



# T34 World News

2011 Edition #12

## CONTENTS:

- Accessory: new Fender Skirts
- Rear View Mirror Original Position?
- For Sale: Aquamarine RHD 1966 in England
- 50th Anniversary Car Badge
- Repro Source: 2-Point Lap Seat Belts
- Repro Source: Karmann Side Emblems
- Progressive Refinements: 1967
- Resto Update: Belgian 1966 Project
- In-Scale: Fischer Modelle FM2 HO-scale
- Spotlight: French 1964 Coupe
- Resto Update: 1965 Front Seat Frames & Springs
- Authenticity: Side Marker Lenses
- Owner's Story: German 1968 Yard Find
- Resto Tip: Quick Horn Repair
- Magazine Feature: 23 Year Restoration Project

## Merry Christmas & Happy New Year 2012!

When I envisioned the T34 World organization in mid-2010, sitting in the backyard drinking cold beers with our friend **Antonio Pellegrino**, I knew it should have several key ingredients: 1) active participation from T34 owners around the world, 2) an active team of reps in various countries to support the local owners, 3) a regular comprehensive electronic magazine to keep owners enthusiastic & informed, and 4) a lot of work needed to pull all these features together! As this first year has passed I look back at my original goals and am pleased to see we have succeeded! The T34 World organization is strong, active, with worldwide influences & stories, and it's all due to the dedication of our rep team. I appreciate the support, suggestions for improvement, and contributions that I've received in 2011. And I'm sure we can continue this into 2012 and hope everyone will step-up to contribute their stories along the way. Merry Christmas!

**Heiko Thum** has reproduced the rare Karmann side emblems (see article) using the same source we had the T34 50<sup>th</sup> badges created. And there are many new repro parts that are planned to follow in the next few months. Next up is the early-1962 Ghia shield!

Below are a couple great holiday photos from **Michael Mosinger** in Germany. He's been working really hard on his Pigalle 1966 M345 metalwork and took the time to shoot some classic pics.





## 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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- Western – Carsten Klein (CarstenKlein@T34World.org)
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- Southern USA - Jason Weigel (JasonWeigel@T34World.org)
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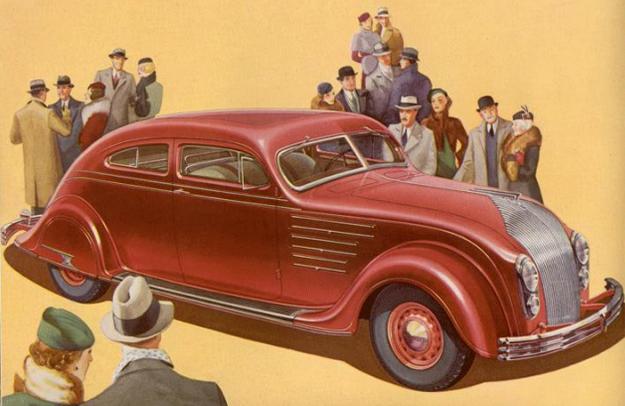
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## Accessory: Fender Skirts

Fender skirts (that cover the upper portions of the rear tires of an automobile) are accessories that have been fashionable for decades but most popular in the 1940's-60's. They are typically detachable to allow for tire changes and are implemented for both aesthetic and aerodynamic reasons. Rather than air flowing into and being trapped in the rear wheel well, it flows smoothly over the bodywork.

Our good friend **Pedro Sainz** has recently made a set of T3 skirts and decided that the T34 crowd needed a set of fender skirts as well. He's only making a very limited supply since he knows they're not for everyone. This unique accessory has never been done before and fits all T34 models & all years. Made from 18 gauge sheetmetal, they are easy to install and require no drilling. They clamp into place and will not fall off over time. They will fit both the stock chassis & those that have a lowered suspension with no tire rubbing. They come primed and ready for paint to match your T34.

Cost is a reasonable US\$150 + shipping and PayPal is gladly accepted. This price is only for the month of January 2012 for T34 World members. All orders will be shipped on February 1st. If you're interested in adding a pair of these hand-made skirts to your T34, please contact Pedro in San Diego, California USA at [sainzpedro64@gmail.com](mailto:sainzpedro64@gmail.com)





## Rear View Mirror Original Position?

The early T34 rear view mirror is a unique part, stylish, and beautifully designed. 1962-66 models were fitted with the asymmetrical shaped mirror head. But for the longest time owners have asked “which position is correct?” Is the mirror supposed to have the wider portion at the lower or upper part of the mirror?

The arguments for the **lower** position are:

- The shape is identical to the rear window shape
- The shape matches the dash radio metal shape

The argument for the **upper** position is:

- The front design lines match the T34 nose design

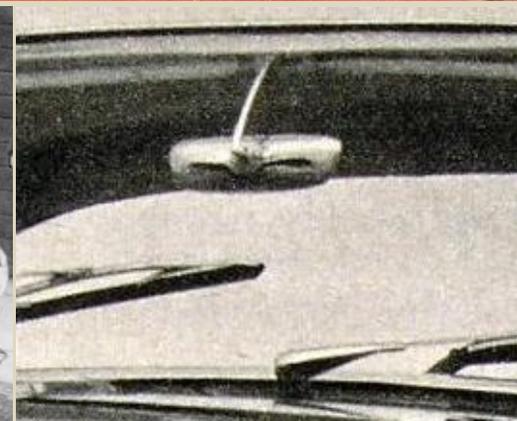
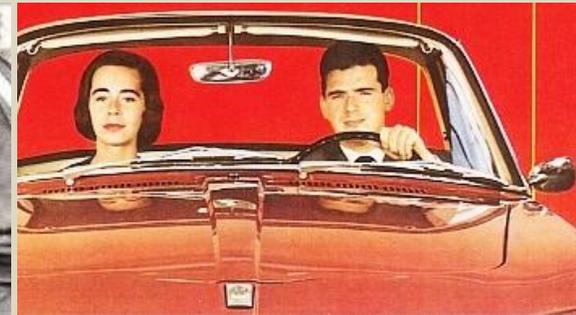
What did the T34s designer, Sergio Sartorelli from Carrozzeria Ghia, choose? His 1959 prototype has a dash-mounted rear view mirror in the lower position AND the dual lines on the front-side of the mirror mimic the nose design. So it had both designs in one.

At the 1961 Frankfurt Show, the Cabriolet has it in the lower position but the Coupe has it in the upper position. Factory photos have different results: the pre-launch 1961 spy photo shows it in the lower position, as does a 13K-mile original 1963 discovered recently. But the T34 Cabriolet drafting drawings from late-1962 show it in the upper position.

This argument may never be resolved since most of the original designers have passed-away ...



Above: Ghia's 1959 prototype T34 by Sartorelli has the best of both styles.  
Below Left: 1962 press photo & pre-launch 1961 spy photo are both LOWER  
Below Right: 1962 Karmann ad & 1962 magazine article are both UPPER



## For Sale: Aquamarine 1966 RHD

If you've been searching for a finished T34 that has been restored with speed & handling in-mind then this 1966 RHD Coupe just might be the right T34. Long-time T34 owner **Clive Richardson** in southern England spent several years making this 1966 his personal driver with all the best options. Recently he's decided to offer this fine T34 up to another owner and it likely won't last long.

It has been beautifully finished in a stunning metallic Aquamarine lower body with an off-white roof, matching white rims, & black interior.





There is no rust in the body or floor pan as this was sorted earlier this year. The paintwork is in tip top condition and the floor pan & wheel arches were sorted when the rest of the car was resprayed earlier this year before it was on show at VolksWorld 2011.

The engine is running strongly with no oil use and can easily give 35+ mpg. The gearbox was rebuilt by "Cogbox" (a well respected VW gearbox specialist) with higher diff ratio to make use of the increased engine power and 15" wheels plus higher 4th ratio to keep the revs down when cruising at high speed (70mph = 3000rpm). Clive has had it over 100mph on a track so he's confident that it's a strong motor.

The birth certificate of #346 099 603 shows it to be an original England exported model born on 18 Nov 1965 and delivered to England on 22 Nov 1965. It was stored for 25 years until discovered in the late-90's and has been restoring it since 2000.





### ENGINE SPECIFICATIONS:

- 1776cc built from new case, new heads & valves 43,200 miles ago
- Twin Dellorto 40's carburetors
- Engle 110 cam
- 8 dowel crank – all balanced with con rods & flywheel
- Rockers – standard ratio bolt up style with heavy duty springs and swivel feet tappets
- Approx compression ratio 8:1
- Full flow oil filter system with thermostatic controlled external cooling radiator
- Petronix electronic ignition with Bosch blue coil
- Bosch 031 distributor – ex Porsche 356 – centrifugal advance only
- 8mm Taylor Spiro Pro ignition leads
- Electric fuel pump, with safety cut-off
- Large bore exhaust with ceramic coated header & single quiet pack silencer (can also accept modified Euro Twin Tuckaway)
- Power output approx 90bhp

### OTHER SPECIFICATIONS:

- Gearbox - Cogbox rebuild with 3.88 final drive, 0.82 4th
- Front disk brakes with new 1303 calipers
- Adjustable Monroe shock absorbers
- Mahle alloy wheels - front 195x60x15 & rear 195x65x15
- Pirelli tires P6000 (almost new)
- Slightly lowered but still very drivable
- All rubber seals replaced
- New carpets made locally using narrow weave material
- New headlining made to suit including correct pillar material
- New door and rear quarter panels made with stitched seams
- Most chrome has been rechromed & aluminum trim polished







### CONVENIENCE SPECIFICATIONS:

- 12 volt conversion - all 12 volt components & flywheel
- Alarm system with immobilizer and central remote key fob locking
- Automatic reversing light (switch fitted to gearbox)
- Electric windscreen washers operated by original dash switch
- Electric fan heaters in front & rear screen vent systems
- Black front panel modern CD/Radio fitted below dash with 4 speaker system (parts hidden)
- "Fireflex" auto fire extinguisher system in engine bay
- Hand held fire extinguisher under dash
- Hazard light system
- Rear fog light
- Additional door mirror fitted to nearside quarter window
- Front seats fitted with headrests
- Side parking lights converted to amber indicator repeaters
- Oil Pressure, Oil Temp, Voltmeter & Tacho located below dash

Clive can be reached at [clive.a.richardson@btinternet.com](mailto:clive.a.richardson@btinternet.com)

Asking price is £12,995 (15K Euro or US\$20K)





North American orders will be handled by Lee Hedges. Cost is \$30 shipped within North America. Payment methods include cash & PayPal (with 4% fee added to total). [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) Anyone outside those areas can contact either Heiko or Lee.

Mounting the badge can be done with the two pre-drilled holes or by using 3M adhesive tape on the back. I mounted mine on a flat metal strip connected to the front bumper bolt. The badge will come in a beautiful blue display box with felt lining.



## Limited Edition 50<sup>th</sup> Anniversary Car Badge

As a permanent reminder of the 50<sup>th</sup> Anniversary of the T34 we have created a special metal badge. It's based on the special t-shirt design that John Jaranson created for the GMH event. Heiko Thum made only 150 badges and each is individually stamped up to 150. The earliest orders will receive the lowest numbers. The badge is 3.25" tall & 0.25" thick and is cast in chrome metal with glass-filled colors.

Orders within Europe will be handled by Heiko Thum. Cost is 18 Euro + 3 Euro shipping within Germany. Contact Heiko at [hthum64@yahoo.de](mailto:hthum64@yahoo.de) for payment details.





## Repro Source: 2-Point Lap Seat Belts

Wolfsburg West ([www.wolfsburgwest.com](http://www.wolfsburgwest.com)) in Southern California USA has reproduced these vintage VW seat belts with improvements to meet today's Department of Transportation (DOT) standards. Just like the originals, these have a black & chrome buckle with an embossed buckle face with the foil Wolfsburg crest in the center of each buckle. Available in Black, Light Gray, & Light Brown complete with installation hardware and instructions. Price is the least expensive also at US\$22 per belt + shipping. Installation is easy and takes 20 minutes max.

I bought a pair of these for my 1962 T34 and they look awesome. I drilled holes into the floorpan, behind the front seat outside flat area where the rubber floor mat can hide the bolt (below). The inner strap mounts to the existing seat belt hole (below right).

Available in three colors: Light Brown, Black, or Light Gray (above). I can personally attest to these seat belts ability to save a life in a catastrophic T34 crash. I survived a crash in 2000 when my 1965 T34 rolled-over onto its roof and I was safely strapped-in upside-down and suffered no injuries.



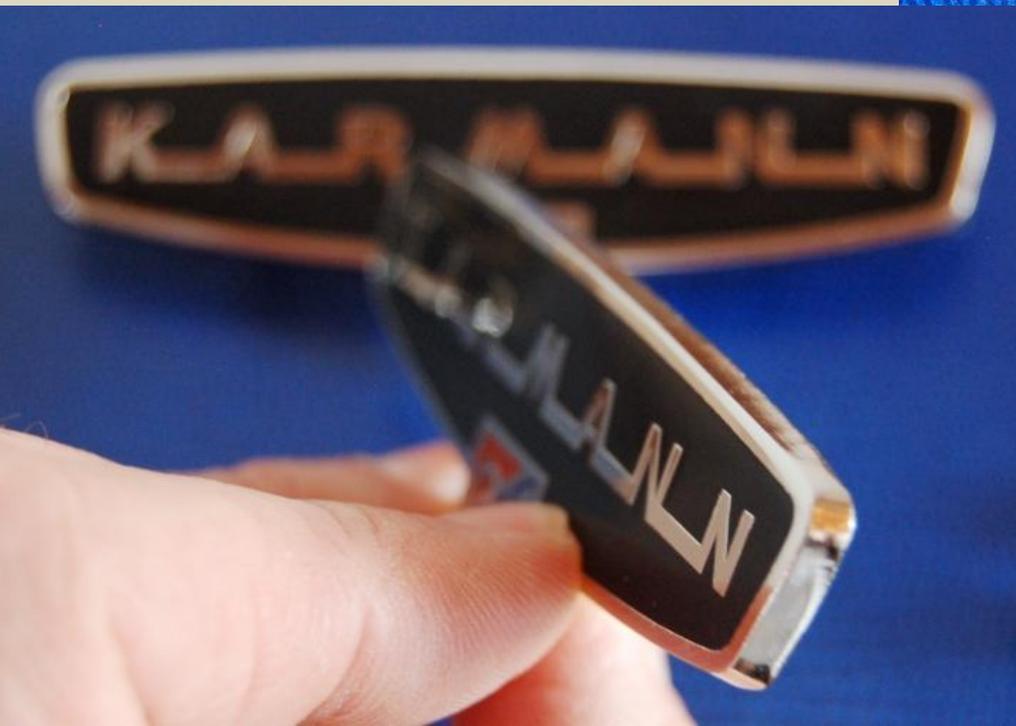
## Repro Source: Karmann Side Emblems

Karmann side emblems were originally fitted to T34s in countries that did not allow side lights. They replaced the lights and are unique to T34s. They originally came with a black plastic seal to protect the metal emblem from scratching the paint. They are very rare to find today.

**Heiko Thum** decided to have the rare T34-only Karmann side emblems reproduced and now these are available at a reasonable price. The new emblems are made of solid metal, chromed, with enamel colored glass just like the original parts. The surface is polished and the two emblems come with four mounting clips.

To order a pair of these repro Karmann emblems contact Heiko Thum in Germany at [hthum64@yahoo.de](mailto:hthum64@yahoo.de) Cost is US\$65 per pair + US\$10 shipping and PayPal is accepted.

FYI: the black plastic seals will also be reproduced soon to complete the set, but will be sold separately when they are available. You can bet they will be here first ...





## Progressive Refinements: 1967

For T34s, 1967 models had many changes that classify them in the “late model” group. A change to 12V electrical system was a huge improvement in addition to many cosmetic changes. This year also saw the first decline in vehicle production, signaling the decision by VW to end T34 production a few years later.

The two biggest changes for 1967 were the wood-grain dash design and the VW1600L rear script. The dash also featured unique 1967-only black rubber knobs with different grips than the 1968-69 models. And it featured the early-style ignition switch, rounded lower dash pad, & T34-only turn signal lever.





The inner door locks were moved to the top-rear of the door pads and the door pull lever became a single lever design. The aluminum trim on the door & quarter pads changed from a triangular-style to a rounded-style. The interior panels changed from the early 5-line style to a new 4-line style.

Top Left: the sun visor bases were redesigned to be a flatter inset design and the chrome arms were now flat, replacing the early rounded arm style.

Top Right: the front seats now featured an automatic cable locking system which unlocked the front seat backrests when the doors opened, making it easier on rear seat passengers to get in/out. And a new 12V decal reminded owners of the new electrical system.

The dash featured a new small KG script above the radio, black rubber knobs (top center), & a rectangular radio & faceplate design. From now on the inside of the glovebox door would always be painted black.





Above: The rear view mirror head changed from an asymmetrical aluminum head to a symmetrical black one.

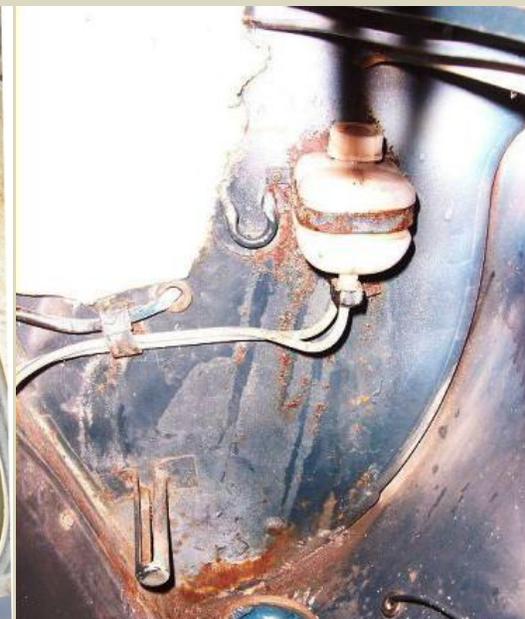
Above Center: The heater controls were relocated to the base of the emergency brake, with round black (front) & red (rear) knobs. The e-brake rubber boot was changed to a wider design.

Below: The engine compartment changed with a 12V generator and the coil was relocated to the far left side of the engine area.

Above: The door window winder handle knobs changed from ivory to black through the end of T34 production.

Below Center: the brake fluid reservoir was relocated higher inside the front spare tire compartment area.

Below: The inner door catch changed from a 3-screw style to a rectangular 4-screw style.





## Resto Update: Belgian 1966 Project

**Pieterjan Van Torre** (21) lives in Okselaar, Brabant, Belgium and this year he bought a 1969 M343 project. I asked Pieterjan a few questions about his T34. Here are his answers:

**When did you find the T34?** I found it in 2010 when I went to VW shows with Jimmy Vernelen and Jurgen Magdelyns. Jurgen told me about his project that was still for sale and after thinking about it I bought it in July 2011.

**Why did you want a T34?** After finding my 1973 Beetle in a barn and went to shows I wanted to own a split-window Bus one day. But I live on the same street as Jimmy Vernelen and could not keep my eyes of his T34, so I decided to buy a T34 instead a split-window Bus. I also realized that I could buy a Bus any day but finding a T34 was not so easy.

**What your plans are for the restoration?** First I want to complete the welding work on the body. The color will be Anthracite with a Black roof and Red interior in a custom look. The chassis will be powder coated and assembled with all new parts like red Koni suspension, completely new brakes, seals, and much more.

**What have you done so far?** I've completed the welding work on the chassis which was in very good condition. I began cutting the outside rockers out except the inside rockers. I made some profiles and started welding already on one side. Also I made a new heater channel except for the last 20cm on the end which I re-used.

**What parts are you searching for now?** At this moment I don't need any parts. I bought a complete front & rear clip from Carsten Klein to complete the bodywork. So my T34 will have a 1966 chassis and a 1969 body but I will make it look like a 1966.



**Above:** The T34 arrives and we're pushing it in the garage with Jimmy Vernelen & Jurgen Magdelyns.

**Below:** The chassis is now ready for powder coating with not much welding work that I had to do.





**What do you plan to do next?** I will finish the other side rocker panel first. Then I will put the body back onto the chassis so I can redraw the holes were the mounting screws go. I have to do it this because rust ate all the metal and it was impossible to measure from the existing holes.

**Above:** Removed the paint and started cutting out the left rocker.  
**Lower Right:** Removed the rust in front & rear wheel wells and replaced the profile on the inside rocker. **Below:** Front & rear clips from Carsten.





## In-Scale: Fischer Modelle HO-Scale

The first HO-scale T34 model was made in 1964 by Fischer Modelle from West Germany. Identifying these plastic models is easiest by the FM2 printed on the floorpan (light & dark floorpan variations seen above), with bumper guards, no steering wheel, & solid black tires/rims. There are two variations: with or without a tow hook. The tow hook came with a Ka-10 sailplane/glider & trailer kit. In fact, the T34 was not Fischer Modelle's specialty, it was the sailplane. The T34 was simply a stylish German sports car that was chosen by Fischer Modelle to pull the sailplane.





Why FM2? Was there an FM1? I've always wondered that as well. A bit of research reveals the glider fuselage is printed FM1 (below) to accompany the T34 FM2. Twelve single-seat Ka-10 gliders (bottom left) were built by the German company Schleicher beginning in July 1963. The Ka-10 was designed by Rudolf Kaiser.

The FM2 with glider kit came with a tow hook built into the rear bumper (below).





## Spotlight: French 1964 Coupe

From the south of France, here's **Anthony Barla** and his Pearl White & Black 1964 Coupe # 0 285 775. Anthony bought it 25 June 2010 and has been driving it just more than a year now. The engine is the original 1500 S with 147K km. The previous owner added BRM rims & front disk brakes. And it's first registration was 30 Nov 1964.

**What do you like most about your 1964 T34 Coupe?**

I like the Pearl White & Black color scheme, chrome bumpers, and the engine works very well!

**What work is needed to make it better or more fun to drive?**

I should redo the front seats, the carpeting, & a few details in the body. There is rust on the bottom of the doors, so that needs to be fixed. The transmission is leaking but that will be fixed this month.

**How many miles are on the T34 now?**

The previous owner of the car already passed the 100,000 kilometer mark and as it's now showing 44,500 km the total mileage is 144,500 km (90K miles).





**What parts are you searching for?** I'm looking for an original push-button control switch and I would like 5-lug BRM black rims for Christmas please!

**Who owned it before you?**

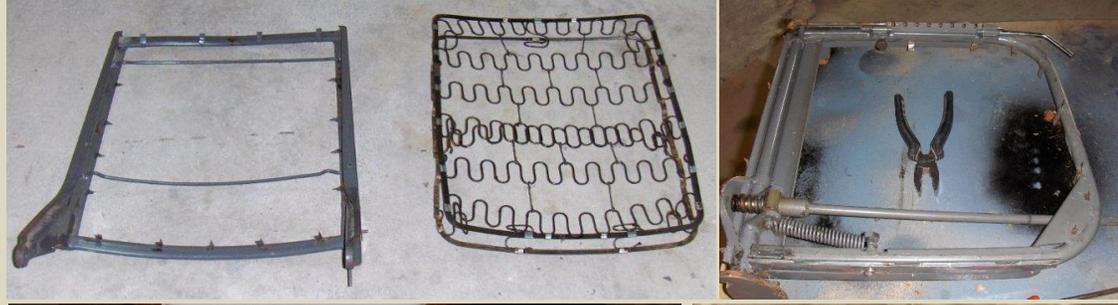
The previous owner was Christophe Bruno from Cannes in southern France. He owned it for 4-5 years. Before that time I do not know the history. I'm 25 and have always worked in the automobile business. I have owned Beetles (1973, 1971, 1962) & six Variants. I like the Volkswagen brand very much.



## Resto Update: 1965 Front Seat Work

**Franck Boutier** (France) has been working on his Sea Sand 1965 M343 for a couple of years now, undergoing a full ground-up restoration leaving nothing untouched with perfection. His latest task was to restore the front seats using the original upholstery since it was in good condition but the upholstery seams were coming apart.

The first step was the disassembly, carefully preserving the 47 year old Aero Brown material that is unique to 1965 models. Once apart he removed the padding and separated the black seat springs from the gray frames. He wanted to keep the original upholstery material but the first upholstery shop said it couldn't do the sewing. A second upholstery shop that he'd used for the headliner said it was possible to repair the original upholstery. Franck wanted the metal frames & springs powder coated. But because there are plastic parts in the frames it wasn't possible to do but the spring frames could be done. So his body man did the paint using original Anthracite L469 and the other shop did the powder coating of the springs. The original Aero Brown upholstery was fitted over the original padding and the freshly restored 1965 seats were like new again! Franck is obviously very happy with the results.







## Authenticity: Side Marker Lenses

Side marker lenses were fitted to all T34s except those fitted with replacement Karmann emblems in countries that did not allow side lights. These lights were wired as economy night-time parking lights, so other cars could see your T34 when parking on thin streets. They could also be wired as turn signals if specially-ordered with M278.

Originally there were two colors: solid amber or clear with red. Solid amber lenses were fitted to German T34s and clear/red ones fitted to all Export countries. American T34s with solid red rear lenses typically will have the clear/red side lenses to match. But there have also been solid clear side lenses repro'd for owners that prefer to match the clear front signal lenses.

There is an inexpensive source for repro solid amber & solid clear lenses in Thailand. For US\$30 per pair + US\$10 shipping you can have a new set of side lenses. Email [beer87@gmail.com](mailto:beer87@gmail.com) to order a pair & use PayPal.





## Owner's Story: 1968 Yard Find

**Matthias Andree** from Berlin Germany has loved vintage VWs & Porsches for the past 15 years. His small collection includes a 1973 Notchback, 1974 T14 Coupe, and a Porsche 356 Coupe. He'd always loved the T34 design but knew they were expensive to buy & even more so to restore.

But in April 2010 he discovered a red 1968 T34 Coupe in a backyard lot that had been abandoned ten years ago. The owner had left it there and the landlord was only too happy to have Matthias take it away. He hired a forklift to get the T34 out from the yard and had it towed back home to Berlin.

Unfortunately 80% of the parts were broken or missing, especially the interior & the floors. So he searched for the necessary parts step by step and met Carsten Klein in the process. Carsten told him about the big 50<sup>th</sup> Anniversary event in Georgsmarinhütte in August 2011, so from that moment it was his goal to get this T34 to this historic event.





After stripping the red paint & removing the fenders it became painfully clear that this T34 was quite rusty and would need a lot of metal work. Fortunately Matthias has welding skills and was able to do all the work himself. The chassis was the easy part.





The reanimation took 16 months from the first day until the first drive. There were two reasons for the speedy restoration: the 50 year event in GMH and Matthias wanted it to be ready before his son was born. From the very beginning he knew exactly what he wanted the T34 to look like when it was finished. The color would be Azzuro Cassanova Blue (from the current FIAT 500) with a white roof, Porsche Hackmesser cookie cutter rims, and the interior had to be original.



Top Left: the body welding was finally finished  
Top Right: resprayed with a light blue body & white roof  
Bottom: wiring was a nightmare but finally the T34 reassembly was completed with freshly plated bumpers & new front lights.

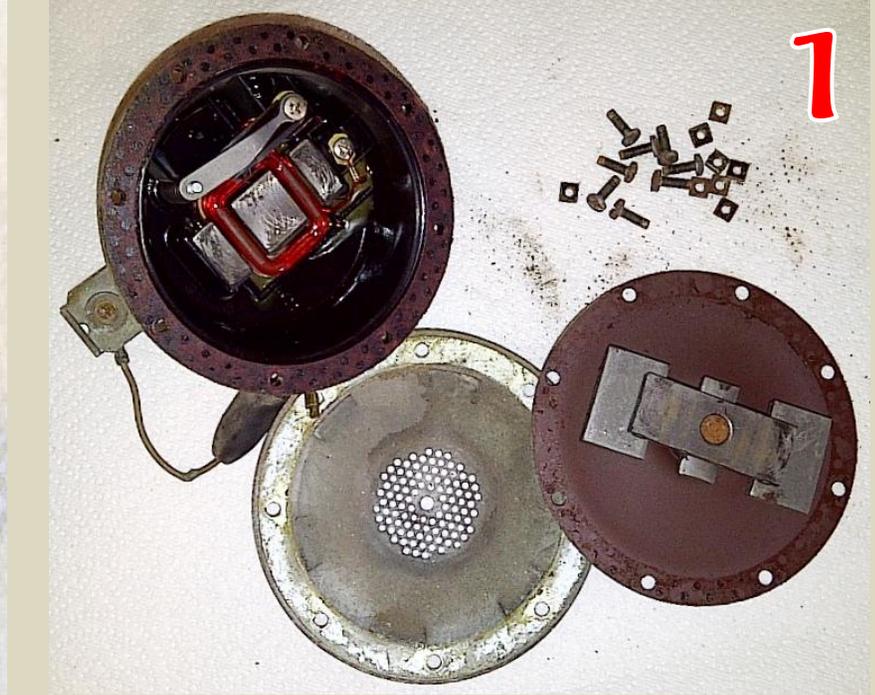


Amazingly, the T34 is a handmade restoration all done by Matthias on his own: welding, tin-coating, painting, engine work, & interior. In the end the T34 was approved & registered only two weeks before the 50 year event. There are very few T34 owners in the world that can claim that monumental achievement.

Matthias says he loves this T34 and of all of the cars the T34 is the classiest one! He would consider restoring another T34 - so if you know someone that's complaining about a "junk" T34 in their yard rusting away ...

You can email him at [Matthias.Andree@auer.de](mailto:Matthias.Andree@auer.de)





## Resto Tip: Quick Horn R&R

I always help owners find parts & get problems resolved so when I received a Facebook message from **Antonino Magnano** in Italy it gave me a chance to help. He needed to find an original pair of 6V horns for his 1963. Since it's always a good idea to contact the T34 World members for help, I sent a quick email to the e-group. Within an hour **Jack Fisher** from San Diego replied that he had a spare pair (above). But the horns didn't work so he sent them to me. I figured I could fix them and I love these kinds of projects.

First step was to remove the 8 screws holding down the outer cover, remove the cover & magnet disk (1). Second step was to dig-out the tone adjustment screw goo-like plaster (2) which takes some patience. The points have a swiveling piece that can be cleaned by loosening the screw and sliding the points out (3). Use sandpaper to clean the points, both the upper & lower sections, and then slide the points back in place. *Crusty points were the problem here.* Repeat these steps for the other horn. Sand & paint the outer covers black along with the 16 screws then allow to dry 24 hours. Reassemble the components (4) and lubricate the tone adjusting screws with oil.



4



The last step in this process was to mount & tune the two horns. Before you mount the two horns into the body, use a Phillips screwdriver to tighten the tone adjustment screw all the way down. Then mount the horns into the body brackets with the brown ground wires attached to the left horn bolt. Connect the ground wires and then the power wires. You may need to loosen the central 13mm nut to be able to turn the horns so the wires will fit correctly, then retighten the nut. Once it's all assembled it's time for the frustrating part of adjusting the horn tones.

Turn the tone adjusting screw counter-clockwise by 5 full-turns initially and then test the tone. The key must be on. If it gives a click, bleep, or burp then you're on the right track. The clicking sound means the horn relay is working properly but the points are not open enough yet. Keep adjusting the screw 2 turns and testing the tone until the tone begins to honk. Then turn the screw a half-turn & test again until the sound is clear & loud. Then repeat the same process for the other horn. I prefer dual tones (one high & one low). It's a slow process but satisfying once the horns are tuned properly. Lastly, pull the seal over the horn edges.







**T34 WORLD**