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VOLKSWAGEN 1500 KARMANN-GHIA



T34 World News

2012 Edition #16

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Random Acts of T34 Dedication

Front cover is a compilation of two 1961 Karmann drawings of the T34 Cabriolet dated 20 November 1961 from the Karmann Archives. The rear window design & aluminum trims were still being developed. **Back cover** image is a three-owner Ruby Red & Black 1964 Coupe from Colorado USA owned by Rich Mason.

If you're in need of a **new clear T34 windshield** and you live in North America, they are now in-stock at Pilkington Classics in Ohio USA. Call them at 800 848 1351 and order part #FW162 at US\$325 + shipping costs. Late last year we were able to order 25 windshields in a custom order and there are still a few remaining from the group order. There are no other sources in the USA for new T34 windshields so if you think you'll need one buy it now.

Several years ago I received a call from **Jon Manji** from Northern California to dismantle his crashed 1964 Coupe. I flew up there and spent the weekend taking it apart and offering these parts at unbelievably low prices to T34 owners that needed them. Larry Edson retrieved the rolling chassis. Jon had a custom 1970's license plate that he saved from the wrecked T34 and I have that special plate (above) on my garage wall today. Last week I got another call from Jon saying he had discovered a few more T34 parts and again wanted to provide them to needy T34 owners. The sealed-beam SB13 headlight ring went to Bill Clapp in Valdosta Georgia USA, who had been searching for a pair. It's this kind of generosity that makes this hobby so wonderful. Thanks for your kindness & dedication, Jon! The profit from your parts will go to offset the T34 World annual expenses.

As the prices for T34 parts & cars has risen dramatically over the past few years, I'm proud to be part of the crowd that is offering rare T34 parts at reasonable prices to keep T34 owners happy & excited about their restorations. I met **Heiko Thum** in Germany at the T34 50th Anniversary and instantly knew he was an honest dedicated T34 owner. He even took wedding photos with his T34 ... now that's dedication! We talked at GMH and he asked if it would be possible to create a metal badge for the special 50th Anniversary t-shirt design by John Jaranson. He had a friend that was able to create metal parts with exacting detail and within a couple months had the new 50th Anniversary badges ready. We kept the price reasonable and they sold like crazy. Next I asked if he could reproduce rare metal T34 parts, and he confirmed that would be possible. We made a short list of parts that would be worth reproducing: early-1962 nose badge, Karmann side emblems, early-1962 Ghia shield & KARMANN script, Blaupunkt radio faceplate were the top five parts. The first repro part was the KARMANN side emblems, which he has offered for the past few months at a reasonable US\$65 for the pair. And now our second repro part is the incredibly rare early-1962 Ghia shield! Check out the article on page 4. And the next planned repro part will be the early-1962 front nose emblem. I'm thrilled to have Heiko working so hard to help all T34 owners.





T34 World International Team

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

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

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SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

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If you live in a country that is not yet represented and you would like to contribute to the T34 World team, please contact Lee Hedges.



KARMANN

Parts Source: Early-1962 Ghia Shield

One of the most difficult T34 parts to find has always been the tiny Ghia shield that mounts on the lower-right side of early-1962 T34s. For owners of these early T34s finding one was impossible. Prices for the 2-3 that I've seen sold over the past 25 years have been astronomical! But now there's an inexpensive repro available thanks again to **Heiko Thum** from Germany. Heiko used Lee's original 1962 Ghia shield as the master. It took several months to get it just right with all the right dimensions, but now it's finally ready. There's a limit of one per 1962 or one per T34 owner so we can control the resellers.



The repro shield is easily identified from the back by the patterned surface. From the front side it's not so easy ... but isn't that the point? This original 50 year old shield (above left) is well worn. Below: a view from inside the panel.



For European orders please contact Heiko Thum at thum64@yahoo.de. Cost is 25 Euro + shipping.

For North American orders please email Lee Hedges at LeeHedges@T34World.org. Cost is US\$40 + shipping. There is a limit of one per 1962 or one per T34 owner so we can eliminate the resale of these rare shields.





Parts Source: Rear Fender Arch Sheetmetal

If you have rusty rear fender arches then this is your lucky day. Jurgen Magdelyns (our Belgian rep) is now offering new metal sections for left & right rear arches. Price for a set is 180€ (US\$235) and shipping is approximately 60€. The material is the same as the rockers, completely handmade. Contact Jurgen at JurgenMagdelyns@T34World.org for details.

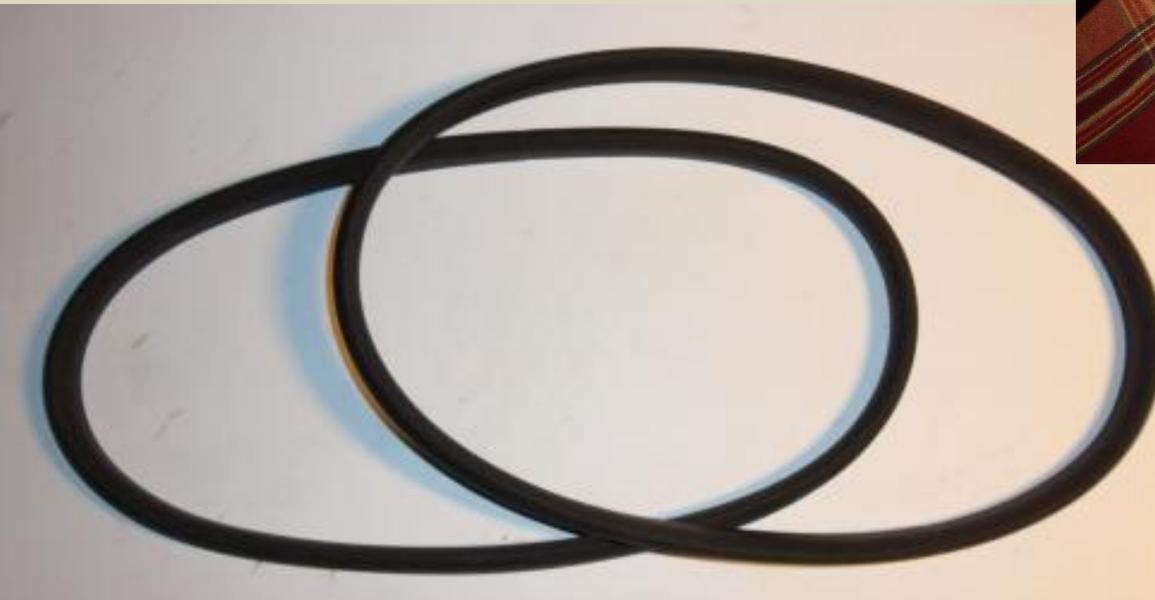


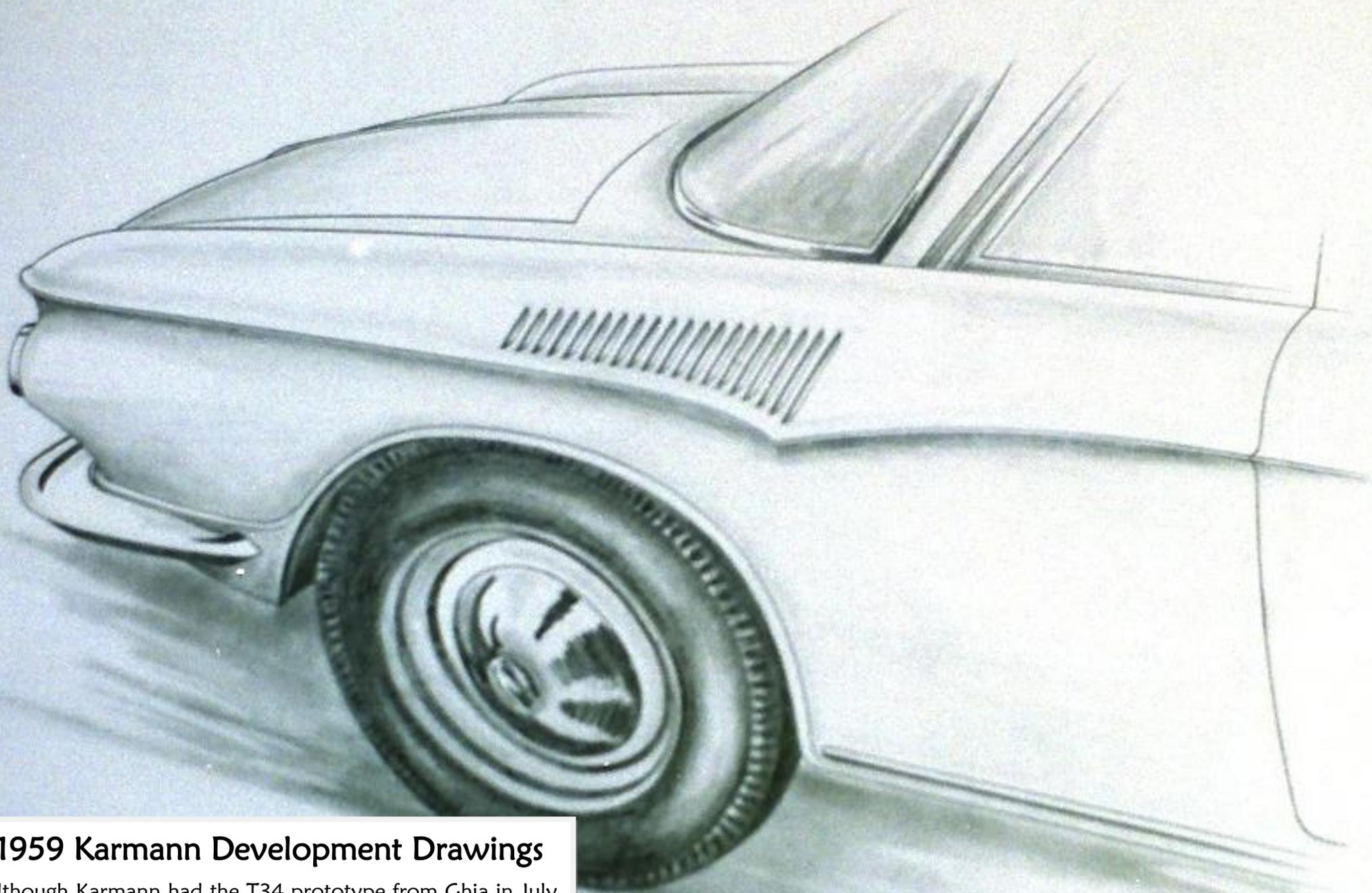


Parts Source: Fresh Air Box Seals

If you have water leaking into the footwell it's likely from the fresh air boxes. Either the seals have gone bad or the seam sealer glue is old. **Graham Filmer** discovered a source for the box seals from a company in Germany called Type 3 Headquarters. Go to www.Type3Headquarter.de and search for T3HQKAI259149A. These seals are 35 Euro per pair. Graham says they're a perfect fit.

For more details on restoring the fresh air boxes check out pages 24-26 for an excellent article by **Paul Colbert**.





1959 Karmann Development Drawings

Although Karmann had the T34 prototype from Ghia in July 1959, by 02 December 1959 they were just getting around to designing the rear-engine cooling louvers & beltline design at the C-pillar. Karmann never liked Sartorelli's sweeping rear fender curve, but this design wasn't much better. It has a Rometsch-like feel to the beltline. Interesting transition ...

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Authenticity: Metal Oil Breather Pipe

The earliest 1962 T34s did not have the oil breather pipe joining the oil breather to the oil-bath air cleaner. You can see (above) that the air cleaner has a plug on the air cleaner and the black oil breather unit has no exit tube to connect to. This design was a pre-June 1962 feature.

Recently Tom Mink from Northern California discovered an extremely rare transition part for the oil breather tube. The engine (lower-right corner) was on a late-1962 Notchback #0 067 727 with engine #0 071 661, found in Montana.

I had never heard of this pipe, so I asked **Bob Walton**, our early T3 expert to explain. Bob revealed that at engine #0 054 738 (07 June 1962) the oil breather was finally connected to the air cleaner when the intake manifold, heads, and oil cooler were also changed. But this metal tube was fitted for a very short time and then the metal anti-kink spring replaced it.

We're always learning new things about the details of T34s, even though some of us have had seriously intimate relationships with T34s for over 25 years!





Owner's Story: Low-Mileage American 1964

Rich Mason lives in Colorado USA and owns a restored 76K-mile Ruby Red & Black 1964 M343 # 0 224 336. It was built 20 August 1963 and is currently the fourth earliest surviving 1964 worldwide. Rich bought the 1964 in 2001 from the estate of the second owner (Lester Lee Brown from Boulder CO) who purchased it in 1965. The "date first sold" on the title is 06 Sep 1963, only a few days after the T34 left the factory on 27 Aug 1963. The "birth certificate" shows it was a USA Tourist delivery and the owners shipped it back to Colorado where it's lived ever since. Colorado titled it as a 1963 because that was the year it was made, not the 1964 model year. As a low-mileage three-owner numbers-matching T34, it's been well cared for over the past 48 years to remain so original & complete.

In the Summer of 2003 Rich & his family brought their T34 out to the VW Classic in So. California to set the American World Record of 28 (above). Lee remembers inspecting it up-close and thinking "Wow, that's a very original unmolested T34!"





Rich tells his T34 story from here: “My interest in the T34 began in 1993 when I stumbled across a 1965 model at a local auto wholesaler a couple miles from my home in Memphis (I now live in Colorado). What a shock ... there was one of the rarest VW air-cooled models produced among the plain-Jane GM, Ford & Chrysler vehicles on the lot. The Henna Red & White Coupe was in rough shape as the front had been hit hard and badly repaired, the floors were being held in place by thick welded-in sheet steel, and the interior left a lot to be desired. But it ran great and the price was right. After the exchange of \$850 and a charge of the battery #345 126 100 was mine. Above is the first pic at my home.

After a little research, I was able to track down the previous owner who just happened to have the obligatory "spare parts" collection in his shed. It was this gentleman who referred me to Lee Hedges and the T34 Registry in CA. After a couple phone calls with Lee & an annual subscription to the club's Razor's Edge newsletter I was all set to enjoy my rough but good running T34.

After enjoying the T34 for two years and taking it to car shows both in Memphis and Texas (where we moved in 1994) my interest was swayed in 1995 by a very straight and rust free T14 Ghia convertible that I happened to find. With funds tight and the T14 presenting much less of a project I sold the T34 to a Texas farmer who had a T3 collection but not a T34. Even though it was gone my thoughts still turned to T34's occasionally as I dealt with the choppy ride and cramped cabin of the T14.

Fast forward a number of years to the spring of 2001. I had my T14 at a paintless dent repair shop to see if they could do something about a number of door dents in the car (they couldn't as the metal was too thick). During our conversation David (one of the owners and a vintage car enthusiast) mentioned that he had purchased a strange looking Karmann Ghia at an estate auction in the fall of 2000. The purchase was made for an auto wholesaler whose warehouse was down the street. My thoughts immediately turned to the T34. David described the scene as an almost carnival atmosphere as the estate for the deceased, Lester Brown, included a large collection of over 70 vintage cars in varying conditions. There were two of these "strange" Karmann Ghia's. There were many barns and sheds full of parts and a farm field full of equipment including several pallets of new stainless fasteners. It seemed the man had never thrown anything away. David indicated that he had purchased the better of the two cars and encouraged me to reach out to the wholesaler to see if he still had the vehicle. The next day I called and they still had the T34 in their warehouse. Ahhhhhh ...



I inspected the T34 and it was covered with dust and still had the auction info written on the window. BAD: the paint was poor and it appeared to have been hit in the front & repaired. GOOD: The interior was very nice, there was no rust, and the odometer indicated 76K miles. I was VERY interested! I negotiated a decent deal and a couple days later I came back to collect the car and with David's help I was able to get it started. BAD: unfortunately it only ran for a few miles and I enlisted AAA's help to get it home. Over the course of the next few months I was able to get it running decently and repaired some of the wiring. As I dug into it I was amazed at how well preserved & unmolested it was. For the next few years I drove it to shows & in-town but always had thoughts of fixing some of the bad previous body work and applying a new paint job.



In 2004 I anticipated driving the T34 in the 50th Anniversary Karmann Ghia cruise from California to Michigan in the summer of 2005. I made the decision take the plunge and have the T34 painted and the engine rebuilt. Disassembly started in the Fall of 2004 and I delivered the rolling shell off at the auto body shop. Likewise the engine was dropped-off at a local rebuilder with over 30 years experience, He is “the go-to guy” for engines in the Formula V world of racing. While both projects started off well, as typically happens, issues soon developed. By the Spring of 2005 I had neither project back from their vendors and I had to go with Plan B for the summer cruise ... drive the T14.

After a few battles with the paint shop owner and his “on-again, off-again” method of work I eventually got the T34 back. At that point, I was so mentally put off by my experience at the paint shop that as a result I pushed the car to the back of my garage and forgot about it.



Many months later the engine came back. Seeing as it was the original, numbers matching motor I wanted a very original rebuild. Paul the builder reworked the original early single port heads, knurled the dome top pistons, reamed the original cylinders, and did some other magic that is normally reserved for the Formula V engines he builds. As a result the rebuilt motor made 74 sea-level horsepower on his dyno. I placed this new motor under the car in the back of the garage.

Fast forward several more years to the Fall of 2011. My son was faced with having a school year long 8th Grade project in which he needed a mentor. He asked me if the two of us could reassemble the T34 for his project and I graciously accepted. Progress has been slower than expected but we are getting there. In the midst of the reassembly process we decided to replace the wiring. It's a big project but I'd really like to thank **Greg Skinner** for all of his help and for making the wiring kits available for these cars. I'd also like to thank the T34 World e-mail list for fielding my numerous questions during this process.

Seven years is a long time to remember where and how all the pieces go together on this car. At this point in time I believe the only pieces I need are the "guts" to the T34 fog lights. The lenses, reflector, and spring clips are there but the bulb holder assembly is missing.



My son and I are really looking forward to getting our T34 back out on the road this summer. We have plans to attend a few cars shows, drive in the famous and huge "Golden, Colorado Super Cruise" and maybe even do a statewide rally with the Colorado MG Club who sponsors it every year. I also plan to drive it to work quite often. It's been a long process but in the end having a reliable and good looking T34 will make it all worth it."

If you have any spare fog light bulb holders & would like to help Rich get his 1964 finished email him at Colorado.Mason@gmail.com



Classic Memories: Mom & Dad's First T34

By John Kanters (New Zealand)

You may have been following my 1963 restoration work down in New Zealand over the past few editions. When I mentioned my work with my parents they revealed they had owned an early T34 back in 1965 before I was born! I knew they'd owned one but never heard the whole story and never saw the old photos ... until now, 47 years later!

In July 1965 they were living in Holland (where I'm from originally, as I came to NZ in 1984). Dad seems to think that it couldn't have been more than a year or two old when he bought it. It was a roll-over damaged car that he discovered, bought, and decided to repair himself. I figure the T34 was probably from 1963-64. Funny thing ... the T34 photos are about the only COLOR ones they have from that era.

He repaired the damaged pillars and had a local college weld on a new roof as they had a spot welder. Dad did all the prep on the body and fitting of the roof. Rather than a bunch of touch-up painting he repainted the whole car which was done in his Dad's back yard. They only had the Ghia for a short time as they had just gotten married and were still living at my grandfather's home but they did manage to take the car on a road trip to Spain with my sister who had just been born.





Authenticity: Front Seat Recliner Knobs

As with most parts there were progressive refinements over the T34s eight year production life. For the front seat recliner knobs this was no different, however, there were actually eight variations. A huge “thanks!” goes out to Andy Holmes, Larry Edson, & Bob Walton for their help with identifying the knobs, part #s, and production timelines. These authenticity articles are always easier “*with a little help from my friends*”, as Paul McCartney has said in 1967.

[1] The earliest version was a **CHROME METAL** knob mounted on the outside-bottom of the seat backrest [#343 881 161] and only used for the first couple months of production into January 1962.

[2] The next version was a **THIN LIGHT GRAY PLASTIC** knob (also on the outside) which was used up to #0 054 088 in July 1962 [#343 881 161 A].

[3] In July 1962 the knob was relocated to the front edge, and was an **ANGLED LIGHT GRAY PLASTIC** knob used through mid-1964 [#311 881 161]. Notchbacks & Variants used this same knob design.

[4] In mid-1964 the knob was redesigned to be an **ANTHRACITE GRAY PLASTIC** knob, and it was used into 1966. It used the same part number as the previous knob [#311 881 161]. Although the two images of #4 appear to be different colors, it's an illusion of the lighting (one was taken in natural light & the other with a flash).





[5] In 1965 a **DARK GRAY PLASTIC** knob was fitted with the same shape as the light gray knob [#311 881 161 A]. Both the **ANTHRACITE** & **DARK GRAY** knobs were used in 1965.

[6 & 7] For 1966 there were two new colors for the **PIGALLE** (red) & **TEAK** (brown) interiors, both with a new **CHROME COVER**. These two colors are extremely difficult to find.

[8] In 1966 the **DARK GRAY PLASTIC & CHROME COVER** was fitted to T34s (except the Pigalle & Teak) thru 1969 [#311 881 161 B]. This is a three-piece part: plastic knob, chrome cover, & plastic button that keeps it all together.





Spotlight: Secret One-Owner 1968

Klaus Wever had dreamed of owning a nice original T34 ever since he saw one in a Hot VWs magazine. He loved the body lines and told himself he'd own one someday. Born & raised in Heidelberg Germany, Klaus was a VW service mechanic from 1961-2008 but he'd never had the chance to work on nor drive a T34 those 47 years. In August 2011 he heard from a friend that a clean one-owner 1968 was available in Iowa & he secretly bought it. He never told his wife Maryann about it because he wanted it for himself and never thought she would like it. But before he could make arrangements to have it secretly transported the 1500 miles from Iowa to Queen Creek Arizona his friend that bought the T34 left a voice message "Hey Klaus, are you going to drive this car to Arizona or have it transported?" The gig was up and Klaus confessed to Maryann about the new T34. When it was delivered to Arizona she fell in-love with the almost new T34 so Klaus made her its caretaker.

This Lotus White 1968 Coupe has an interesting history. Its original owner, **Dale Heil** of Cedar Rapids Iowa (now 89 years young), saw his first T34 racing around a Kansas racetrack in 1963. He was instantly attracted to its styling & power. Having owned several Beetles over the years since 1956 and being a member of the VW Club of America, he had twice before bought new VWs on club tours to Germany. In the summer of 1967 he & two other club members ordered new VWs, went to Germany, took the Karmann factory tour and saw new T34s being assembled on the line. After his 1968 was delivered and he drove around Germany it was taken to Holland and shipped to Detroit Michigan USA. Mr. Heil and his two friends went and picked up their cars and drove them 500 miles back to Iowa. He showed the T34 for many years but stopped about 3-4 years ago due to his health. Dale didn't feel the T34 should just sit in the garage so he placed a classified ad for the 1968 T34 in the Vintage VW Club of America magazine. That's where Klaus' friend Dave Fichter saw it and called Klaus.

The optional items on this 1968 were all selected by the Holland VW dealership that managed the American order. The Karmann side emblems, dual reverse lights, USA-spec laminated windshield, red rear lenses, sealed beam headlights, MPH speedo, & rear VOLKSWAGEN script were already fitted when Dale received the T34. He added seat belts, front seat headrests, and a radio after getting it home. He confessed "An options list was provided when I ordered the T34 but it was in German and no English version was available. I couldn't read German so I couldn't understand what the options were. I had really wanted to order a radio with the T34 but did not."





This clean original unmodified uncracked late-model dash is a rare sight in America where there's fewer than a dozen 1968's driving around these days.





Notice the 34 stenciled on the fan shroud? It's been rumored that T34s got the best rated T3 engines ...

The front & rear compartments are just as clean as the outside. 1968 was the first year for the brake fluid reservoir mounted in front compartment near the left hood hinge.







In-Scale: HO Police Cruiser

There has only been one HO-scale police T34 model built since the HO-scale versions were first available in the 1960's. Praline models began in 1982 and are identified by their chrome solid rims, and chassis/bumpers. The earlier FM2 & Model Int'l versions had solid black rims and gray chasis/bumpers.

That's what makes this Polizei model so unique. It has GRAY rims, chassis, & bumpers. It also has a hole for the removable tow hook. The polizei was only produced in 1990.

These are difficult to find today because they were such a limited production amongst all the other colors available. Today their value is a bit higher than the standard colored version Pralines, about US\$20-25.



Resto Update: 1967 Coupe Maintenance

By Steve Seaton (Washington, USA)

I have been working on the T34 this winter to resolve a few of the things that were top priorities. I had the front clip repainted by a pro to fix the dozens of road chips and prevent rust from forming. During the installation I got the headlights aimed correctly and replaced the front turn signal seals. As Ed China would say on the TV series Wheeler Dealer, "it was very fiddly". I replaced all the rubber around the doors and door windows. It is still running great and I think I have forestalled some problems. The doors needed re-aligning so I had one bad hinge rebuilt which solved that problem. I am looking forward to driving it this summer. The next priorities are to solve the rattling shift lever and to replace the original carpet with new German squareweave.





T34 Art: Mirel Duta

Here's a new limited edition work of art that was found on ebay Germany. These two original drawings feature a Pearl White & Black 1964 M343 and a Yellow 1961 Cabriolet,

Both have been done in watercolor and are hand-signed by artist Mirel Duta in an A4-sized unframed color print.

For ordering information check-out the artist's web site at www.mirelduta.de





Resto Tip: Fresh Air Box, Cable, & Flap Repair

Originally published by David Welsford of North Vancouver, BC, Canada & Paul Colbert of Incline Village Nevada USA

In the course of time the ends of the cables that control the fresh air ventilation will weaken and break. The flaps that shut off the fresh air were engineered to be open, so that if the cables break, air will run thru the vent. This isn't so bad in warm climates, but here in Canada where the crisp chilling morning air it is a tad uncomfortable. Here is the description of the work I did to repair mine, as detailed as possible.

Fresh Air Controls Removal: Disconnect the battery ground strap. Remove the passenger front seat. Remove upper dash pad by removing four 10mm bolts under the dash. Don't worry if the outer ones pull away from the pad, they can easily be glued. Remove the fresh air vent control knobs by loosening the set-screws in the bottom of the ivory plastic knobs. with a 3mm screwdriver. Remove the chrome unit trim

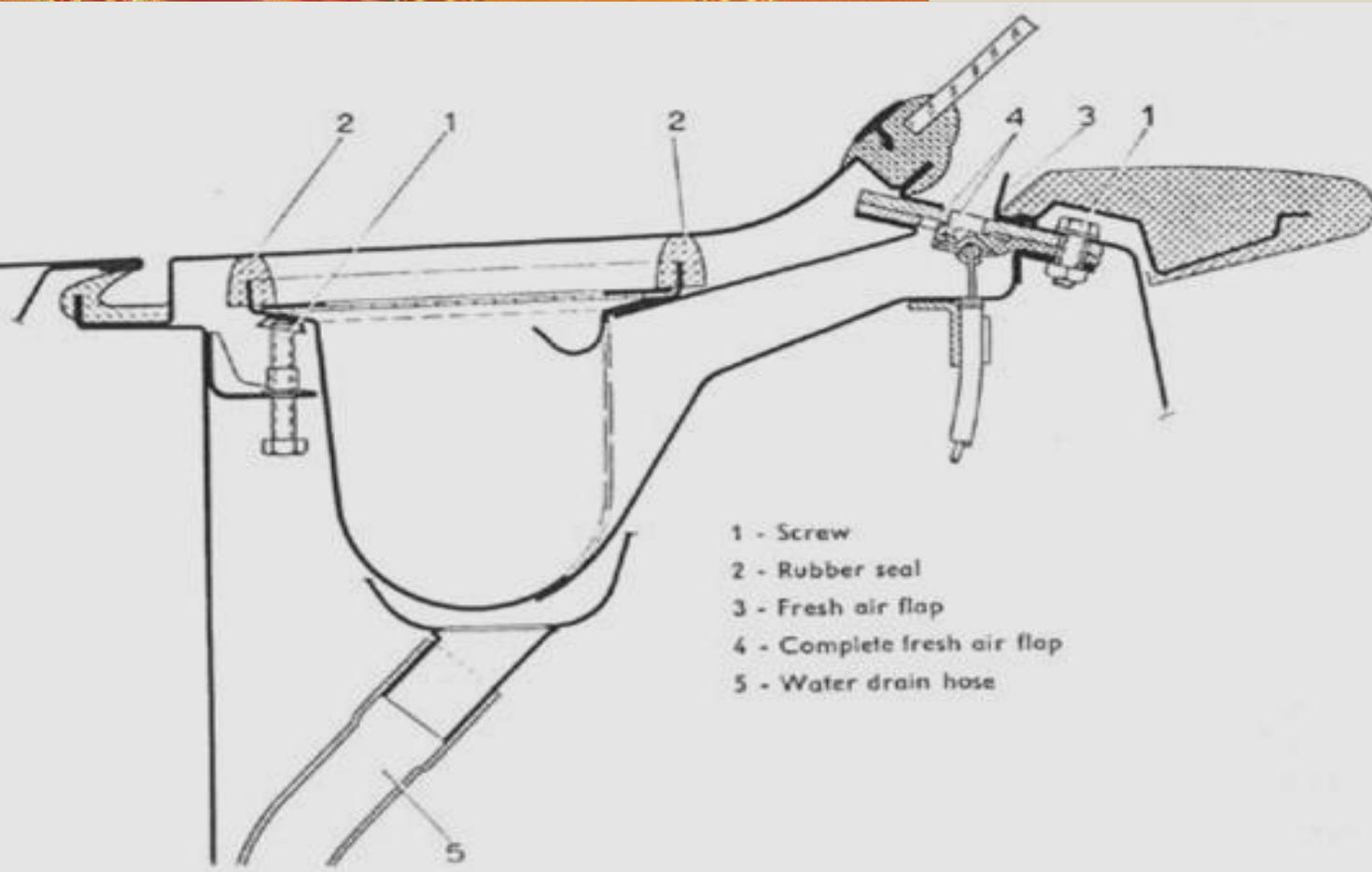
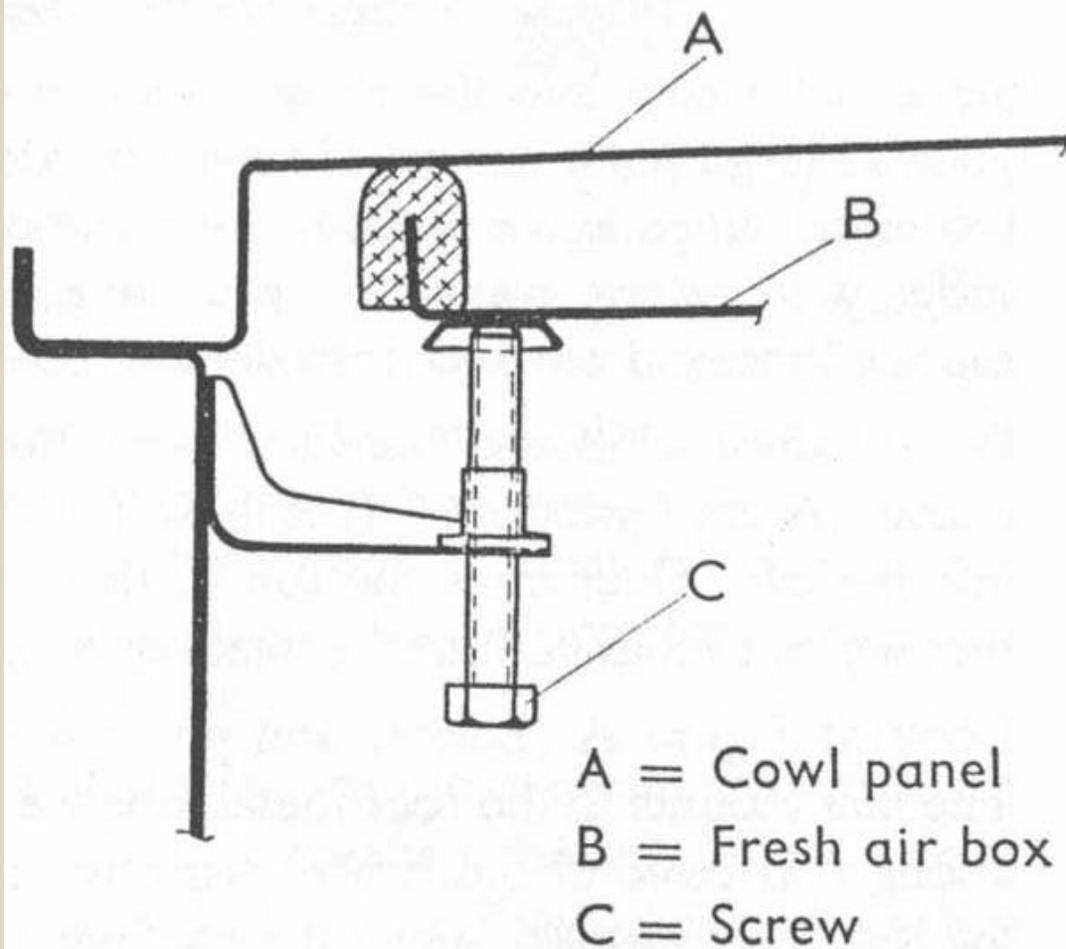
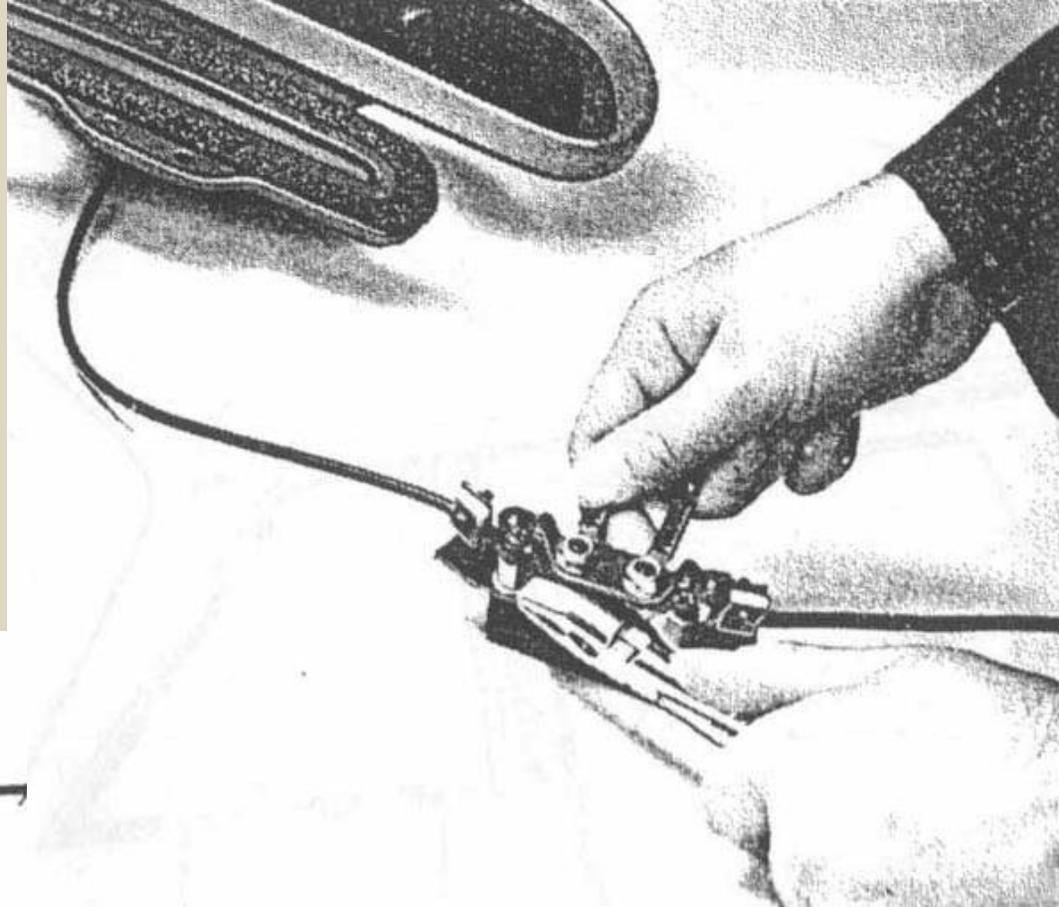


plate by pulling it towards you. And lastly, remove the fresh air control unit by taking out the two 10mm bolts in the center of the dash. Loosen the cable clamps and screw barrels with a Phillips screwdriver and then disconnect cable sleeves and cable ends from the control unit.

Fresh Air Box & Flap Removal: Follow the steps above. Remove 10mm bolt holding glove box retaining strap. Remove the two screws for glove box striker plate and carefully take out the glovebox. Remove all dash gauges and connect wiring to the gauges and immediately identify them with tape and pen. Then using an 8mm wrench, loosen wiper arm locking bolts at the hinge and remove. Be sure to mark them "L" and "R" for reinstallation. Remove nuts for wiper shafts and take pieces out.

Disconnect wiper motor power wires (3-connector) and mark the wires to make reassembly easier. Remove the 10mm bolt holding the wiper motor to the body and remove wiper unit. Remove a 9mm bolt from each fresh air box at the topside of the dash, then from underside, remove the two 9mm bolts that hold the box to the cowl grills. Disconnect the drain pipes from each box and warm air supply to the center drain outlet. Now, starting with the passenger side box, gently pry the box away from the cowl and remove it. The driver's side box is slightly more difficult but it is easier by disconnecting the washer hose from the jet and taking the box across towards the passenger side then down to the floor.

Fresh Air Flap Repair: Flap and cable end are concealed on each box by a black plastic plate, riveted at each end. Between the plate and box is a foam rubber gasket that incorporates the flap. The flap is



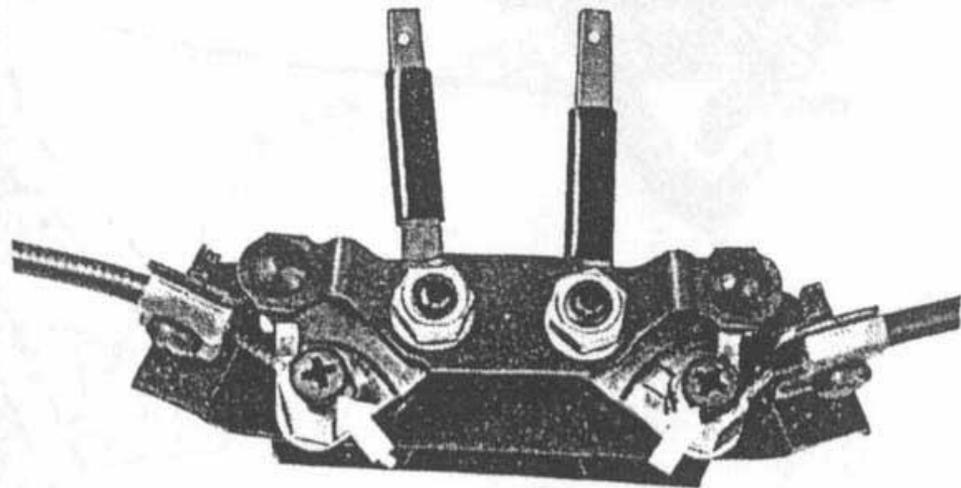
reinforced by steel and the cable end is secured to the flap by two hooks that are part of the steel. The flap can be accessed by carefully drilling out the rivets and peeling the foam rubber from the plate. The flap can be replaced by a piece of black rubber with the original steel hook plate cemented to the surface. The cable hardware is rarely damaged and can be reused. The cable is identical to standard bicycle brake or gear cable, can be cut to length. Reuse the small rubber disk that goes between the hardware end and the hole in the box.

Finally: While all the above components are out of the car, it is an excellent time to restore and detail the items, like the plastic screens that are on top of the box (below the cowl grills) and fresh air control unit too. All controls pivots, wiper pivots, nut threads and bolt threads should be lubricated where necessary. All this hard work will have paid off for many years to coming using your newly restored fresh air vent flaps.

Additional Notes from Paul:

Finding black rubber to recreate the air flaps: I had to go the route of recreating the flaps as mine were rotted away. None of my local stores had sheets of rubber to work with. One good source for obtaining sheet rubber is through the McMaster-Carr Supply Company web site or their catalogue (562 692-5911). This thick catalogue has everything you can possibly think of in terms of hardware. Order the catalogue first! When you call to get it they will ask for a business name and address. I gave them a company name and my home address. Once you get the catalogue measure the thickness of the rubber you need. They'll have it in stock.

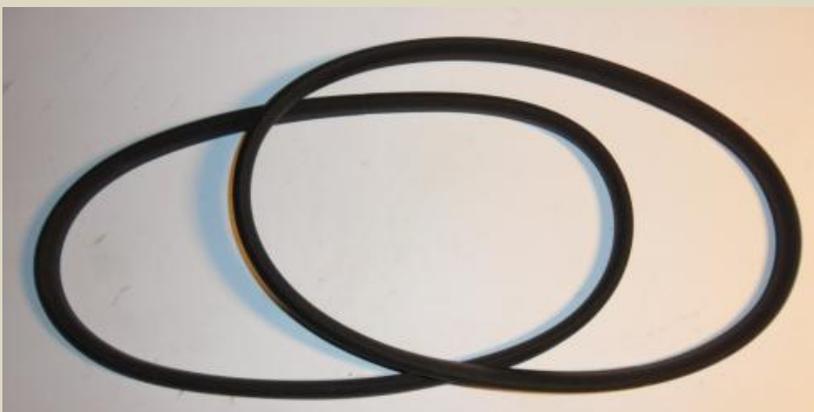
Replacing your fresh air vent cables: I took mine down to the local bicycle shop to look for replacements. I found a set but I had to grind down the cylinder at the end of the cable to fit into the metal strip hooks in the flap.



Replacing your plastic screens that are on top of the box (below the cowl grills) part # 343 259 141: These screens always seemed to get "junked up" over the years. I've seen some cars where the owners didn't even bother to mask the area off when painting their cars. You will be able to recreate these from items from McMaster-Carr. In the catalogue they have metal (not plastic) screen with the exact number of holes per inch than the original screen. I ordered the screen, cut it the appropriate size, and then had it zinc plated black. (You can paint yours if you don't want to take that extra step). Early (1962-66) models have square screens while late-models (1967-69) have diagonal screens. As far as new rubber to mount the screen, it is also available in the appropriate thickness from the catalogue.

Restoring the fresh air box: When it rains and your front floor is wet, most likely your boxes are rusted out or the "seam-sealer glue" seal around the box joints have leaks. Have the boxes sand blasted, or dipped (I did the latter) to remove all paint, rust, glue, etc. But before you have this done make a note of where the "seam-sealer glue" goes and how much to put on! This glue can be obtained via mail order from the Eastwood Company.

After the boxes come back clean from the sand blaster, place the "seam-sealer glue" on the seams in the appropriate places. After it dries fill up the boxes with water and check for leaks. The boxes, with the glue on it, may now be painted.



Owner's Story: The Awakening

Allyn De Vars owns this early-1962 #0 015 310 with original engine #0 017 389 and in April pulled it out of a storage garage in Vermont USA after 14 years. Built 31 January 1962, it's currently the 35th oldest T34 worldwide. Allyn found it in October 1996 as a two-owner 24K kilometer car. It was originally delivered to Raffay in Hamburg then was sold by the Heinrich Wiegmann VW dealership to an American tourist who drove throughout Europe then shipped it to the East Coast USA & parked it in favor of driving their 1962 Porsche 356.





The car is Anthracite with a Pearl White roof and has its original Silver cloth interior. It's rough and unrestored but survived with all of its trim intact. Fortunately it has the original receipt from the Wiegmann dealership, the tourist registration book, the oval tourist license plate, and the tourist insurance form. It was never registered in the USA.

Allyn tells his story: "My love affair with air-cooled VW's began as a kid in the early 1980's reading VW&Porsche magazine and clipping pictures of cars I only dreamt of owning. Shortly before graduating from college, I stumbled upon my 1962 343, not fully appreciating how difficult a T34 restoration could be. Discouraged and distracted by career and renovating my home, my 343 sat quietly tucked away in a barn in Vermont. Last summer, with the purchase of my 1965 343, I got my first chance to drive a 343, and decided it was time to refocus and start working on the old Ghia."

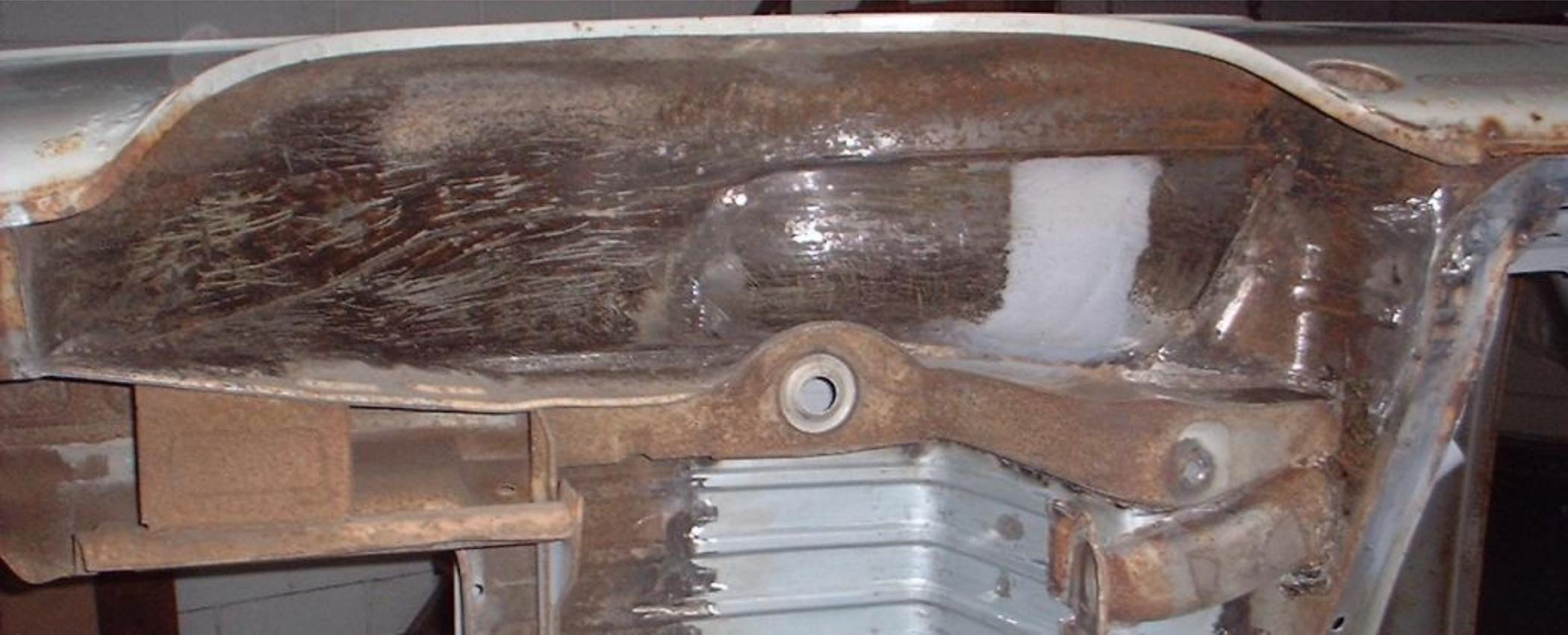
Having the two cars side by side was a great chance to see so many of the differences between the early cars and the mid-60's T34's. From the commonly known differences of badges, trim and knob colors; I also saw the differences in air-box drains and door gaskets. With the increasing availability of reproduction floors, body panels and rubber parts, I'm looking forward to getting this Ghia back on the road."

Resto Update: New Zealand 1963

By John Kanters (New Zealand rep)

The small corner pieces at the C pillar were completely rusted through so new ones had to be fabbed up. I used one of the old ones to make some cuts so that I could squash it flat to be able to make a card pattern. With that done I traced it on to metal, cut it out and folded it. Bit of extra hammer / dolly work to get the rounds and curves in it like the original. Welded up the cut lines and ground up it looks just like the original, now to make a reverse one for the other side!

Got going onto stripping the rear wheel tubs (below) of all its underseal to enable the underside to be blasted and primed. Ahhh, stripping underseal ... fun fun fun! Chipped away at the underseal over the last couple of nights doing one wheel arch each night. I started out with the propane torch but that set the underseal on fire so in the end a heat gun set at 300C and a gasket scraper did the job very well. The job didn't end up taking as long as first thought so both arches are ready for blasting. They look to be in pretty decent shape, which is a nice surprise!





The restoration shop began the disassembly. This early T34 had been upgraded to four-lug wheels all-around and the dash had been modified. The rear panel had been customized by a previous owner with a license plate box inset into the panel. The rocker panels have the typical bubbles & rust so he'll likely be buying the repair set from Jurgen in Belgium. He's planning for an original restoration and is learning all he can about T34s and especially about the 1963 models. Asking questions to people that can help with good answers is the key.



Owner's Story: 1963 Coupe in Paradise

Harry Itameri is a retired pharmaceutical company executive that lives in Panama City, Florida USA (on the Florida panhandle). He has a taste for fast sports cars & cool motorcycles. When Harry was growing up his dad owned service stations and he worked every summer until he graduated from college. His dad's first service station was initially owned by a VW dealership so new VWs would come in for fill-ups & minor services. So, Harry was surrounded from an early age with various VWs. At 10 he used to drive the Transporter home from the highway every day. But he'd loved the T34 and it stayed in his mind, thinking that maybe one day he would find one and be able to afford it.

In April 2010 he was driving in town and saw what he thought was an old Corvair, stopped to meet the owner, and learned it was a 1963 T34 (#0 087 535) from Alabama. In September, after five months of negotiation, the owner finally agreed to a price and Harry brought the T34 home. He had a repair shop rebuild the brakes and get the car running well but he knew that at some point it would need to be fully restored. Not having much experience with a full restoration, Harry was lucky to find in 2011 a great shop that was willing to take-on the T34 restoration and gave Harry confidence that the job would be seen through to completion.





The body was separated from the chassis quickly and the rusty areas were more visible. After the paint was stripped the relatively rust-free & unwelded body was a good sign of a dry American T34. But the front VIN plate was missing so he's ordering a replacement from Carsten Klein and having Lee get it stamped with the original VIN# so he can register it in Florida (it was previously registered in Alabama). He's searching for a set of 1963 drum brakes so if you have any please send him an email to gmp-harry@comcast.net





For Sale: Manila Yellow 1965 in New York

It seems that clean original T34s are rarely seen for sale these days. Beaters, rust-buckets, & incomplete projects seem to be the norm. So this 1965 T34 for sale in New York USA is a nice surprise. It was restored 10 years ago, runs and drives great, everything works, it has the original motor, and the seller is asking US\$15K which sounds OK when you realize it doesn't need much to be finished and costs far less than restoring a beater.

The resto work included reupholstered black seats with velour center sections & reupholstered interior panels with matching velour lower panels. Steel rims are non-original & it's missing the front & rear window trims but otherwise looks great. Contact Jarret in Patchogue, New York USA at 631-835-3714 or email stretch1224@gmail.com





The chassis looks rust-free and the spare tire looks original too. Black on black interior was an original specification for the Manila Yellow T34s although it looks like the seats & interior panels have been reupholstered with a cloth/vinyl combination. With a set of stock rims & aluminum beauty rings this 1965 would be a welcome addition to any garage.





T34 WORLD

