the age of twelve Jurgen saw his first T34, a 1967 model owned by his cousin. The car was no longer roadworthy and was stored in a barn waiting for better times. Although still very young, Jurgen was already impressed by the special shape of the body of this rare VW Coupé. A few years later, Jurgen (who would become a coachworker/car-repairer later) was allowed to work on the T34 every Saturday to get some practical experience. In 1989 he was given the T34 as a present for his 18<sup>th</sup> birthday from his mum! At first, the car was in a typical youngsters '80's setup and painted in a non-original blue color, but later Jurgen decided to give it a more stock appearance and a respray in the original white color.

Jurgen has been restoring T34's for 20 years and knows them inside & out. One of his most interesting projects was the Silver & Black 1969 T34 Cabriolet conversion, first unveiled at the 2002 VW Euro show. In 2010, both his White T34 Coupé & the Silver Cabriolet were sold to fund another T34 project: a **Black 1968 T34 Electric Sunroof**, an original Belgian delivered car. This clean M345 was recently featured in T34 World News #3. Or better yet, come and see it yourself at the Anniversary celebration in Georgsmariënütte in August, where Jurgen and his Belgian friends will be present!



**Paul Peeters:** He bought his first car ever (a 1972 VW 1200 Beetle) in 1987 at the age of 23. It was soon replaced by a Gemini Blue VW 1300 which he used as a daily driver for seven years. From 2002-07 he owned a low mileage 100% original VW 1300 S, a Belgian “Special Edition”. Paul is a photographer but works as a CAD designer. He combines his daily job with freelance automotive photography and is associated with Classic VW Magazine (formerly known as ‘Boxertje Magazine’), as photographer, writer, & editor. From 2004-09 Paul has been a member of the board of the Belgian VW Classis Club, and organizer of the first authentic Vintage VW Show in Belgium, in his hometown Lier.

Paul bought his **Chrome Blue 1969 T34 Automatic** in 2007 in Germany. He had been searching for an Automatic Notchback but when he saw the T34 he instantly knew that this was a unique opportunity to own a very rare car. “I’m the third owner and I’m very happy to have found such an original T34. The previous owner, a retired German VW employee, bought the car from an elderly lady who had driven it from 1968-80. The interior and the mechanics are perfectly original & unmolested. I love the T34 for its unconventional design, for its rarity, and simply for the fact that it is the nicest air-cooled VW to drive. Unlike most of the other T34 owners, I’m not a technical expert. Luckily my car is in a very good condition, and apart from the normal maintenance, no other work is needed for the time being.”

## Resto Tip: Deep Cleaning Your Rear

After 50 years of being on the roads our T34s get dirty and the rear compartment & engine area are two of the dirtiest! Cleaning the rear compartment is a no-fun greasy-grimy ugly way to spend a couple hours of your life. But the results that can be achieved is all worth it in the end.

This 1963 Coupe has 190K miles and the metal surrounding the engine area was coated in a nice film of oil. Using only a toothbrush, spray-bottle of Simple Green degreaser, water bottle for rinsing, and a paper towel roll I was able to get fantastic results. You can see the “before” photo (upper left) and “after” (upper right). The outside material was stubborn but came out beautiful and the painted engine area metal (Ruby Red) was fast & easy.

The trapdoor had the typical pieces missing around the opening levers but it was in pretty good shape. After about 30 minutes of intense brushing you can see the difference! The top-left quarter was untreated while the rest of the trapdoor came out nice & bright. The remaining stains are from black spray paint left by an uncaring previous owner that will take more than degreaser to remove.

Repainting the black symbols on the trapdoor is easily done with a black Sharpie permanent marker pen or (if you're really talented) with a paintbrush. I found that outlining the symbols with a thin black Sharpie then filling them in with a thick black Sharpie did the trick just fine. Quick 2-hour rear cleaning.







This is our Ruby Red & Black 1964 Coupe that was bought from Sweden recently. We originally bought it for the front spare tire metal sections but quickly discovered it's just too nice to cut-up for parts to complete the 1969. So we will have two T34s!

## Resto Update: Jens Schrem's 1969 M345

"This is our 1969 Electric Sunroof. They told me is the last one produced with electric sunroof and it was built in June 1969. The last T34 left the factory in July 1969.

I've been working on this T34 for the past eight years. I tried to get it finished in-time for the GMH show but my biggest problem is the panel around the spare tire frame. That was the reason I bought the 1964 T34 in Sweden. I hope the 1969 will very soon go to the paint shop. I think these pictures will tell the whole story of the progress over the past 8 years."





## Resto Update: Sea Sand 1965 Coupe

Franck Boutier (France) has been working on his Sea Sand 1965 Coupe for a couple of years in a frame-off restoration to original. The reassembly process quietly continues into the summer of 2011. Now the doors are in place but it wasn't an easy job to install them correctly. All the components were cleaned, (door windows, vent wings, window guides, window lift mechanisms, door locks, doors handles) before the reinstallation. Franck was a little bit disappointed by the repro parts quality: the outer window scraper chromes were shorter than the originals and the door window inner felts are poorly stamped. It's a pity to buy expensive repro parts that fit poorly.





Years ago Franck bought original VW T3 window channel felts, thinking that they were too thick to fit into the window channel space, but when he gave it a try it fit OK! The original window scraper chrome trims were not that bad (and considering the repros are too short), so once he finds a good seal replacement he plans to reuse the originals. Nothing is better than original VW parts!

He was waiting for parts coming back from the powder coating shop so he would be able to complete the foot pedals assembly. So now he has put the pedal assembly back into place including the clutch and accelerator cables and finally the foot rest panels. What a beautiful sight to see the gray panels with the black floor pans & Sea Sand body color!

You can see the extreme detailing in these pics. The outer door seal on the right side are still being held-in by tape until the adhesive glue dries.

*Next Step:* fitting the headliner & finishing the engine mechanical work



## First T34: Gob-Smacked 1967 Coupe

"My name is Sven Roelants, I'm 34 and live in Antwerp, Belgium. I got into Volkswagens in 1996 when a friend bought a Beetle and we attended local Belgian VW shows and later on things like the UK Bug Jam. The first time I saw a T34 was a dark green original one. To me it was a very weird model, so utterly contrary to the Beetles and Buses I'd knew... *"Nothing for me!"*, I thought at the time.

After a few years I bought my first Volkswagen, a scruffy but nice 1968 Beetle. Only having a small budget, it was lowered and stickered and I had a fantastic time in that little car. But then it was time to give the bug a face-lift and with some help of my VW friends it was taken apart, fixed-up and repainted! In total I owned this beetle for about ten years, but in that last couple of years it just stood in the garage so I decided to sell it off! After that I made an idle attempt to own a split screen van but the '64 panel van I bought was so far gone that in turn it was sold off again too. Then things got very quite at the VW front, with none of my fellow V-dubbers had rolling cars, things were at an all time low, but the passion never went away. With renewed interest I stayed tuned-into VW forums and ads. At that time I had no intention in buying another VW yet, just dreaming about all those cool cars out there!



A T14 Ghia looked so nice, but then again buses were cool too. Although by now T34's were amongst my favorite VW, but it was a car that was way out of my league. If only I could own one! And then one day I came across a T34 ad, a nice dark red, lowered car and I started thinking ... maybe, just maybe I could own one. But this car sold quickly and with that my dream to buy a T34 stopped.

A week or two after that ad, lo and behold, another T34 ad! This time for a White with Black roof 1967 Coupe. As the price was very reasonable I contacted the owner (in this case the infamous **Jurgen Magdelyns!**) to meet and view the car. He warned me that the engine needed some work and the car was very much in "used" condition. But nonetheless the day came that I went to see it with a friend and when Jurgen rolled it out of the garage I was absolutely gob-smacked! I kept wondering what he meant by "used", because to me this T34 looked ace! Admittedly it had its flaws but even so I thought it looked magnificent! Needless to say I was 90% convinced to buy the car and the other 10% was explaining to my girlfriend I wanted to buy a rare model Volkswagen. And so the deal was done, I had bought a T34, one of the coolest, rare and most unusual of all Volkswagen models!





The car was given an engine check-up and by the time the paper work and license plates were in order it was already time to drive it to its first show, Bug-In 3! At that time the T34 still sported the Weltmeister wheels and although they looked pretty good on the car, my choice of wheels was somewhat different!

Out with the old and in with the new as it got 4-lug BRM wheels. I'm pretty pleased with this new look and it's how the car still is today. Apart from different wheels time to time the car won't change much. At first I planned on repainting it but it looks so great in the Pearl white and Black roof set-up! I will try and keep upgrading it to higher standards, taking it one thing at a time. I absolutely love this car and feel this is the Volkswagen for me!"



# Good Advice on Buying & Selling

Selling a T34 is easy, right? Just wash it, take a picture, and put it on ebay or theSamba, right? Most T34 owners have little experience selling a car much less a T34 and get frustrated by asking too much (or not enough) & dealing with the flurry of emails/calls for additional information/photos. Most prospective T34 buyers are driven by their instinct and buy the first T34 they find thinking it's the only one available. Both of these situations can use help from seasoned pro's that have been there before. I've been selling & buying T34s for over 20 years and have learned a few things about how to get the highest value & find the best T34s to meet buyers & sellers needs. Here are my tips:

## Selling a T34:

- Good cleaning: detail every corner of the T34 from the spare tire well to the floor mats, from the door jambs to the engine tin. A clean T34 shows in the details.
- Know your market values & set a reasonable price: If you don't know what it's worth just ask and then decide what your lowest price you'd be satisfied selling the T34 is.
- Get an evaluation first: knowing a realistic value allows you to price the T34 appropriately based on your location, the T34s condition, and your timeframe for selling it.
- Fix annoying problems: don't let minor problems that are easily fixed from convincing buyers not to pull the trigger
- Replace easy parts: there are many parts that are easy to find that can make a T34 look nicer cosmetically and make the decision easier on buyers
- Compile known history & service records: find your T34s records and make notes on the major services done because the buyers will ask for this information.
- Get birth certificate from the Volkswagen Archives
- Photographs in a scenic location
- Take 100+ photos of every detail
- Take driving & walk-around videos posted on YouTube
- Honestly describe the condition of the body, chrome, mechanicals, glass, trim, interior, & electrical system.
- Be prepared to address areas needing work
- Have source/quote for transport truck

## Buying a T34:

- Decide what kind of T34 you want to own: original, custom, racer, show-car, or daily-driver
- Know what T34s are worth & have money ready to spend
- Consult with experts on available T34s and learn the intricacies of the different years BEFORE you jump-in
- Check on transport truck prices so you won't be surprised
- Buy the best-quality T34 you can afford, spending up-front results in less spent over the years and you'll have saved time & energy as well.

**T34 World Consignments** has been helping buyers & sellers with T34s for over 20 years. We maintain an active list of available T34s worldwide and strive to learn as much about these T34s as possible, eliminating the guesswork. We specialize in placing the right T34 with the right buyer. We work with buyers to understand their needs & offer available T34s within their budgets. We help owners prepare their T34s for sale, repair issues, create a web site for the T34s photos & information, and deal with the prospective buyers. We manage the transport truck arrangements to get the T34 wherever it needs to be. [www.t34worldconsignments.org](http://www.t34worldconsignments.org)



The image shows a screenshot of the T34 World Consignments website. At the top, there is a logo for "T34 WORLD CONSIGNMENTS" with a circular icon containing a car. Below the logo is a navigation menu with links for "About Us", "Selling", "Buying", "Testimonials", "Clients", and "Contact Us". The main content area features a heading "Here are our satisfied clients T34s!" followed by three rows of client testimonials, each with a grid of photos and a short description:

- Jacin Ferreira (San Jose, California)**  
Sold a Ruby Red & Black 1963 Coupe in June 2011, two days after listing it!
- Jill & John Jaranson (Dearborn, Michigan)**  
Bought an original-owner Gold 1967 Coupe in May 2011.
- Richard Interlandi (North Palm Beach, Florida)**  
Bought an original-owner Brown 1963 Sedan & Black 1965 Coupe. Sold in April 2011.



**1963 Volkswagen Type 34 Karmann Ghia Coupe**  
 Improved 1600cc Type 34 with Strong Engine, Smooth Transmission, & Solid Brakes  
 Fully Documented History with the Vehicle & Used to Control California DMV Files  
 Most of the Original Engine & Mechanical Components Intact  
 MSRP: \$10,000 (Delivered) - \$12,000 (MSRP)  
 MSRP: \$10,000 (Delivered) - \$12,000 (MSRP)  
 Original California DMV & Title Records  
 Original Title, Owner's Manual, Spare Tires, & Tools  
 Original Maps, Owner's Manual, Spare Tires, & Tools  
 Original Title, Owner's Manual, Spare Tires, & Tools


**SOLD \$13,000**

1963 Volkswagen Type 34 Karmann Ghia Coupe  
 MSRP: \$10,000 (Delivered) - \$12,000 (MSRP)  
 MSRP: \$10,000 (Delivered) - \$12,000 (MSRP)



In our latest adventure this June I worked with **Jacin Ferreira** from San Jose selling his Red & Black 1963 Coupe. Jacin had bought an early Notchback from England and needed to sell the T34. He transported it to San Diego. I did an evaluation of the T34, agreed on a reasonable asking price, created a priority list of work to be done prior to listing it, and got to work.

Spare tire area was detailed, spare tire well dents removed & repainted, ignition switch repaired, horns tuned, replaced rear scripts with NOS parts, replaced upper & lower dash pads, fixed fog lights with NOS bulbs, detailed gauges to remove foggy faces & repaired sticky speedo, detailed engine, fixed electrical issues, had carb rebuilt, degreased rear compartment & hand-painted the lettering & arrows on the trapdoor insulation.

Within four days the long list of items had been fixed and the T34 was photographed in a scenic location. The web site was built and listed on theSamba with a link to the web site. Within 24 hours we had six serious buyers and over 750 hits on the web site. The T34 was sold 48 hours after listing it for the full asking price.

I worked with the buyer in Pennsylvania to understand what he wanted and made arrangements with a body shop to have the lower body rust bubbles prepped & repainted back to its original Ruby Red. I called-in a favor from Jimmy Braxmeyer and even disassembled the T34 myself (bottom right). The headliner will be replaced and the new window seals installed at the same time. All this work for \$2500, an amazing deal for the buyer. I got a transport quote from San Diego to Pennsylvania for \$875 and the T34 will soon be on its way to the new buyer when I return from Germany.

In the end, the seller is happy to get what we agreed the T34 was worth. The buyer is thrilled to get an original early push-button T34 show car for less than he imagined spending. And we're satisfied knowing we've helped a worthy T34 find a new home that will care for it. After all, T34 World Consignments goal is to care for T34s. And it generated a couple ideas for articles for T34 World News so everyone can benefit from the experience. It's all good!



## Spotlight: Oregon's T34 Family Traditions

As told by Rick Christensen from Oregon USA

It all started back in 1958 the day my father brought home a brand new “big window” VW Beetle. At that time I had no say in the decision but I did log my fair share of miles riding in the back seat of our first Bug. Little did my dad know it was the beginning of a long family tradition that would more than last 50 years.



By 1968 it was time for my father to bring home another new Beetle. This one was his daily driver for the next 30 years. It was also the car that I learned how to drive “stick shift” in (not very cool back then as most everyone else drove an automatic). To this day my father, now 90 years old, drives a New Beetle – still a stick shift, but now with A/C and a few other refinements. He is still enjoying our family tradition.

When it came time for my son, Alex, to purchase his first car, needless to say it was a VW Bug. He and his friends would spend hours on end in the garage, taking it apart and putting it back together with all sorts of “improvements”. Interestingly enough, no matter how many improvements they made to it, the car still kept running.



It was my son Alex who broadened my VW horizons. My whole life I had thought that the world of air-cooled VWs consisted entirely of Bugs, Buses, T14 KGs, and a few Squarebacks and Fastbacks. He started me out slowly, first introducing me to Notchbacks then on to the elusive Type 34. How had I been so sheltered? Literally being raised in the back seat of a VW and never realizing that there might be models that had never been brought into the US market for sale! Alex bought our first T34, a green 1963 from San Jose bought sight unseen. We tried to mask our disappointment in the amount of rust. After several months of staring at the rust we finally conceded that this was a project best left to someone else, so the car was sold. I purchased our next T34, a red with white top 1965 had been baking in the Oregon desert for many years. Other than a floor pan repair, the car was very complete and had almost no rust.





This Lotus White 1966 came into my life after lusting after it for several years. It would show up at the major local VW shows. It had a flawless body and a beautiful paint job. I'd talk with the owner, Jon Raz, who had owned it 22 years and was always eager to share stories. After two years of negotiating I finally brought US\$8000 cash to take the fine T34 home.

First was a complete brake job as Jon warned me to keep a safe distance behind. This turned out to mean no brakes what-so-ever. Next up: full tune-up and complete engine analysis. No serious problems uncovered. Cosmetics included new white-wall tires, trim rings and new hubcaps. Both original tail lights were dented, so replaced with NOS units that I had been hoarding from House of Ghia. We also added reverse lights as 1966 T34s did not yet have them from the factory. As this had originally been a Canadian car, it did not come with side marker lights. I had new ones wired in as turn signals and had the body badges that originally covered the body holes dropped down and mounted on the lower front fender. The ignition switch was replaced.

To freshen the dash I added new gauges with a clock that actually works. This is still my favorite item as I love to hear it quietly click while sitting parked in the garage. If you look closely under the speaker gauge on the dash you may see black modern switches. These operate the seat heaters I had installed for my wife. Now there is no more complaining about being cold in the T34!

The interior needed a complete restoration, but this turned into a mix-up. We ordered the first set from West Coast Classics and installed by our local trim shop. Then I ordered a second interior for my Notchback with the repro cloth T3 interior.



But the trim shop created a T3 interior based on my old T34 pattern, so you can see the 1966 has a unique interior unlike any other. But the T34 has won Best Interior at one show so far.

I have logged many thousands of miles in this car, attending the Type 3 Invasion, Kelley Park show in San Jose, several long drives into Southern California for the VW Classic, Hot August Nights in Lake Tahoe NV, and numerous other regional shows.

Other VW's in the Christensen collection: 1943 Kubelwagen, 1950 Hoffman Split Beetle, 1965 T34 Coupe, 1965 Notchback, 1967 Westy, 1968 T34 Electric Sunroof, 1979 Iltis, & 1988 Doka Syncro.

You are always welcome for a garage tour if you're in the Beaverton Oregon area, just west of Portland. And now we are working on the restoration of our third T34, a 1968 T34 Electric Sunroof. So the T34 family tradition continues into 2011.



## T34 Worldwide Registry

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



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



**T34 WORLD**

