



T34 World News

2012 Edition #17

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Springtime is T34 Time!

Front cover is a promotional image by Volkswagen of a Pearl White early-1962 Coupe. This same T34 was used throughout Europe's best scenic villages & countrysides. **Back cover** image is a freshly painted Pearl White & Black 1964 Coupe being restored by Marcus Siegler near Frankfurt Germany. Check out his full story called *Colorado Queen* on page 16.

Spring is here! Buyers are buying new T34s, restorations are being completed in-time for the show season, and owners are driving their T34s in the sunny days. T34 love is in the air ...

The 55K-mile Lotus White & Black 1968 Coupe from Arizona, previously featured in past editions, found a new caretaker in Southern California who is understandably thrilled to drive it. He's working with Tom Reay to learn more about 1968's and buy Tom's spare M102 rear window. Look for his story soon.

My NOS front nose badge is in Heiko Thum's hands now and will soon be reproduced for every early-1962 owner.

The **Bug-In #37** was held in Irwindale CA in late-April and three T34s (above) came out to play including Oscar, Kevin Enos, & Bob Walton. Kevin's White & Black 1964 won 2nd in Custom T3.

Steve Thirkettle's restored Gobi Beige & Black 1968 M344 (above) from West Wickham England was finished and Steve is really enjoying driving it around town. Original T34 colors look so good ...

In mid-April the VW Festival in Bangkok Thailand featured two custom RHD beauties (below)! **Toby Supawat** drives the Sea Blue & White M344. The primed M344 is under-construction but driving.





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.



KARMANN



Parts Source: Karmann Script

Heiko Thum has reproduced another script that is unique to early-1962 T34s. First it was the Ghia shield and now it's the small KARMANN side script. Next will be the early-1962 nose emblem.

This KARMANN script was only fitted to the early-1962 T34s up to VIN #0 058 489 and it was fitted to the lower right fender, under the quarter window (left). The repro has the same dimensions as the original but the letters have only slightly less definition. The manufacturer found it difficult to get the sharp edges. But this is the only source for this extremely difficult to find script and the differences will not be noticed when it is installed on the T34.

The mounting posts are 1.5mm diameter. Mounting nuts are not included but you can see an original round black rubber speed-nut fits fine.

European orders contact Heiko Thum at hthum64@yahoo.de

North American orders contact Lee Hedges at LeeHedges@T34World.org

Prices are €50 + €6.90 shipping for Europe & US\$55 shipped for North America. PayPal is accepted for payments.



Parts Source: Rear Corner Sheetmetal Panels

Most T34s suffer from rust in the lower rear corners, a sign of a coachbuilt hand-crafted low-production car. These areas trap water & dirt easily which begins the rust process. **Jurgen Magdelyns** from Belgium [who has also reproduced the rocker panel sets & rear wheel arches] has now made the rear corner panels! These have never been available before, so if you have rust in your rear end, this is the perfect answer. Jurgen has already fitted these panels to his own projects so the fit has been tested. The angles & curves make for a complex piece of metal that is not easily fabricated by local auto body shops.

They cost 180 Euro (US\$223) per pair. Shipping to Europe is 45 Euro and to the USA is 60 Euro (US\$75). Payments can be made to Jurgen's bank account or via PayPal (Type34@telenet.be). Please contact JurgenMagdelyns@T34World.org for more details.





REAR HINGE



FRONT HINGE



DOOR WINDOW CHANNEL

The part # is 141 837 491 and you'll need 8 plugs for a T34. I'd encourage you to buy 1-2 extras in case you lose then down the hood hinge opening, which is easy to do in that tight space. Cost is US\$2 each from KGP&R (USA) or pay a lot more from other sources.

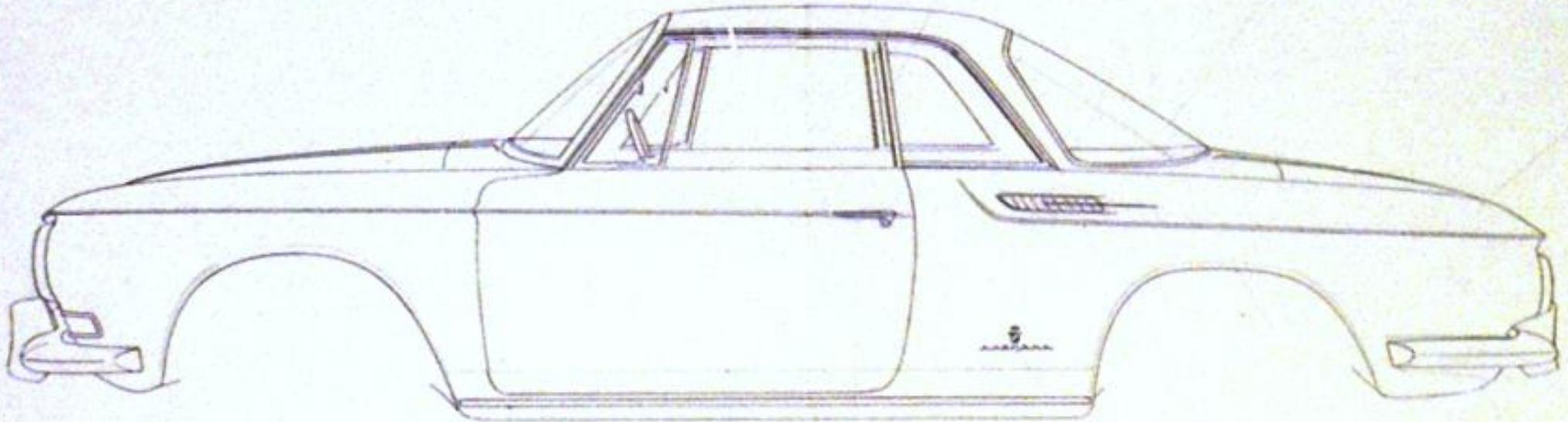
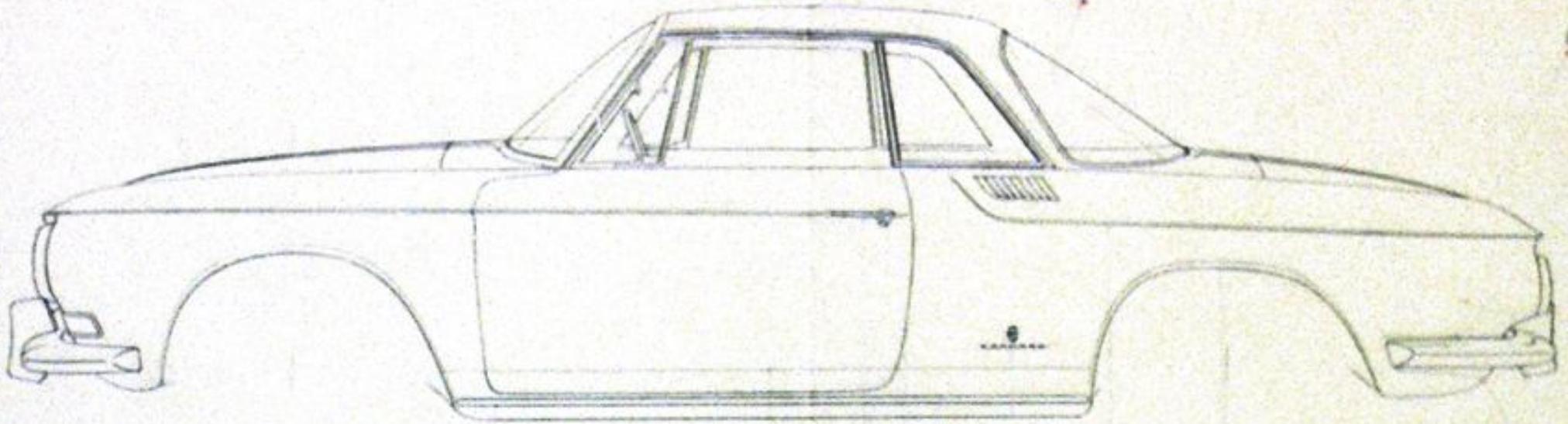
This same plug is used as an anti-vibration buffer for the door windows. It's mounted into holes on the inner edge of the window opening (pic on lower right). Two plugs help to soften any rattling noises when the door window is lowered. Installation is simple; just push the plugs into the holes. It's much easier to do when the black upper door pads have been removed.

Parts Source: Hood & Door Window Buffer Plugs

If your front & rear hoods make a metal-on-metal noise when opening then you will need to replace the rubber buffer plugs that soften the contact. Fortunately these plugs are easy to buy since they're a T14 part and available as a reproduction. Cost for the entire car (8 plugs) is less than US\$20 shipped.

The installation can be a bit tricky the first attempt but usually takes 5-10 minutes to do both hoods. First open the hood and find the holes in the hinge base. Lower the hood a bit and place a plug into the hole, holding it with your fingers, then lower the hood down onto the plug and push down on the hood until the plug sets into the hole.





1959 Karmann Development Drawings

By late-1959 the Karmann designers had come pretty close to finalizing the T34 body profile. However, there was still a long list of details to be decided. The air intake cooling louvres took their attention in these two drawings done on 11 December 1959. You can see two louvre designs just below the C-pillar.

The Sartorelli prototype by Carrozzeria Ghia featured louvres under the rear window. Karmann knew that this design would likely be

altered because a Cabriolet model was planned and the folded-down top frame might interfere with airflow. The upper design was chosen & seen in a 15 December 1959 drawing and even built into Karmann's first T34 pre-production full-scale prototype in 1960. The design would obviously be refined again by the time production began, as the rear louvres were eventually positioned in the rear decklid for optimal cooling. But it's interesting to see the different design ideas taking shape during the T34 development process at Karmann in 1959-60.

Ongoing Restoration Notes From A Mechanical Novice:

Wiper Shaft Repairs

By Graham & Anne Filmer (Scotland)

Over recent years I've gotten used to the principle of "wiper collection" - the experience of finding my T34s windshield wipers after they have flown-off their spindles and landed somewhere on the road behind me. Another interesting variation occurs when it rains as I watch my near side wiper only occasionally make a fleeting visit across the windscreen. I knew the problem all too well, **badly chewed up wiper spindles** (lower right). Simply put the wipers would not tighten onto the spindles sufficiently to stay on. To add to my problems, the 'park' option (returning to the parked position on the windscreen) had long since called it a day.

The drive back to Scotland from Germany in 2011 through rain of biblical proportion meant that as part of my dashboard and electrics overhaul the windscreen wiper system was high on my list of things to do. When Lee asked me how things were going, I figured it would be an excellent opportunity to share what I'd soon learn about replacing the wiper shafts. I hope to continue this series with other minor restoration tasks that are on my list.

DISASSEMBLY: I decided to remove everything from the dash area as part of my rebuild, but certainly removal of seats, glovebox and under dash ventilation hoses represent a minimum requirement to change the wiper motor. The first job is to disconnect all electrics and make a careful note of what wire goes where, using white electrical tape on the end of each wire to allow me to write details. A copy of the wiring diagram is also handy. From the outside remove the spindle nuts then remove the circlips that stop the spindles from dropping gently back into the car, mine were missing!

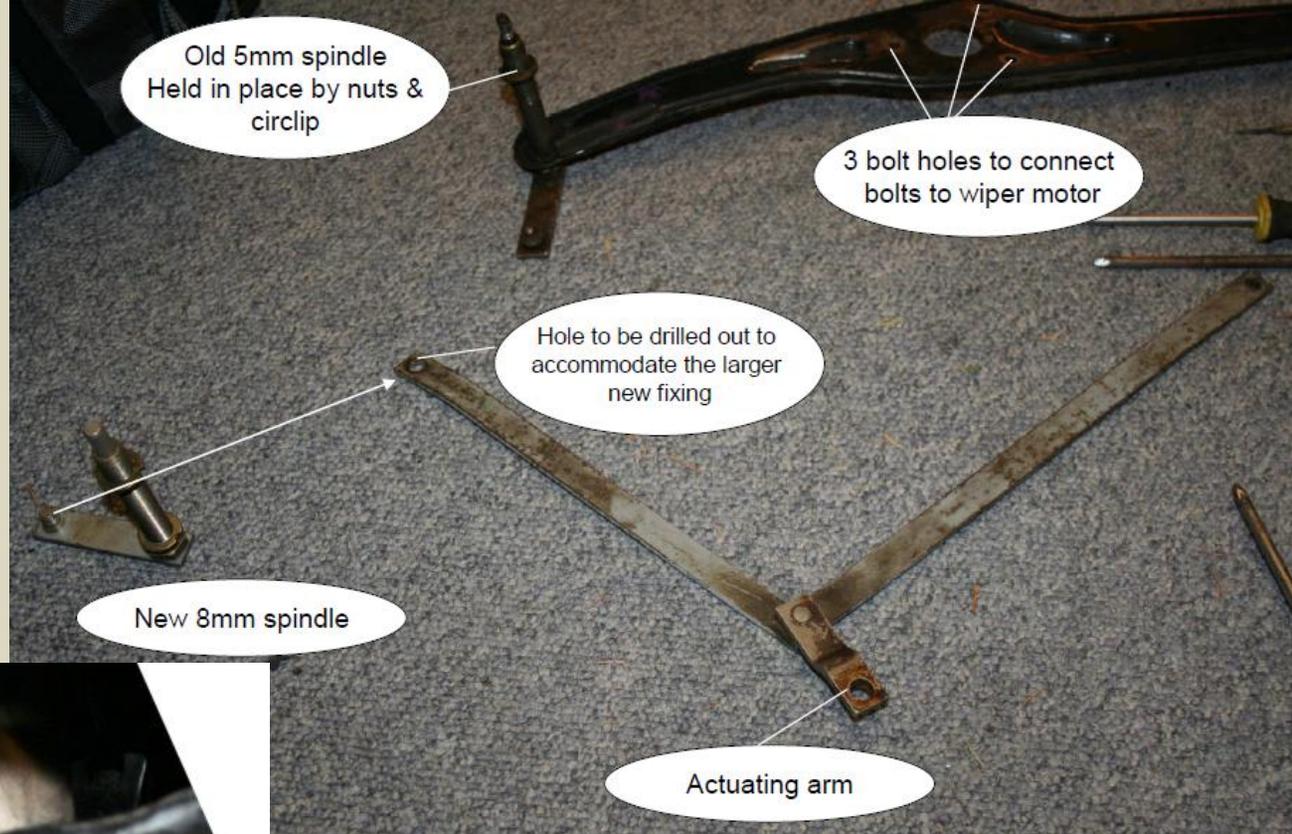
Now it's time to acclimate your eyes, as it's quite dark under the dash panel, so you can search for the nuts under the dash. The wiper mechanism is held to the wiper motor by three nuts with a fourth nut connecting the wiper mechanism to the actuating arm on the wiper motor. The wiper motor is then held to the bulkhead by a single nut. I removed the whole unit in one go with mechanism & motor still attached, but I suspect it will be easier for most people to remove the two items individually.



Above: Graham & Anne drove their Black 1967 M344 all the way from Scotland to Germany to participate in the T34 50th Anniversary. It was an epic adventure with the heavy downpours during most of the trip. When they got home, it was clear that the dysfunctional windshield wiper shafts needed attention. Thus an idea hatched to create a regular series of articles involving his ongoing restoration from the viewpoint of a mechanical novice T34 owner.



Once on the bench you now have a motor and the wiper mechanism complete with spindles. Instead of buying a new unit, I decided to buy a used one complete with mechanism via Samba. As a used part I wanted to make sure the parking function worked so I contacted the seller. As I was sitting in a cafe bar in Barcelona Spain, the email came back from the seller with all the evidence you could ever need. Jens had gone to the trouble of making a video of the functional wiper motor on his desk and loading it up to YouTube. Go to: http://www.youtube.com/watch?v=VoqG69o_2mg Many thanks to Jens, and I learned that the motor is two-speed, which mine certainly was not!



As it turned out the wiper mechanism was slightly wider than my car, but it was an easy job to switch the parts around. Then attention turned to the spindles. **Scott Taylor** has a blog which was both interesting & very useful: <http://vwplusvw1500.blogspot.co.uk/2010/02/vw-1500-replacement-wiper-arms.html>,

Early cars (1962-67) use a 5mm spindle but for 1968-69 the spindle was enlarged to 8mm. In both cases the spindle was smooth and relied upon the wiper arm being clamped onto the spindle with a small screw. The design means that inevitably the spindle becomes scored over time and eventually there is insufficient metal left for the arm to hang onto. I have seen on some forums suggestions to weld or solder new metal onto the arm or to file down one side of the spindle to create a straight edge to which the arm might grip, but at best I suspect these are just temporary fixes.

The correct arms for the 5mm spindle are scarce for pre-1968 cars. All of those I had found were for the larger spindle. So I opted to update my car to the 8mm specification.

Another Samba purchase yielded the 8mm spindle, to fit this on my 5mm mechanism meant me drilling slightly larger hole onto the wiper mechanism, but with everything off the bench this was easy. A key bit of luck was being to move the nylon 'thread' to go into the newly enlarged whole from the mechanism purchased from Jens. The spindle is held to the wiper mechanism through a series of circlips – all pretty straightforward. As part of the process I greased the spindle (another circlip needs to be removed for access). Then it is simply a matter of rebuilding.

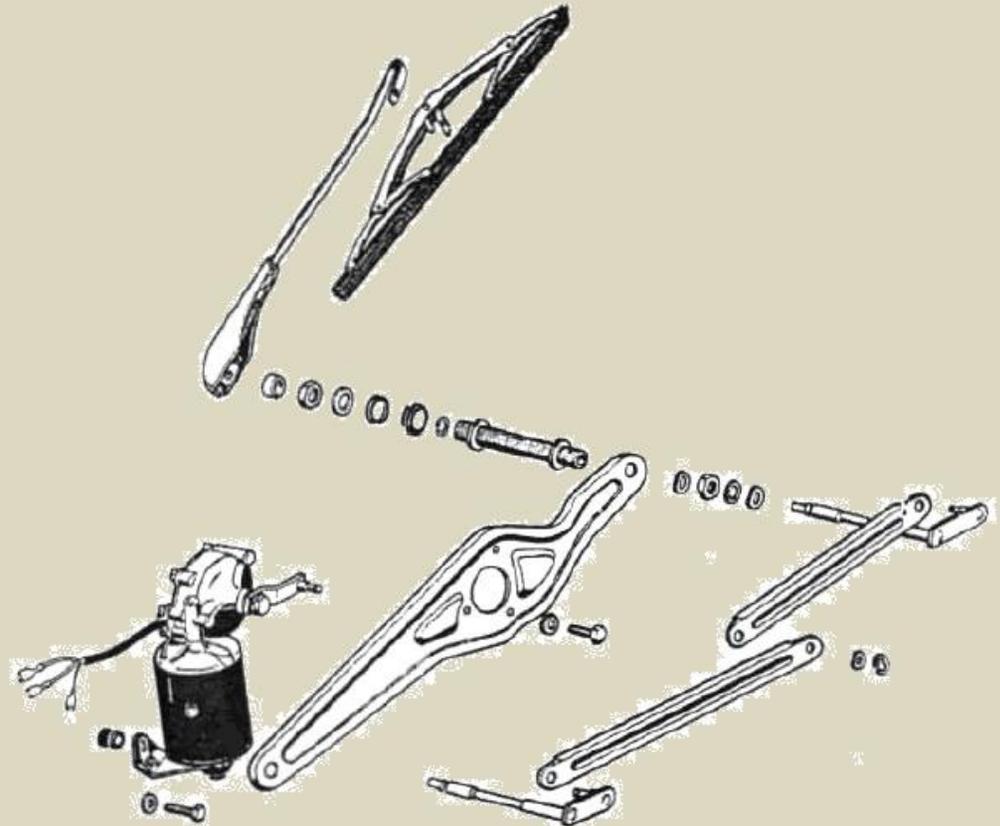
INSTALLATION TIPS:

- Bolt the wiper motor in place (the bolt is hidden so doing this part first largely through feel is easier). The connection to the bulkhead by a single nut/bolt also means that the unit can be flexed a little later on to accommodate the wiper mechanism. Leave the wiring for now to maximize the availability of space.
- Insert new wiper seals and slide them in place from the outside in the spindle holes (not worth messing with the old ones).
- From under the dash gently work the whole wiper mechanism into place. Pushing the spindles through first is helpful then get the wiper rods into the right place to ensure they park and wipe where they should. I now know this having connected everything only to find my wiper wiping the bonnet – oops!
- For me on my RHD car this means having the actuating arm pointed left at the 9 o'clock position.
- Outside once again to put on the circlips and gently part tighten the nuts, part tightening allows for fettling once back under the dash when connecting all the nuts and bolts.
- Back under the dash and fix the 3 nuts to hold the wiper mechanism to the motor and the nut to the actuating arm, tighten each.
- Back outside tighten the spindle nuts but don't over-tighten.
- Push on the on the spindle cover (small plastic cover with a hexagonal inner).
- Slide on the wiper arms and tighten the retaining screw – careful to avoid the screwdriver slipping onto the bodywork.
- Back in the car hook up all electrics and test, making any adjustments needed.
- Open beer and plan next job!

Many thanks to **Scott, Tris, Mark & Jens** for all their help!



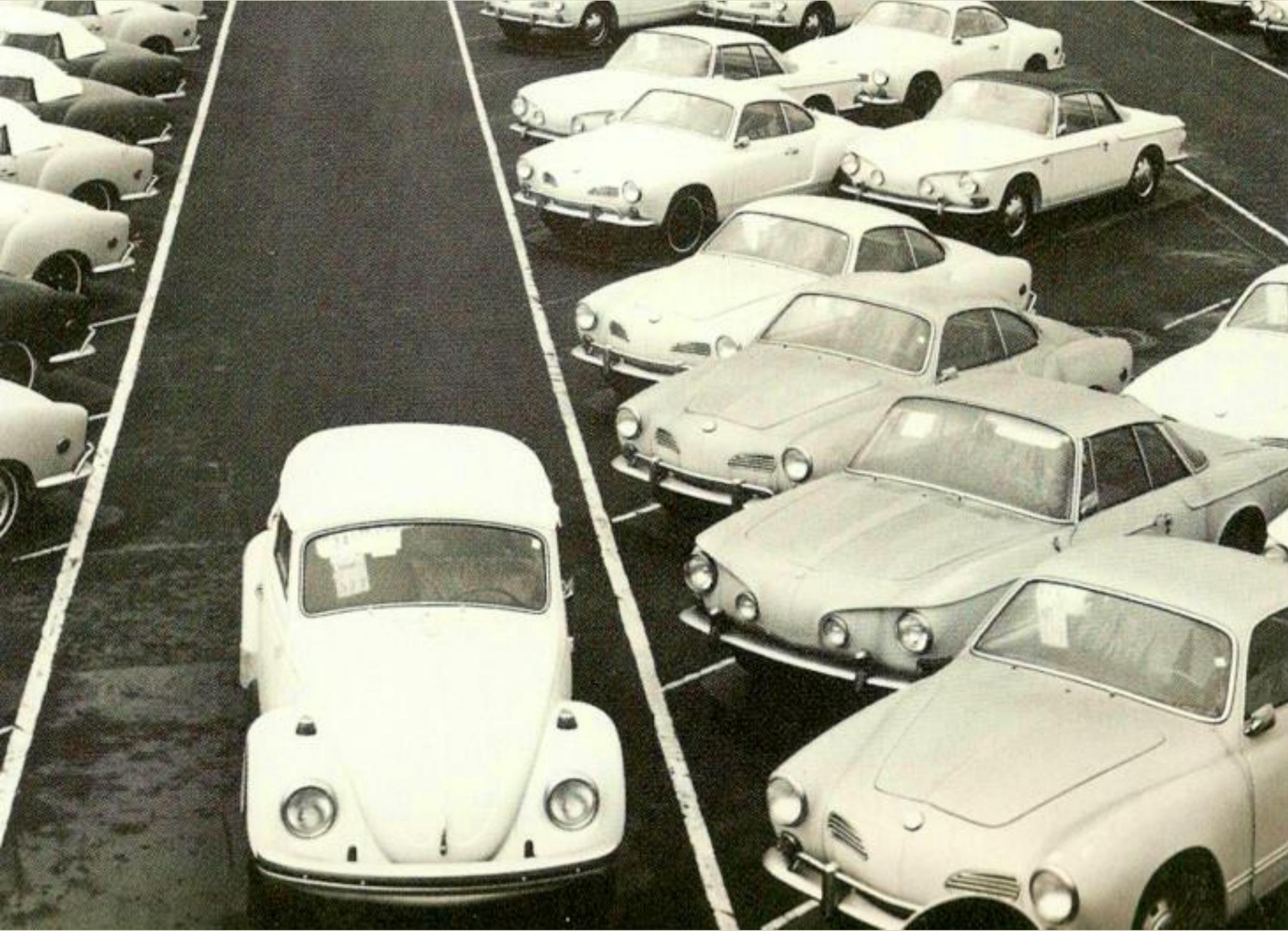
Early (1962-67) LHD wipers (above) & Late (1968-69) RHD below



Resto Update: Florida 1963 Coupe

Here's another update on the 1963 Coupe in Florida owned by **Harry Itameri**. Having the typical T34 rust in the rocker panels and wheel wells, he bought Jurgen Magdelyns' repro rocker panel set from Belgium for US\$700. His body guy had the metal installed and was very impressed with the quality of the metal parts and the ease of which they were installed. The rear panel was repaired, removing the custom license plate box created by the previous owner, and the whole body was primed. Looks like the next step will be painting it back to its original Pacific Blue L398 & Blue-White L289 roof. Stay tuned for **COLOR!**





Karmann Factory Overflow Parking Lot circa 1969

Resto Update: Southern 1964 Coupe

Thomas & Lorraine Rabalais from Louisiana USA bought their 1964 Coupe #0 341 659 in 2002 with hopes of bringing her back to original condition. After learning how difficult it was to locate parts they stored it for 10 years. The 50th Anniversary got them thinking about driving it again so they uncovered it and got it running again. But now they're considering a real restoration effort, as the rust has appeared in the rocker panels and in the spare tire area under the brake fluid reservoir.

Their story is common with many T34 owners: do we drive it as-is or go for a full restoration? How much will it cost? Where do we begin? Where do we buy new parts & who do we call to get the services done like chrome, mechanical, and interior? How do we find replacement sheet metal panels? And where do we source the original paint formulas?

They began by consulting with Lee about what the costs might be, whether their 1964 would be a good candidate for restoration, and what the process might look like. They looked over photos of restored T34s and decided to return it to original and to stick with its original Manila Yellow & Black paint scheme.

Here's their story: "My wife Lorraine bought the T34 about ten years ago and we enjoyed driving it and tinkering with it for a while. We just finished looking at the latest edition of the T34 World News. We used to get the print version from the T34 Registry years ago and really enjoyed it. The T34 pretty much sat untouched until about eight months ago when I decided to get it running again. It's been loads of fun to get back on the street but now it's time to start really putting my efforts into the restoration. The problem I've got is that I don't really know where to start because there are so many things that need to be done. Seeing that it's my first resto job I want to do it in the most efficient, cost-effective way possible. I have pretty decent mechanic skills and feel I can tackle pretty much everything with the exception of serious body work. We have a local VW club here and a VW parts/repair shop but I don't think there is a body shop that specializes in air-cooled VW's. I'll ask around for references."



Good original Manila Yellow & Black 1964 Coupe that looks to be complete and unmodified. This will be a nice one to restore as it's complete and driving. We wish Thomas & Lorraine the best of luck.



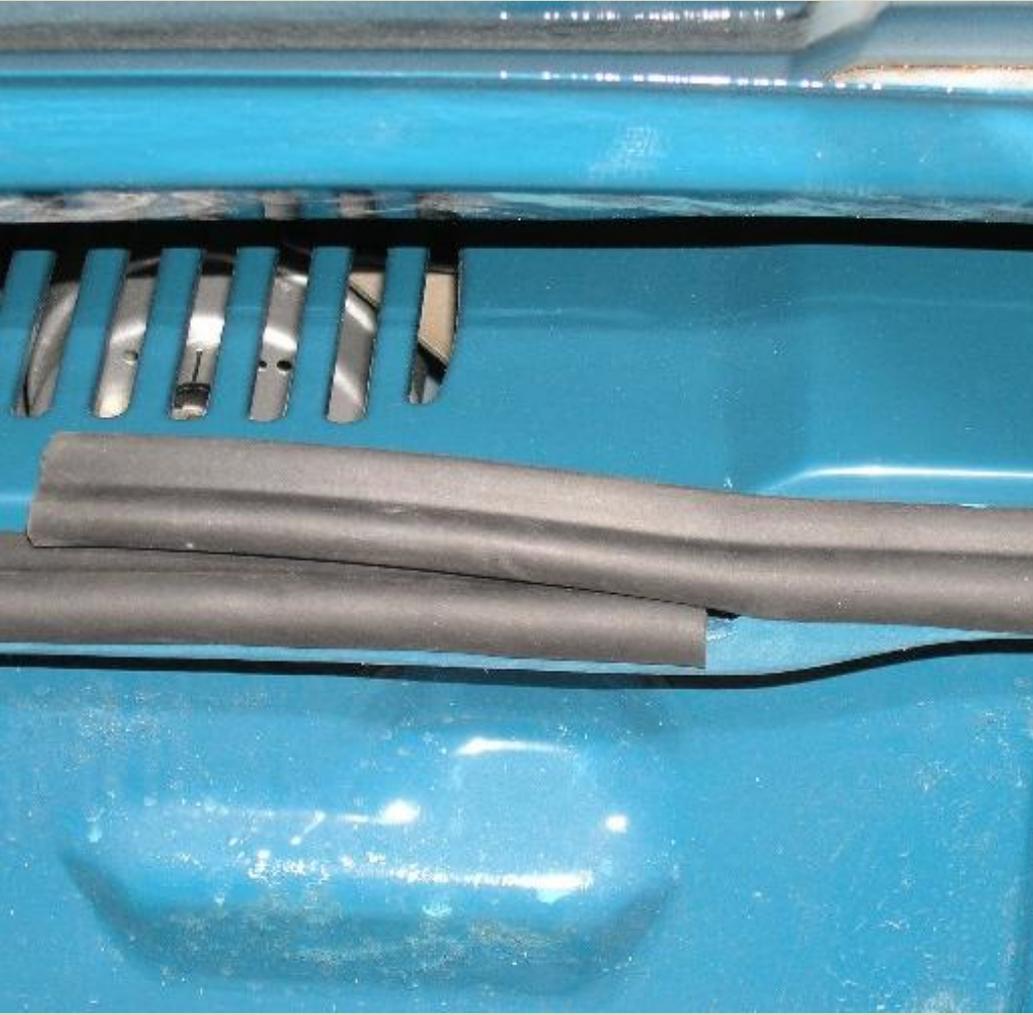


Resto Tip: Replacing Compartment Seals

The original front & rear compartment seals are no longer available and there is no T34 reproduction source for the same profiles. However, there are two seal profiles that are acceptable alternatives, one for the T3 and one for the T14. The T34 compartment seals are longer than the T3 or T14, so the standard T3/T14 seals won't be long enough to fit the T34 hoods. This page has the original seal images to visualize the details.

The original compartment seals had several features that are important to recreate when replacing these seals with T3/T14 seals. You can see the original rear seal (above right) had joined 45 degree edges at the oil filler corners. The front seal had a cut-out area at the front edge to allow water to enter the drain tube opening (lower right). Both front & rear seals had a 0.25"/6.5mm space for the water to run down the channel easily. The long front piece was joined at the top-rear center edge. If you keep these original features in-mind when working with the T3 or T14 reproduction seals then you'll have much better results.





When you lay the front seal into position, begin at the rear-center flat edge (top right) and work the seal around before super-gluing it at the seam. Next you'll want to cut-out an area for the drain hole (top left) and install the new T14 front hood drain plug/tube (previously featured in this magazine).

The rear seal joined edges is done at the oil filler area. The joined edges need to be cut at a 45 degree angle at the corners with a sharp razor blade and then super-glued for a clean look (lower right).

Sources: ISP West (USA) offers the T3 profile seals at the longer T34 lengths. And KG Parts & Restoration (USA) offers the T14 profile seals at the longer T34 lengths. Cost for these seals is from US\$30-50 each. Sorry, I do not have any European sources for these seals.

Thanks to **Rich Mason** (USA) for his help with this info.



Above: a 1964 tag removed from a parts car, it's the early style.

Below: Paul Peeters 1969 has the late style tag by Josef Strötgen GmbH still in-place under of the front seat horse-hair padding.

Authenticity: Seat Date Stamp Tags

NAUE KG was one of many suppliers to Karmann of early Karmann-Ghia seats in the late-1950's & 1960's. NAUE KG was a leading manufacturer of horse hair seating parts. Because Karmann was an independent company, not owned by VW, they subcontracted the assembly of KG parts to local shops that were specialists. The NAUE KG company (acquired in 1992 by Johnson Controls) supplied the seat pads to Karmann in the early years. During the process of building the KG seats, a paper date-stamped tag was glued to the horse hair seat pad under the front seats.

There is an early style tag (manila yellow paper with green lettering & NAUE double-horse-head logo) that is fitted to 1962-66 models. And there is a late style tag (white paper with black lettering & Josef Strötgen silhouetted people logo) fitted to 1967-69 models.

If you look carefully you can see the date stamp (upper right) of 20 Nov 1963 in red ink just below the 343 number. I have not seen a date stamp on the later style tags but it's likely there as well.

Special thanks to the owners that took the time to share images of their tags: Graham Filmer (Scotland), Andy Holmes (England), Paul Peeters (Belgium), Erik Vagle (USA), & Jens Achten (Germany).



Authenticity: 1500 S Pistons

When the T34 was first introduced in the 1962 model year it was fitted with a single-carb 1500cc engine. This 45hp engine was used through 1963 model year production. Most owners felt the entire VW 1500 series was underpowered and needed an increase in power to be more marketable & competitive with the other middle-class cars. So for the 1964 model year Volkswagen introduced the new 1500 S engine which significantly increased power & top speed.

If you own a 1964-65 T34 then your engine originally had domed top pistons. If you're interested in pure authenticity in your restoration then you'll need to know what a domed piston looks like, so if you stumble upon a set at a swap meet you'll be able to identify them. There were two manufacturers: Mahle & KS and their markings are on the inside of the pistons. On the top of each piston is a stamped number (below), typically 82.96 (which is the diameter of the piston).

82.96 is the most common of three standard size variations marked with blue, pink, or green dots (82.95, 82.96, and 82.97, respectively). These were all considered 83mm pistons, but they needed to be matched to corresponding cylinders (also coded blue, pink, or green) and all pistons and cylinders need to be matched in any given engine.

Oversized pistons are factory-supplied replacement pistons in oversize (83.5mm) and oversize (84mm) dimensions so that if the pistons/cylinders in a worn engine were beyond wear limits the cylinders could be bored and oversize pistons fitted. These also came in blue, pink, and green size variants, and they also used special oversized rings. They're scarce today since modern rebuilds almost always involve new (usually 1600cc/85.5mm) pistons and cylinders, but it's good to know they exist because if someone actually does find some NOS oversized pistons they'll need to know that their cylinders will have to be machined in order to use them.

A big "thanks" to **Scott Taylor & Bob Walton** for their advice.





The first time he got the chance to drive one was in the late-1990's, a Toga White 1969. After driving one he knew he needed to find one for himself so in 1999 he bought a Ruby Red 1964 1500 S with Electric Sunroof. But (as first T34s often end up) it was too rusty and not a good restoration T34, so the body was sold to Michael Moesinger (to complete his Pigalle 1966) and the chassis went to Carsten Klein (to complete his Silver 1963). But even though the Ruby Red 1964 didn't work out, he always kept his eyes open for a clean rust-free T34 since he knew now what not to buy.

Resto Update: 1964 Colorado Queen

Marcus Siegler lives in the middle of Germany near Frankfurt. He's 45 years old and working as a rep in the heating business. The other vintage cars in his care are a Saturn Yellow 1973 VW Porsche 914 2.0 & a Silver 1968 T14 Coupe also with a 2.0 engine producing more than 170 HP. The first time Marcus saw a T34 was in the mid-1980's when a beautiful girl was driving by in a blue T34 and he thought "very cool!" Ever since then he's loved the T34 design.



In September 2009 he found this 1964 Coupe (#0 291 530) on Craig's List in Colorado USA that was a "barn find" and had been stored for the past 10 years (top left). The owner had owned it 36 years since 15 Feb 1973. It lived in California until June 2008 when the title changed to Colorado. The mileage in 2008 was 115,000 miles. Since its production was early-December 1963 it had been titled as a 1963. The early push-button dash design was last fitted in late-1964 so Marcus knew this would have the early-1964 look. His friend **Carsten Klein** contacted the owner and made arrangements to purchase the T34. Carsten's friend in California made the 1800-mile trip (left) to retrieve the T34 in Colorado and have it shipped to Germany along with Carsten's 1963 T34 he'd bought (above).



By July 2010 the “Colorado Queen” finally arrived in Germany and was delivered to Marcus’ shop (above). Having only seen photos of the 1964 he was absolutely surprised to see an untouched, clean, and mostly original unwelded T34 Coupe! It had been repainted once and there were a large collection of American spiders & cocoons inside. But it was a huge relief to find a rust-free body with most of its parts.



Upon first inspection he discovered the engine was not firing on the third cylinder and the brakes, supporting joints, & tie rod ends were broken. His initial plan was to repair the broken bits and get it driving so he could enjoy the T34 experience. But very quickly he came to realize that it needed a full restoration.

In February 2011 Marcus began the restoration process by completely stripping the body & separating the chassis (lower left). He discovered that this 1964 was fitted with optional item M240, as the engine fan shroud was stamped with a white M240 (bottom right). This option is the 1500cc engine with recessed pistons for low-octane fuel instead of the domed pistons which required (high-octane fuel). Marcus had an initial restoration goal to drive it to the T34 50th Anniversary in Georgsmarienhütte Germany. But, as with most T34 restorations, it would be too ambitious of a target completion date.

The body was put on an elevated frame (lower left) where Marcus did all the stripping work himself with wire brush and polishing discs. Once finished stripping the paint, the body was sent to the sandblaster and the chassis went to the dry ice blasting process.





Marcus had the floorpan sandblasted, welded, primed, sealed, then painted L41 Black for an authentic finished look. Very nice!



The rust-free body, naked (above) revealed only a few spots that needed work but it was remarkably straight & clean. Take a good look because you'll be lucky to see this condition body ever again!





All of the screws were chrome plated and 90% of the originals were good enough to re-use. All of the rubber seals were purchased from different sources in Europe. The next step was reassembly of the floor pan, axles, and brakes. Instead of using the standard drum brakes Marcus chose a new CSP disc brake system. By the end of July 2011 (with one month to go before the T34 50th Anniversary) the body returned from the paint shop (left), but it was too late to get the T34 finished in-time.

Marcus did all of the window trims, moldings, and rocker panel trims himself which were re-anodized and/or polished. The vent window chrome frames, B-pillar frames, & bumper parts went to be rechromed. Front & rear compartment liners were cleaned and reused since there is no source for this material. Marcus says "they don't look new but I also like a touch of patina with my cars!" The carpet was completely replaced, sewn at a local well known upholstery shop in Germany.

As of May 2012 Marcus still has the seat upholstery and other interior components to finish. His goal is to get the car qualified with German TÜV (safety inspection & roadworthiness) and H-badge (historical license plates) by this summer. The German safety guidelines are among the strictest in the world, and getting a road permit for custom-built vehicles is said to border on the impossible.





Marcus is searching for a set of EMPI Sprint Star rims (above) in 5.5x15" 5x205 to complete his 1964 Colorado Queen. Email him at msiegler@t-online.de



In-Scale: Ichiko with a Driver!

The largest-scale T34s are the tin 1/21st scale (about 8 ¼" & 205mm long) and there are two manufacturers: Ichiko (the most common) & Shimazaki (the rarest). The Ichiko models are most commonly seen as Police models with roof lights & a siren on the front fender. The non-Police versions are much more difficult to find. I've been collecting T34 models for 25+ years now and have documented over 25 different variations of the Ichiko but I'd never seen a DRIVER sitting inside any T34 model ... until now! It always amazes me to find new things with the T34 now 50 years old.



These two Ichiko Coupes have different colors but both have drivers. Thanks to **Kim Riishede** I was able to get in touch with **Michael Berg** from Denmark. Michael owns the Gray & Red version. And only a couple days after I saw the one from Michael I received an email from our French rep **Franck Boutier** who discovered the Red & Black version.





On both of these models is another strange feature ... a left-front fender mounted mirror (that has broken-off). Both appear to be friction-driven (ie push the car along the ground to make the rear wheels run) unlike battery-powered or with a wire-driven controller to the front wheels.





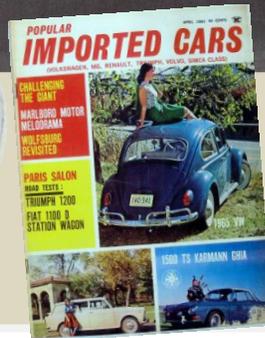
Resto Update: 9K-Mile 1968 Detail

Imagine finding one of the lowest-mileage T34s in the world, with less than 9000 miles over the past 44 years! Wayne McCarthy from Ireland is that lucky guy and he's fallen hard for this incredibly preserved 1968 M344. A couple weekends ago he pulled the original engine and gave it a detailing (right). And in early May he drove from Ireland to Stanford Hall in England. It hit 9000 miles over the weekend road trip. Imagine what it feels like to drive a new T34!

It went down to Cornwall UK @ Evilbens (better known as Ben Lewis or Dr. Detail) for some detail work. We have given the T34 a real nice clean-down! Engine, pan, brakes, little bit of chrome work, and a fresh coat of Velour Red L30K. All we have done is to make a beautiful T34 ... just a little more beautiful. Having sat for 21 years it just needed a little freshening up.



THE 1500 TS KARMANN GHIA VW



 MAXIMUM SUGGESTED RETAIL PRICES		
111	Custom Coach	\$1,730.00
113	DeLuxe Coach	1,895.00
117	DeLuxe Coach Sunroof	1,995.00
141	Karmann-Ghia Convertible	2,895.00
143	Karmann-Ghia Coupe	2,595.00
151	Convertible	2,495.00
311 M3	VW 1500 Sedan	2,495.00
311	VW 1500 Sedan TS	2,620.00
313 M3	VW 1500 Sedan with Sunroof	2,620.00
313	VW 1500 Sedan with Sunroof TS	2,745.00
361 M3	VW 1500 Station Wagon	2,770.00
361	VW 1500 Station Wagon TS	2,895.00
363 M3	VW 1500 Station Wagon with Sunroof	2,895.00
363	VW 1500 Station Wagon with Sunroof TS	3,020.00
343	VW 1500 Karmann-Ghia Coupe TS	3,400.00

PASSENGER VEHICLES



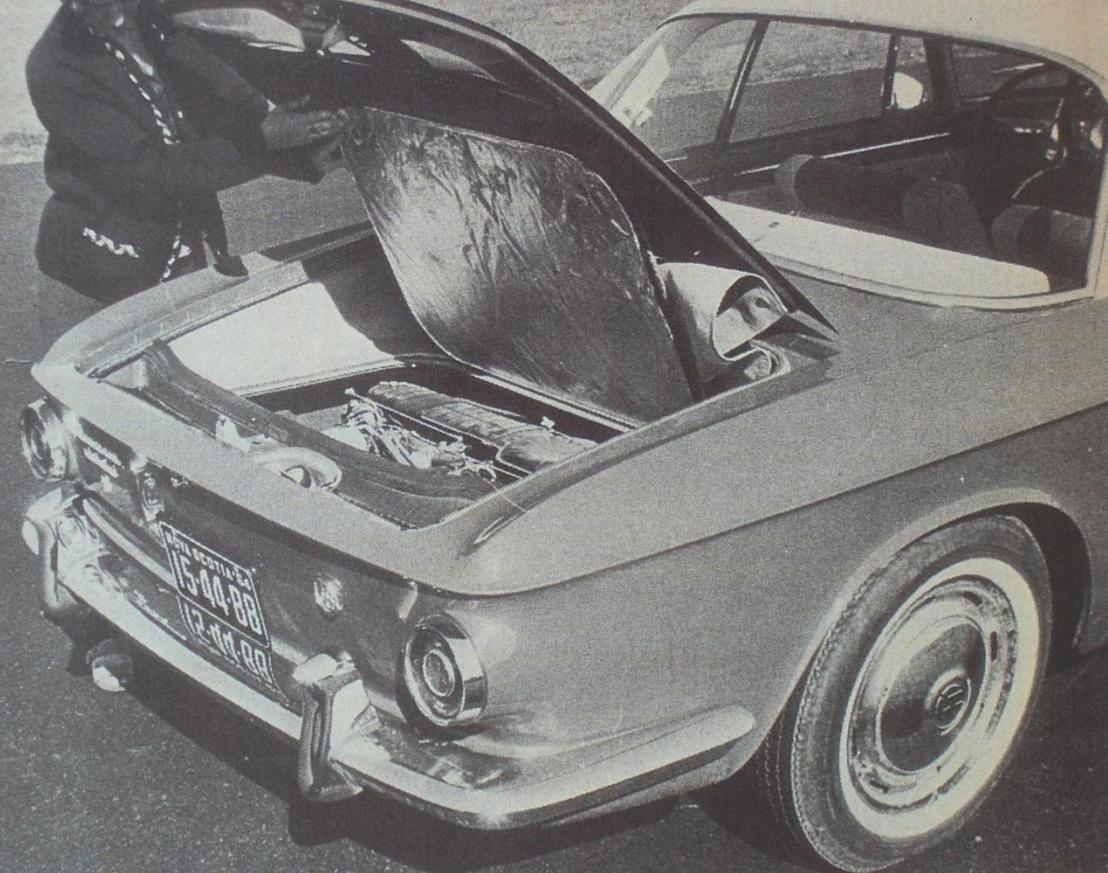
History Lesson: Canadian 1500 TS

The full T3 series of models was offered in Canada from the beginning. And in the early years the single-carburetor engine with 45hp was the only option. In 1964 VW introduced the dual-carburetor version with 54hp. This model was called the 1500 S since the rear badge had an S under the 1500. In Canada many owners still preferred the economical (and less-expensive) single-carb version, so the M3 version was offered alongside the S version (see 1964 Canadian price list above) on the Notchback & Squareback/Variant models. The T34 was only offered with the dual-carb version.

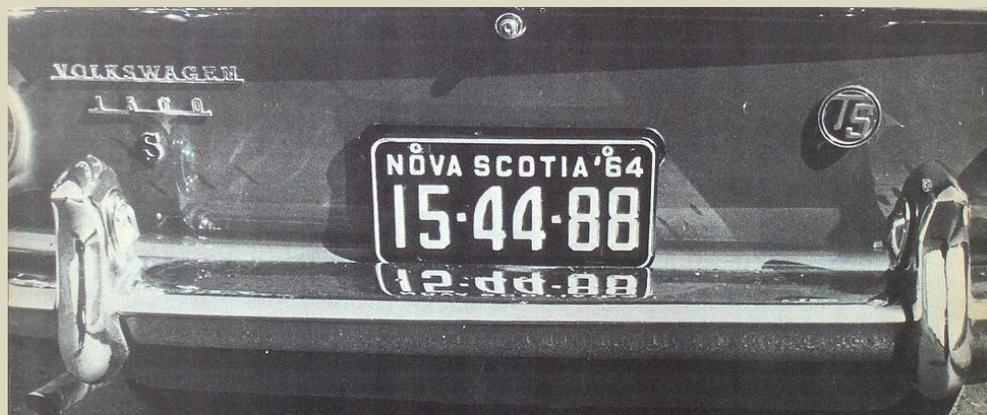
To further enhance the special status of the dual-carb version to buyers, the Canadian VW dealers fitted a special round TS emblem to the rear panel of the 1964-65 TS models. Interestingly, not all of the 1964-65 T34s were fitted with this emblem, so it appears that VW dealers could install it if they wanted. There is no official VW part # for this round TS emblem.

In April 1965 an article was published in Popular Imported Cars (USA based magazine) featuring a Sea Blue & White 1964 in Nova Scotia fitted with the TS emblem & Karmann side marker badges (above).





The emblem has only been seen on the far right side of the rear panel, about 3 inches to the left and 1 inch above the right bumper guard. David Easterwood's 26K-mile early-1964 (#0 225 935) from Marietta, Georgia USA (lower right) is the only one I've seen. There was another 1964 from Salmon Arm, BC Canada that featured a TS emblem on the rear decklid below the KG script. The standard S emblem (underneath the 1500) was not removed but the TS emblem was simply added.



Resto Update: New Zealand 1963

By John Kanters (New Zealand rep)

Had to change to play around trying to shrink the "oil can effect" on the rear panel (before & after pics on right) with limited success, more than anything it seems to shift the high spot more towards the rear of the car rather than getting rid of it. What did work fairly well was to mig weld a couple of blobs on the inside of the panel right in the middle of the high spot which seems to have pulled in most of it. Also brought out the swage line most of the way with a very wide chisel and hammer which has brought out the panel above and below the swage with it. It still needs a bunch more work before I'm happy to leave it be, as I don't want to just put filler back in. Nothing wrong with filler in limited amounts but I'm trying to learn how to do hammer / file work so I'll try to get it as good as I can.



That brings me to yesterday, planned to do blasting again on the underside of the rear clip but really bit off more than I could chew. I just worked on too big of an area to get completed in one day, started at 11am and worked through to 3:30pm when I finished priming everything after which I still had 2 hours of sweeping up / cleaning to do. Our yard out back looked like a beach by the time I had finished. All in all it was a very exhausting day! Sooooo lesson learned: do smaller areas next time! Still it's nice to go from a big rusty mess to clean primer, and no more RUST!



I managed some more cutting last night and opened up the rear fender (below). Most of the bottom section will be replaced with new metal as patching it isn't really a viable option. And while I have a big open hole like this I'll blast and prime the inside of the rear quarter as well.





I carried on repairing the rear lower corner of the body, started with making the new section for the inner fender and it's not hard to see why these darn things rust. Perfect dirt/water trap between the two skins with no way out. I'll make a nice little drain gully in the new panels to avoid this problem in future. Next up is the lower inner panel (above) which I still need to cut a hole in for the drain pipe coming from the rear tray. A couple of these panels have some pretty complex shapes, easy enough to make in a dirty big press but by hand not so much. Struggled quite a bit with the outer skin.

The rear fender water drain pipe (top right) was a complete nightmare to get in-place so that the plastic hose would fit nicely.

The shrinking disc is a stainless disc for a grinder used to shrink metal back to its original shape. WOW, I'm amazed how well it works! In just a few hours I have the rear quarter just about finished, 95% of dents/waves gone & little to no bondo needed. I sanded the area to reveal all the lows, marked them with a magic marker and raised each low one by one with a dolly/slapstick. This process leaves high spots so then you hit those with the shrinking disc which, when rapidly cooled with water, tightens up the whole area.





The last few nights pottering away on the car I started making the right side rocker panel (top left). After some trial and error we have a result which I'm very happy with. Made the rear section and welded it on, still some fitting/trimming to do and drill the holes for the rocker trim strip before I weld it. Making these you quickly realize what an absolute bargain Jurgen's rocker panel sets are! But for me though it's a little different as it's just time and I'm learning something in the process. Quite a big step forward again in the fight against rust, a couple of days ago I painted the inside of the heater channel with some tough chassis black and at the same time painted the inside of the new rocker panel so hopefully it should last longer than the original.

There was a big temptation to weld the whole piece in but that will bite you with severe warping due to the heat and since I can't get to the inside after wards I just took my time, the welding came out ACE! Little to no distortion so no bondo will be required here! Once the welds were ground up I moved on to capping the end of the heater channel at the A pillar. The new section fabbed up was easy to weld on. The factory has a real rust trap here with a gully of sorts at the end of the heater channel that fills up with dirt and water so I eliminated that and did it my way which is better.

Final piece for the day was the inner fender at the rear at the torsion hole (below). This area was also rusted through so a new piece was made and fit good. I will continue here next edition by cutting the torsion hole and final trimming it to size. I'll probably start looking at making the outer fender panel which will nearly complete one whole lower side of the car! YAY, very pleased!





Owner's Story: Open Air Indonesian 1965

This T34 Cabriolet project is an early-1965 (#345 058 523) and began life as a M344 (RHD Coupe) before it was partially converted into a Cabriolet project. Dian lives in Jakarta Indonesia and found his dream car in late-April 2012. The RHD'er appears to have been Arcona White originally, judging from the inner glovebox paint color. The turquoise exterior was not his doing.

But he got most of the parts but certainly needs all kinds of help to complete his long & important project. The major part that is missing is the soft top assembly, since the M341 top frame was never mass-produced, so for Dian it has become the most important part. He's looking forward to receive advice from anyone that can help him. He also owns a 1964 Notchback & a 1967 Fastback. You can email Dian at boncosmarocos@yahoo.com



The chassis appears to be solid & original. The strange metal added to the rear window sheetmetal is unique, obviously added as some sort of reinforcement area for the folding top. The original 5-lug rims & brakes are still on the front but the rear has 4-lug rims so there's a bit of sorting-out to be done there.

Dian is worried that he will not be able to find an acceptable top frame to complete the Cabriolet. He's considered restoring it without a folding roof, but the monsoons in Indonesia make that idea ridiculous. Jakarta averages over 2000 mm (6.5 feet!) per year. In fact, the city of Bogor (near Jakarta) lays claim to having to world's highest number of rainstorms per year at 322! So you can see why Dian is insistent on building a metal folding frame so his Cabriolet will stay high & dry from the elements.

There are a few Cabriolets that have custom-made top frames built by their restorers, so Dian may be able to connect with Jason Weigel & Tram (Oregon) to get some advice on what frame they started with and what modifications needed to be done to fit into the T34. If you have any advice, please email Dian and offer what you can. I know he's excited to get going.



T34 WORLD

