

# T34 World News

2012 Edition #14

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## More T34 Activity

Front cover image is of a Pearl White 1962 T34 Coupe featured on a German EP record album cover. Thanks to Andreas Dierkes for scanning the image. Back cover image was taken at the T34 50<sup>th</sup> Anniversary weekend in Germany of the heavy rain on the rear hood of Jorg Fischer's well-preserved Anthracite & White 1963 with crank sunroof.

Our repro Ghia shield for the early-1962 T34s is coming along. Heiko Thum sent me the prototype metal shield (below) without the colors added yet. It looks fantastic! Although the manufacturer will be on vacation in March we're hoping to have the repro shields available for purchase in early-April. Heiko is also planning to repro the small KARMANN script and the early-1962 rectangular nose badge. The cast nose badges always seem to be pitted & NOS ones are rarely available. I plan to send Heiko the NOS one from my 1962 to be used as the master to get the best possible reproduction.



The latest drawing by Pascal Meslet in France features a long-time dream of T34 owners ... a T34 wagon! Done with "woodie" paneling on the sides, custom 5-spokes & a long roof rack, it's a real looker. Cooling louvers for the engine intake were left-out but the concept is fascinating. I'll try to find other Meslet T34 drawing to share in the next edition.

Enjoy!



I'd like to welcome our newest international rep for North East Germany, Matthias Andree from Berlin. Matthias' Light Blue & White 1968 Coupe was featured in the #12 edition (1968 Yard Find). He's been active with his T34 and hopes to find more T34 owners in eastern Germany & promote the T34 locally.





## 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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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: Rocker Panel Set

Jurgen Magdelyns in Belgium is now offering the repair panels for the rocker panels & the inner heater channel metal as well! These panels are made from 1mm galvanized sheet metal.

Outer rocker panel set (6 pieces) is 500 Euro (US\$655) + 95 Euro shipping to USA. Inner heater panel set (4 pieces) is 400 Euro (US\$520) + 95 Euro shipping to USA. Shipping both sets together will be 125 Euro.

To order any or all of these panels please contact Jurgen at [JurgenMagdelyns@T34World.org](mailto:JurgenMagdelyns@T34World.org) for prices & shipping costs to your part of the world. You can also order these sets from Carsten Klein in Germany ([CarstenKlein@T34World.org](mailto:CarstenKlein@T34World.org)).



Chris Forget's 1968 (featured in a Resto Update article) was recently fitted with these replacement sheet metal panels. Jurgen Magdelyns has been working on the metal repairs for Chris.





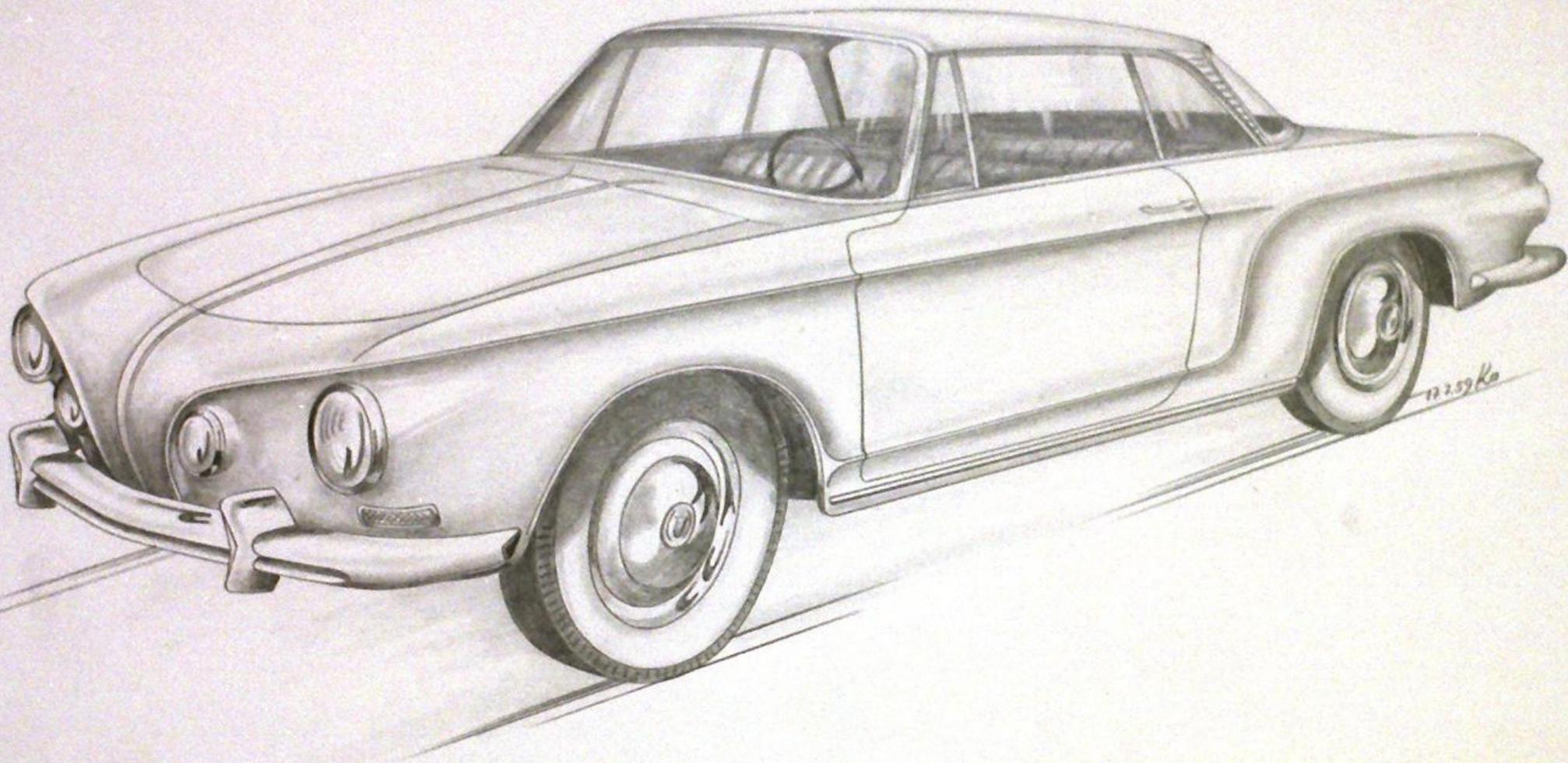
## Parts Source: Vent Frame Bolts

One of the most common rust-prone parts on T34s is the **chrome bolt for the vent frame windows**. The photos above show typical vent bolts. The good news is that we now have a reproduction source for these 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. Finding an NOS vent window can be extremely difficult and often costs over \$300.

To order, send an email to [michael@moesinger.com](mailto:michael@moesinger.com) with the quantity needed and your delivery address. He will then send his account information or PayPal address for the payment. Cost is 7.50€ each + postage.

The replacement of this bolt is quick & easy with one tool. The small pin must be pushed-out with a nail or thin punch. Then you can wiggle the inner handle to remove it. The bolt is then easily pulled-off. It's a good idea to polish the vent window frame chrome at this time before reassembling the bolt & handle. The shims (to keep tension on the handle) should not be forgotten during the bolt installation. And finally the little pin can be pushed back inside the handle to finish the job.





## 1959 Karmann Development Drawing

Carrozzeria Ghia handed-off the T34 prototype to Wilhelm Karmann Coachwerks in July 1959 after spending only three months from concept to prototype. When Karmann began the “Lyon” project (code name used by Karmann in most correspondence & drawings) they immediately began redesigning several key aspects of the body. The rear fender shape, air intake grilles, decklid, and bumper designs were all modified on paper before they came up with the final decisions after more than a year of discussions.

The Sartorelli rear fender curve was discussed by Wilhelm Karmann & Johannes Beeskow (Chief Body Engineer). Their sheet metal press manager Herr Rutsch said it would be impossible to create the rear fender tool as one piece, so a redesign was necessary to keep costs down. This led to several designs including this one on 17 July 1959, immediately after the Sartorelli prototype arrived. This drawing was done by Karmann’s specialist Herr Kolkmeier who used his initials Ko at the bottom of all his drawings. You can see the T14-design in the rear fender. This initial design was refused by Beeskow and further designs were done in December. More drawings to come.



## Recently Sold: Cypress Green 1969 Coupe

Listed on ebay Germany in mid-December was this Cypress Green with Albatross White roof 1969 M343 Coupe with Light Sand interior & brown carpeting from Bremerhaven, Germany. It sold for 8950 Euro (US\$12K) after relatively competitive bidding. A modestly restored T34, lacking the rear script & rocker trims means it's had repairs done that were less than perfect. The missing dual reverse lights points toward an accident in the rear at some time in its life. But on the positive side the engine, headliner, and interior all look to be original. First registered 14 March 1969 as this seller is the first and only owner. He says it starts-up easily and drives fine. Interestingly, the average price for T34s in this condition at the T34 50<sup>th</sup> Anniversary was in the 15-20K Euro range, so this one closing at 9K Euro is a good price these days.



## Spotlight: Fine Italian 1964 M345

**Giovanni Cantone** from Milan Italy owns this Ruby Red & White 1964 M345 (#0 287 900). It's one of the few original Italian export T34s, built 28 November 1963 and left the Karmann factory on 02 December. Italian T34s have special unique round red reflectors mounted onto the rear bumper blade just underneath the tail light and two-toned front signal lenses (amber & clear).

In December Giovanni applied for the ownership history of his T34 with ACI, the Italian vintage automobile authority. They have history from 1992 but he needs to apply to a different group for pre-1992 history. He learned that the car dealer Riccardo Tosi who sold it to him bought it in 2010 from Ettore Giubileo, a Milan VW dealership owner living in Barregio. It was likely restored in the early-1980's in Rome where it received its red license plates.

This past summer he restored the engine, brakes, & electrical system issues. And now the restoration continues with the instrument panel and interior.





You can see the extremely rare two-toned front signal lenses fitted to Italian T34s, amber on the rear half & clear on the front half.

An extra pair of fog lights were added to the front bumper which match the added set of reverse lights in the rear.

Overall this is a well-preserved Italian T34.





He decided to buy a T34 because it's a rare model of VW (he also has a 1967 Beetle Cabriolet & a 1979 Thing). The aspects that caught his eye were the unusual body lines, richness of the interior, and especially the instrument panel design which is full of instruments including also a tachometer. So when he found this T34 with only 135,000 kilometers (83K miles) he bought it.

1964 T34s featured a combination of the cloth/leatherette for the seats but a two-toned leatherette for the interior panels. The rear seat cloth had been stained with water over time, as he discovered a clogged sunroof drain tube (which is now fixed).

The body had been repainted but Giovanni thinks it was originally solid Ruby Red. He can see evidence of red on the roof which is currently painted White. So he plans to have it stripped & repainted back to its original Ruby Red once again.





## Resto Update: Black on Black 1966

**Philip Cox** from England has owned several vintage Volkswagens over the past 20 years but this 1966 M343 is his first T34. It began life painted in L554 Cherry Red and lived in Germany before being exported to England. He prefers the original look so he's got some work ahead to put this black-on-black back to stock.

The previous owner had done a pretty good job of restoring it and it is in very good shape both mechanically and body wise especially for a car which has spent all its time in the inhospitable European climate! Unfortunately the previous owner opted for a more custom look: lowered suspension, 17" BRM wheels, with painted bumpers and headlight & tail light trims. Philip is "a bit of a purist" so he has sourced some original wheels and hubcaps for the '66 model and is currently in the process of returning the car to its original ride height. He says "I much prefer my cars as VW originally intended!" The next job is to strip the black painted bumpers & lights, re-chroming the metal parts. And at some point he'd like to return it to the original Cherry Red but that is a long term aim as the paintwork is too good to warrant that expense straight away, plus his pockets aren't that deep!

Here are some photos from when he first bought it and others after a good cleaning at the Thornfalcon show in September 2011! He looks forward to joining in, chatting and helping out on T34 World as best he can.





"I bought the car from a chap in the West Midlands UK who builds Porsche 356 replicas and he had been restoring the T34 in his spare time. Looking at the log book, this guy had bought it from a guy named Michael Ballinger. It was Mr. Ballinger who acquired the birth certificate from VW. The chap in the Midlands had put on the 17" BRM wheels (modern VW Audi 5 stud pattern) by changing the front discs and drilling the hubs at the rear. Anyway, I've managed to acquire 3 original T3 stock steel wheels (not an easy thing to find over here in the UK as most people have junked them for the custom option)! I had them powder coated in black as they would have originally been and I've found a set of four hub caps as specified in 1966."







## Resto Tips: Early Heat Exchangers

By Scott Taylor (Southern California USA)

My 1962s heat exchangers were in good condition after 44 years of use with grease & grime protecting them from rust. The “before” photo (above) shows the tiny early (1962-63 only) tin pieces on the ground along with the lower cooling tins still attached.

The heat exchangers had collected a lot of debris blown in from the fan housing over time. I pulled out a lot of junk including cardboard, feathers, insulation from the engine trapdoor, & even a metal intake manifold gasket. Next I had to strip the exchangers down and degrease them. And I made note of the way the stone shields were attached before taking them off (upper right).

Early heat exchangers had sprayed-on insulation (the more familiar asbestos wrap was introduced in April 1963), but as the grease came off I was surprised to see that what was left of it was a metallic gold color. I'm sure it's mostly asbestos and the dust from this stuff is not something you'd want to be breathing.



I did some research on substitutes for the coating and settled on Lizard Skin ([www.lizardskin.com](http://www.lizardskin.com)) ceramic insulation. It's not cheap but it has properties that make it a good choice for the job: good heat & sound insulation, withstands temperatures to 500°F, water based & non-toxic. I applied it with a brush over ISP West's ceramic coating, recreating the original texture, and then gave it several coats of engine enamel.



After getting the metal stone shields back from the powder-coaters it was time to install them with the metal straps. I considered buying bulk strapping from a source like McMaster-Carr (a highly recommended source for industrial supplies), but NOS straps from BerT3 in Belgium cost only a little more. It's always a good idea to use NOS parts whenever practical!



Position the shield & straps loosely. Originally VW had the clamps on the inboard sides. The strap wraps around the heat exchanger once, threads through the rectangular hole on the clamp, then wraps around a second time and threads through the cotter key. Pull in the slack and then trim off some of the excess strapping. Then tighten the key with a screwdriver a half-turn at a time, stopping to adjust the strap and reposition as necessary as you go. Turned out very nice!



## Resto Update: Chris Forget 1968 M345

**Chris Forget** from Mechelen Belgium bought his two T34's almost 10 years ago: a 1968 & 1969, both with Electric Sunroofs. He confesses that his initial plan "was to restore both of them, but I was maybe a bit naive back then".

The 1969 is Silver Metallic and looked good but is in poor condition. It had a lot of welding done a long time ago but now it's time to restore it all over again. It has a lot of parts that are worn out and will need to be replaced. This car has been driven a lot and shows it. The cost to replace the metal & the complete interior would be much more expensive than the 1968.

The Regatta Blue 1968 was an honest original low-mileage car in its original paint with a perfect interior. It didn't look so great and the nose section is not that good. The back had been crashed when the original owner (an old man) reversed by accident into a wall. The floorpan had already been done: sandblasted, epoxy coated, brakes, & suspension restored. So Chris decided to restore the 1968 M345 as the easier of the two project T34s.





Chris was very fortunate to have T34-expert **Jurgen Magdelyns** agree to help him repair the heavy bodywork. Jurgen has reproduced the rocker panels & the inner heater channels, one of the major jobs ahead of them. And he was lucky to have bought a nose section in good condition from **Carsten Klein** in Germany.

Jurgen has spent January working the body in his shop. The rear panel was removed and the replacement one welded into place. Then the right-rear fender was replaced with a good original red one. And the rocker panels were replaced with Jurgen's repros. Chris even got his hands dirty with the leading process.





You can see the left-rear fender metalwork in bare-metal form after the wheel arch was welded into place and a hand-formed lower rear corner section was created by Jurgen. The lower-left photo shows Chris drilling-out the weld spots along the left rocker panel area.

When the massive amount of welding has been finished by Jurgen, the T34 will be returned to Chris' garage where he plans to grind out the welding in final preparation prior to painting. When that work has been finished he will strip the remaining original paint and the body will be fully sandblasted and epoxy coated so rust will never again be a problem with this 1968. The final body preparation & painting Chris will handle himself, as in another life he worked in a body shop.

Chris is hoping the restoration process will be finished by the summer of 2013. The Silver 1969 will be sold after he's a bit further along on the 1968. No one wants to do this kind of heavy-duty restoration work twice!



## Progressive Refinements: 1969

The last year of T34 production, with only 1044 built (the fewest of any year), has a few unique features that can be identified but the list is short. Most of the photos here are from Paul Peeters' well-preserved Chrome Blue 1969 Automatic Coupe.

The most easily identifiable parts that are uniquely 1969 are the black glovebox door knob and the icons printed on the fuel gauge warning lights.

For the optional Automatic transmission T34s, the rear script changed to lower-case letters, as the 1968 Automatics featured an upper-case script.

Strangely, at the very end of production the rear view mirror was changed to include an anti-vibration stem that connected the mirror arm to the windshield, buffered by a rubber knob.

In the engine compartment, mid-way through the 1969 production the rear engine hangar was discontinued from the engine trapdoor opening metal rim, yet the black metal tube for supporting the engine hangar was left in-place.





You can see the icons in the fuel gauge warning lights (below). A late-year production change was seen in the odometer, changing from the standard 5-digit version to a new 6-digit featuring a red tenth's digit.

Another mid-year change was the front hood pull knob. The first half of 1969 production had the pull knob & cable located under the dash on the left side. But the second half of production featured a new design integrated into the glovebox area. This design proved to be a poor one, as the weak paper-fiber glovebox could not support the constant pressure of the hood release lever, breaking the glovebox.





## Resto Update: Pigalle 1966 M345 Dipped

By Michael Moesinger (Germany)

“The major welding has been completed on my 1966 T34 and the body now needed to be dipped to remove the rust. After welding, the biggest issue is one of corrosion protection. To avoid any rust developing after the restoration was completed I decided to have the body completely submerged in a three-part process. The first dip is to remove the paint. Then we de-rusted the body in a second acid bath. In this process all of the voids which can't be cleaned manually are taken care of. Then the body is submerged in the third bath which coats it with a protective layer of Cathodic electrophoretic paint. This gets into all of the cavities and protects the body against future corrosion. The photo above is of the initial dipping (showing a Triumph) but I only have photos after the Cathodic electrophoretic paint because the company didn't allow photos in the other dipping rooms. The tin (which joins the steel panels) gets stripped-off after the second bath, so you can see all of the little pin holes. So now we have now small holes in the front which must be welded again, but this is a small amount of work and not a big problem.





These photos were taken after the triple-series of chemical dipping to remove the paint, rust, & apply the anti-rust coating of primer paint. You can see the original tin, used to join the metal panels at the Karmann factory, has been removed, so these seams will be finished-off next. This dipping process is essential to be confident all of the rust has been removed forever.





I also had all of the non-chrome metal parts galvanized including the door window regulators, screws, & bolts. Black powder-coating was applied to the engine sheet metal and spare tire carrier. The fuel tank was rusty so it was de-rusted first and then coated with a plastic solution inside. The engine was rebuilt & reassembled. It's nice to see these old parts new once again!"





## Spotlight: Special Silver 1969 M345 Automatic

The Volkswagen Osnabrück collection includes one of the last T34s ever built. It was fitted with all the best options: an M249 Automatic transmission, Electric Sunroof, & M102 heatable rear window. It was also unique because it was painted a non-standard color, as Silver was never offered for any year T34. Used often for promotional events & photo shoots, #349 210 439 was built in late-May 1969. There are only 15 other T34s known to exist that are newer. It has only 60K miles (95,940 kms) and is in pristine original condition. It serves as an excellent reference for 1969 owners interested in original restorations.



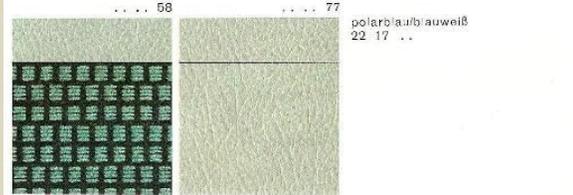
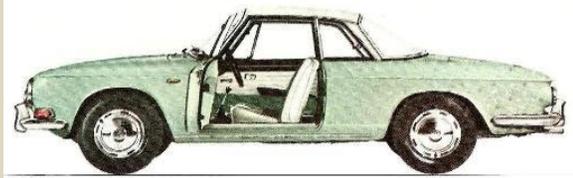
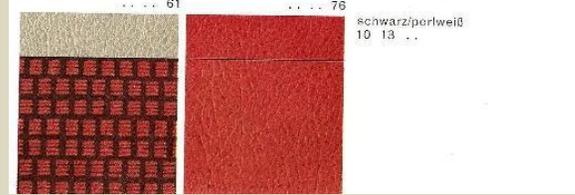
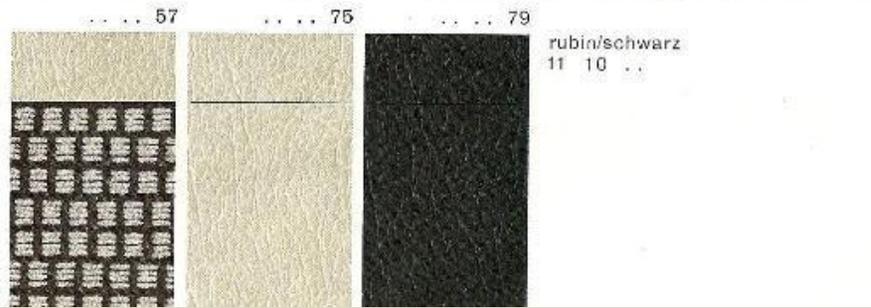
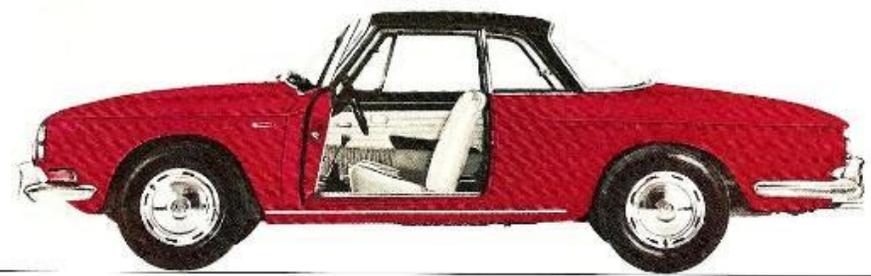
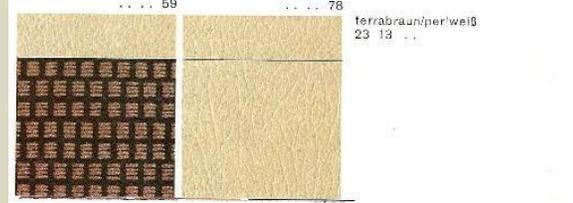
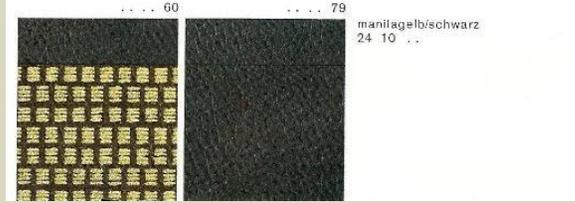
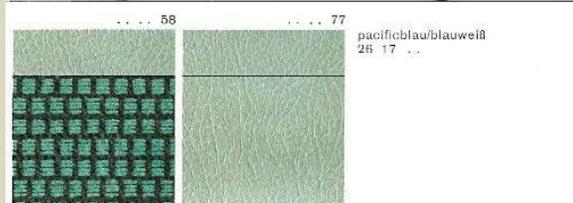
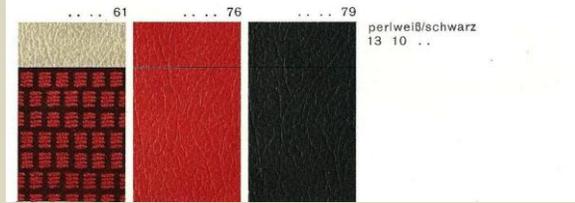
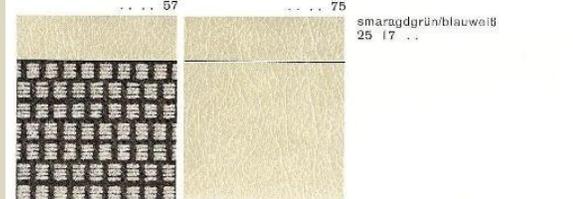
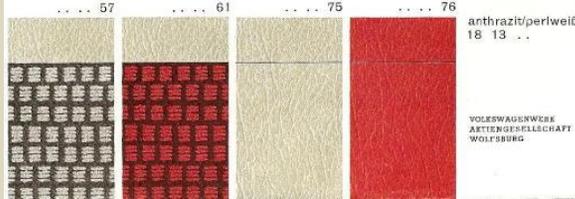






# 1964 Color Combinations

When choosing a color for your T34 it's always a good idea to consider an original color for the model year. These images are from the 1964 color combinations brochure. Interior vinyl/cloth colors are on the far right then the two vinyl options next to it. The color codes are a series of three 2-digit numbers: body color, roof color, and interior color.





## Resto Update: 1963 Frame-Off in New Zealand

John Kanters lives in New Zealand and bought this original 1963 M343 Coupe several years ago. Now that his other projects have been completed he's made the decision to tackle the T34. A master welder and never one to do anything less than full-throttle, John has been fully documenting his restoration progress in the T34 World forum for everyone to read the details of his experiences. Here's his story in his own words.



"My T34 interest started 15 years ago when a couple of friends and I visited the USA and met up with Lee. While we were there we went to visit one of Lee's friends so I was offered to drive Lee's 80K-mile Sea Blue 1965 T34 while he drove his Double Cab Truck. At the time I thought 'but Lee doesn't know me from a bar of soap, is he serious?' Well, no need to ask twice so off we went. I'd never driven a T34 before and being used to cramped Beetles I was impressed with its interior room and the way it drove. What really took me was the lines of the body and the thin pillars which make the vast expanse of glass look even better.

When I decided to buy a T34 for myself I started looking on theSamba and found a clean original 1963 in Northern California. The seller didn't have much info on the car other than that he'd known about it sitting in a garage and kept in touch with the owner so when it was time to sell he grabbed it cleaned it up and put it up for sale. I had it shipped from San Francisco to New Zealand. Two months later it was delivered and my first impressions were pretty good. Looks like it's only had one repaint in its life, it's 98% complete, and still a driver. The body was straight and the nose had never been hit.



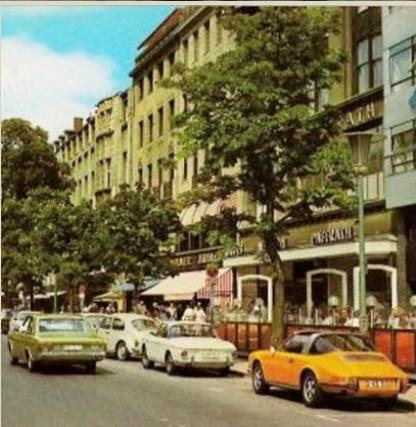
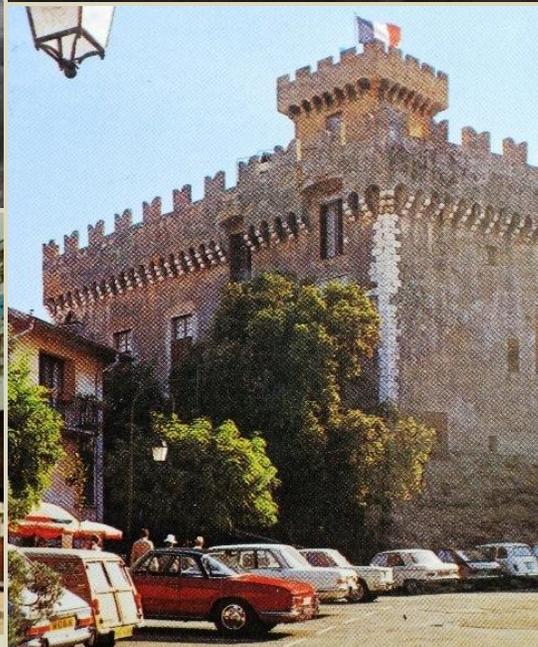
Where to start? I thought replacing the panel above the transmission would be a decent place to start so in order to get at it properly the parcel shelf needed to come out so I got to work drilling spot welds out (below). You can see the heavily rusted C-pillar and the rusty seams between the panels behind the rear seat.



It sat two years while I finished-up another project and in 2012 I began the disassembly process. I'm used to just tearing apart a Bug and throwing most of the parts in the trash as they'll all be replaced with new anyway but in this case I know a lot of this stuff is not available so I really took my time taking it apart and saving everything no matter how worn out it is.

Repairing the rust will be the biggest part of this project and I'm sure I'll need to re make a lot of panels to get her in shape again. I wanted to brace the body before separating it from the chassis, so I made some plates that bolt to the door pillars and striker plate areas and then welded in bracing which I cut from scrap tubing we had lying around the shop.

With the chassis rolled out from underneath I could start pulling that apart, pretty much removed everything off the chassis and pulled the motor out and front end off also. Now I could begin building a rotisserie from a pair of engine stands. Having access to every nook & cranny would be nice.



## A Look Back: T34s On The Street

Now that the T34 is 50 years old and most owners were not driving in the 1960's, here's a collection of postcards showing the streets in this era.



**T34 WORLD**

**KARLMANN**  
*Lyhia*