



# T34 World News

2013 Edition #25

## CONTENTS:

- Parts Source: Authentic Tool Roll
- Parts Source: Corner Window Clips
- Parts Source: T34 World Key Chains
- Resto Update: Finland 1965 Coupe
- In-Scale: Cherry Red & Black Herpa Sunroof
- Resto Tip: Early Anthracite E-Brake Boot
- Authenticity: Mud Flaps
- Events: Thailand's Siam VW Festival
- Owner's Story: True Blue 50 Year Relationship
- Authenticity: Wiper Arms
- Owner's Story: Roulette 1966 Coupe in Munich
- Authenticity: Special Equipment Packages
- Resto Tip: Horn Cover Plate Seal
- In-Scale: Matchbox T34 Cabriolet
- Resto Tip: Rear Hood Vent Seal
- Resto Update: Copacabana 1963 Cabriolet
- Authenticity: 1971 Replacement Speedo
- Authenticity: Fresh-Air Knobs

# Sign of the Times: Supply & Demand

Front cover is from the Oct 1962 Karmann-Post magazine. Back cover image is Andy Holmes' Roulette Green & White 1965 RHD Coupe from England that he's owned since 1982, restored in 1990, and looks just as good 23 years later.

There's nothing I like seeing more than a T34 owner helping to promote the marque. **Prida Tuitachom** from Thailand shared his 1965 RHD Coupe at the Siam Festival in February (right). They had at least six T34s at this annual event. Check out the photos inside.

**Economics 101:** the law of supply & demand. In microeconomics, supply and demand is an economic model of price determination in a market. It concludes that in a competitive market, the unit price for a particular good will vary until it settles at a point where the quantity demanded by consumers (at current price) will equal the quantity supplied by producers (at current price), resulting in an economic equilibrium for price and quantity. And that's exactly what we're seeing over the past couple years with T34 values. There are fewer quality T34s available and even the non-running cars are selling in the US\$5000-7000 range, something that seemed unbelievable just five years ago. To most T34 owners, the T34 marque has long been undervalued, so the elevated values are a welcome sign. A couple examples of these selling prices are the Manila Yellow 1965 Coupe from a Georgia auction that ended at US\$22,500 with non-original interior in daily driver condition and the lowered Silver 1966 Electric Sunroof in TX with non-functional sunroof selling for US\$16,000. This is good news if you're a T34 owner but not so good if you're a prospective buyer.

My good friend **Jon House** relocated from San Diego to the Big Island of Hawai'i in 2012 and I've been working on the reassembly of his Sea Blue RHD 1965 T34 Coupe. It needed both bumpers rechromed, original cloth interior dye'd back to its Marine Blue color (lower right), and a long list of parts reassembled. This work has taken quite a while to get completed. Recently I was contacted by an Australian guy who has been seriously searching for the right T34 for the past year. He loved the color, 30K miles, and that it was an original Australian car. So he made arrangements to purchase the T34 at a reasonable price this month. There are a few things still to finish but it's coming along nicely. The bumpers just returned from the plating shop, thanks to our good friend **Pedro Sainz**.





## 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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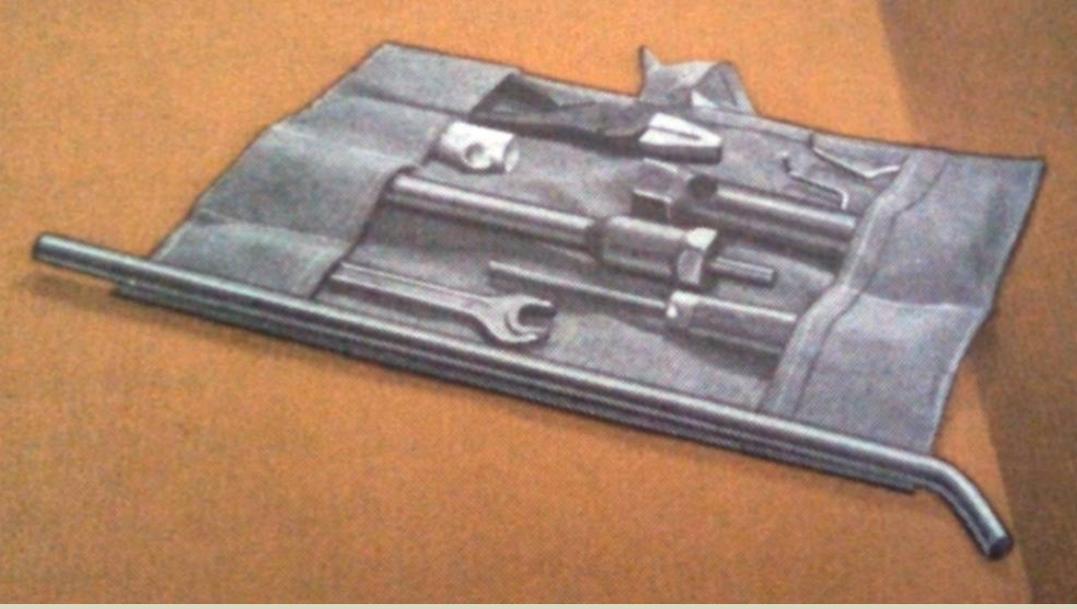
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**THAILAND:** Nam Xanasongkram (NamXanasongkram@T34World.org)

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: Repro Tool Roll

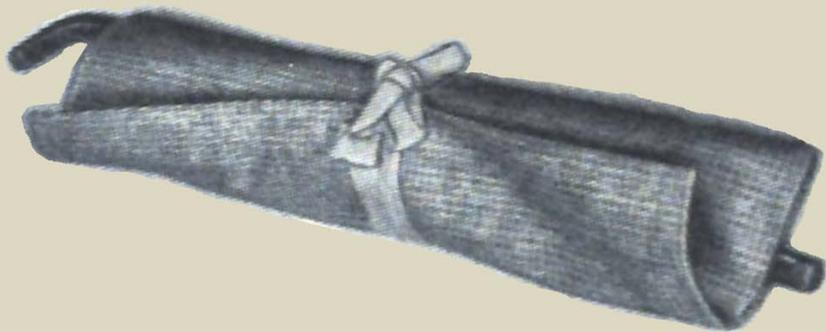
It's fairly rare to find an original tool kit in your T34 after 50 years of owners. **Bata Mataja** (Southern California USA) has been actively detailing his 1968 Coupe and was missing the original tool kit. He decided to reproduce the tool roll (not the tools). The new design was based on the T34 owner's manual (above) & Lee's original tool roll.

The tool roll material matched the front & rear compartment mats. Both ends folded over then were sewn at the sides and pocket lines were sewn to create the storage areas for the different tools. One side has four evenly-spaced pockets and the other side has two unevenly-spaced pockets. Two cloth tie straps are sewn into the side so the tool roll can be rolled-up & tied closed (owner's manual pic below).

Many thanks to **Johannes Krasenbrink** in Germany for the photos of his original 1962 tool kit.



**ORDERS:** Only 10 tool rolls are available. Cost is US\$40 each + shipping. PayPal is available to [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org)





## Parts Source: Corner Window Clips

We finally have a source for the tiny corner window clips for the front & rear windows. Almost every T34 has at least one of these missing because the original aluminum tabs easily break-off and render them useless. There was never a source for reproduction clips until now. Thanks to our good friend Bata Mataja in Southern California, we have these available in limited supply.

Bata needed a pair of these for his own 1968 Coupe and when he learned none were available he decided to have his shop guy reproduce them. Lee sent him an original and a stamping template was made. The aluminum used for the new repro clips is a tiny bit thicker than the originals to allow for re-use over & over without the tabs breaking off. And since it's so expensive to have aluminum anodized, these clips were annealed and then highly polished.

To order these clips, contact Lee Hedges ([LeeHedges@T34World.org](mailto:LeeHedges@T34World.org)) or 760 845 8447. They are expensive to make and are all handmade in Bata's shop. The clips are US\$20 each + shipping. PayPal fees are 4% extra. PayPal payments to [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org)





## T34 World Key Chains

I'm proud to announce new chrome metal key chains with the T34 World logo. Thanks again to our good friend **Heiko Thum** in Germany we've been able to get these created at high-quality & decent cost. The details in the T34 are outstanding, including the T34 World front license plate, tire tread, and bumper guards.

The eight country flags represented on the logo are Germany, USA, Great Britain, France, Belgium, Italy, Norway, & Canada. They are the countries with the most number of known T34s.

The round logo is 1.6"/40mm diameter. There is a limited supply of 50 key chains, so don't wait to order one for your T34 before they're gone. I remember Scott Perry made cool round plastic T34 Registry key chains in the 1990's and they sold out quickly. The cost is US\$20 or 12 Euro each. North American orders should contact [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) in California and the rest of the world should contact Heiko Thum in Germany at [hthum64@yahoo.de](mailto:hthum64@yahoo.de). PayPal is accepted for payments.





### Parts Source: KARMANN Script & Ghia Shield

The early-1962 T34s (up to VIN #0 058 489) were fitted with this Ghia shield & KARMANN script on the lower right fender. European orders please contact Heiko Thum at [HThum64@yahoo.de](mailto:HThum64@yahoo.de) and cost is €25 (shield) & €50 (script) + shipping. North American orders email Lee Hedges at [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) and cost is US\$40 (shield) & US\$55 (script) + shipping.

### Parts Source: Early-1962 Nose Emblem

European orders please contact Heiko Thum at [HThum64@yahoo.de](mailto:HThum64@yahoo.de) and cost is 26€ + 5.50€ shipping. North American orders email [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) and cost is US\$50 shipping included.

### Parts Source: Headliner Kits

Coupe is 270 Euro (US\$340) & Sunroof is 300 Euro (US\$377). The A & C pillar material is included. Shipping cost is 31 Euro to USA. Plus 5% if PayPal is used. Contact [JurgenMagdelyns@T34World.org](mailto:JurgenMagdelyns@T34World.org)



### Parts Source: Vent Window Bolt

A repro of the vent window bolts are available, 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. Email [Michael@Moesinger.com](mailto:Michael@Moesinger.com) with your address and he will send his account information or PayPal address for the payment. Cost is 7.50€ each + shipping cost.

### Parts Source: Vent Window Pivot Screw

The vent window inner screws are now available for US\$7.50 each. They've been made from stainless steel so they will never rust again. European orders please email [Michael@Moesinger.com](mailto:Michael@Moesinger.com) and PayPal is available. North American orders email [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org)





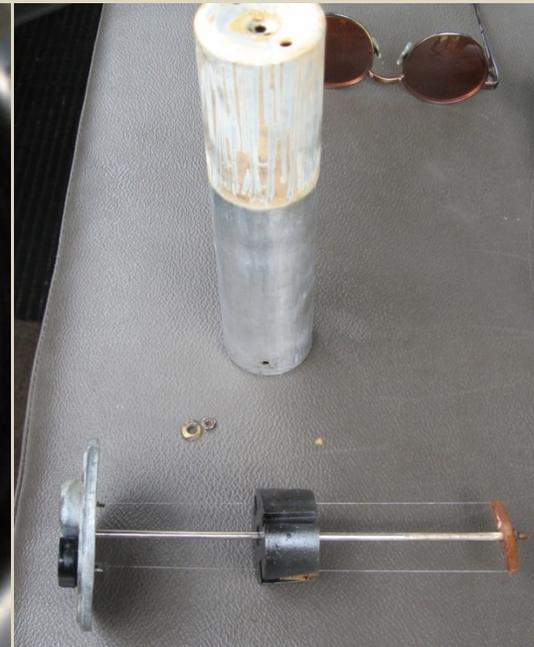
## Resto Update: Tuomas Hosia in Finland

“Nothing magnificent going on but I did manage to repair the brakes on my 1965 Coupe last summer. Now it rolls easily and stops with the brake pedal. The problem was three of four brake hoses were acting like one-way valves and every time I pressed brake pedal three wheels were stuck. I bled the brake fluid a bit and it released the pressure. Made moving the car very difficult so it was first on the to-do-list and of course, previous owner had cut the hand brake cables, those were probably rusted solid. So new brake hoses on every corner and new handbrake cables were on the list. Front end hoses had some difficulties as there were several possible lengths for those and eventually I found correct length hoses, here installed and also an overview of what it looks like under tank (below). Rear end hoses were easier but handbrake cables caused some head scratching as standard T3 cables are too short. Not a major problem since I routed them slightly differently than the originals and then they were fine.

Fuel tank was removed for cleaning and it had a lot of dust and debris at the bottom. I disassembled the fuel sender as it wasn't working at all. Cleaning the wires and the contacts helped and now it works fine. Unfortunately I didn't clean the pipe from front to rear and now car idles nicely, but won't move as it dies to lack of gas (my guess at least). Fuel pipe is probably totally clogged from the rust dust & fine sand inside.



Below: You can see the inside of the fuel tank and it looks good. The fuel sender wires were corroded with rust which caused the gauge not to work. Disassembling it was easy and after the rust was removed from the wires it was worth saving the original.





During the winter I managed to collect some missing badges. The ones in picture (top left) are used ones with holders from Paruzzi and large Karmann Ghia script is a repro.

Also got used hubcaps and beauty rings (lower left) and these will be installed as soon as car moves nicely. Many electrical issues are still left, only headlights and left read parking light are working, all others are MIA.

Charging works but I haven't measured voltage/amperes so there might be surprises in that department too."





## In-Scale: 2013 Red & Black Herpa Coupe

Discovered in mid-November 2012 by Thomas Voss in Germany, this is the first time we've seen the new Cherry Red & Black version of the Herpa Coupe in HO-scale. Apparently this color variation is only available as part of the Adventskalender 2012 set that costs 180 Euro. It has a solid black interior.

So now the Herpa series (right) includes the Black & White (2005), Beige & White (2006), Wine & White with Tank interior (2009), Regatta Blue & White (2011), Wine with Black interior, and now the Cherry Red & Black (2012).





Pedro uses a special Adhesion Promoter clear primer that sticks to the rubber and acts as a primer, allowing the Anthracite paint to be applied better, dry faster, and not crack when the rubber boot is bent during the installation.

Take a look at the results (below). The original Gray-Black boot is in the background and the freshly painted Anthracite one looks just like new. And it was easy work too.

## Resto Tip: Early Ebrake Boots

My good friend Pedro Sainz from San Diego California has owned his Sea Blue 1964 Notchback Sedan for decades. Recently he was searching for an original emergency brake boot in the early Anthracite color. He found the reproductions to be awful and the Beetle/T14 versions to be lacking the soft supple texture of the T3 design.

The two versions of the T3 ebrake boot: early Anthracite and later Gray-Black. As a general rule the ebrake boot color should match the ebrake handle color. As seen above on a 29K-mile 1965 T34, the Anthracite boot, handle, handgrip, heater cover, & shift boot all match.

Pedro had a Gray-Black one but wanted an Anthracite one. So the best option was to paint it. Wolfsburg West offers spray paint in the original Anthracite L469 for about US\$13/can which is more than enough to repaint the boot & ebrake handle. But painting rubber isn't like painting metal because the rubber is pliable and if not properly prepared the paint will crack-off.



## Authenticity: Mud Flaps

The mud flap was an accessory for most Volkswagen models and the T34 was no different. Since the T34 was part of the T3 series it shared the mud flap design. But the T34s mud flap had a different mounting design and therefore a taller inner flap at the top where the bracket mounted to the T34 underside body.

These mud flaps came in two colors, black with a white VW logo or white with a black VW logo. They were mounted to the outer lip of the rear wheel well and the bracket was mounted under the body.





**BANGKOK THAILAND**  
**17•2•2013**

ณ สวนสนุก ดิสนีย์เวิลด์พาร์ค อ.สามชัย โทร. 10  
**WONDER WORLD FUN PARK** (OPPOSITE FASHION ISLAND)  
 RAMINTRA RD. KM 10



## Events: Siam VW Festival 2013

Story by Martin Hoontrakul

The Siam VW Festival in Bangkok Thailand is held annually. I haven't been back to the annual VW event in five years but I still remember it being the same kind of hot day in Bangkok, rows upon rows of cars, live bands and parts swaps. Karmann Ghia's are a minority yet again but I guess that's what makes them so special! Mark, Otano and I had our T34s finished this year and it was hard to keep fingerprints off the new glossy paint. There were lots of laughter as beer and barbeque were served - and to the team of

mechanics that restored our cars it was an annual party to celebrate a year of work well done. For me I guess it was a test of patience. What started out really as an impulsive buy was soon tried for perseverance and, after some five years of absence and countless trips, emotional highs & lows, she's finally on the road again and just as pretty as I dreamt for her to be. It was definitely worth the wait.

Mark and I found a stash of T34 parts for sale at a price that was impossible to turn down. We snapped up 2 pairs of front turn signals, 3 pairs of tail light lenses, driver's side mirror, 2 circle horn rings, and a pair of early dished crank winders all at low prices.





Above: Prida Tuitachom's recently restored Red 1965  
Below: Another custom T34 project underway in Thailand

Above: Martin's Anthracite 1966 & Mark's Sea Sand  
Bottom Right: Prida's Red 1965 & Toby's Sea Blue & White 1966





Above: Mark Salmon's Sea Sand & Martin's Anthracite.  
Top Right: Prida cruising along the scenic Thai scenery  
Bottom Right: Toby Supawat's Sea Blue & White 1966  
Below: Slammed Red & Black RHD on Cosmics owned by Pichairat Setajit





When the T34 was first introduced in late-1961 the motoring press had two main complaints, that it was underpowered and not a true sports car and that it would be owned by a CEO's wife. This came from the T34's high price, 1500cc 45hp single-carburetor engine, and the limited acceptance of the established sports car community. And in fact, when the Reissberg family bought their 1962 T34 Ulf's father was indeed the CEO of a leading German newspaper.

Ulf recalls driving the T34 on the Autobahn in 1966 to visit his girlfriend in nearby Würzburg. Driving his mother's T34 at a sensible 120 kmph (75 mph) he was passed by a Ford Taunus filled with pretty girls. He gassed the T34 and passed the girls again but then got to a long graded hill and the T34 quickly dropped to 80 kmph (50 mph) so he down-shifted to 3<sup>rd</sup> gear and pushed the engine to 100 kmph (62 mph) but no faster. The girls passed him on the hill and he was disappointed by the T34's lack of sports car power.

## Owner's Story: True Blue 50 Year Relationship

Imagine a young man at the age of 18 flying up the stairs to the second floor of an apartment house to ask his mother for the car keys. Ten minutes earlier he had just passed his driver's license test and he was dying to drive her new car. After a number of serious objections and some discussion his mother gives in and hands him the keys. It was 05 August 1963 and the young fellow was **Ulf Reissberg**. The mother was Margarethe Reissberg, or more affectionately called Grete by her husband & their friends. The car was her new Sea Blue 1962 T34.

She had recently bought #0 050 901 with a Sea Blue body & Blue-White roof and license plate "WEN - S 875". WEN stands for Weiden, a 42,000 population town in northern Bavaria, Germany. American GIs did their service at the US Forces military training area in nearby Grafenwöhr. Elvis Presley was even stationed there as a soldier in November 1958 to 1960.

Above: June 1963 Ulf's mother poses with her new Sea Blue 1962 T34.

Right: Summer 1973, Ulf's mother & friend enjoying the countryside.





In 1937 the Reissberg family owned a **BMW model 327** (top left) which was confiscated by the German military forces in the late-1930's. They had an extremely difficult time after World War II ended, as all of their possessions (home, car, & money) were taken away. They started over in 1945 Bavaria with nothing. The family's first car was a **1940's VW Beetle Sedan**, an ex-military car painted matte green (left center).



In 1962 Ulf's mother Grete was 53 when she decided to buy a car for her own use. Her husband was driving a **1961 Mercedes Benz 190 Sedan** company car (lower left). There were three vehicles Grete considered owning: the **NSU Prinz Coupé**, the **Audi 1000 SP**, and the **Volkswagen Karmann Ghia 1500**. Ulf liked the Audi's small shark fins in back but his mother was looking for "something solid" so she chose the T34. Considering her three choices, which would you have selected?

The T34 was an expensive car in those days, as much as an upper-middle-class car like the Mercedes 180. But her one issue with the T34 was that she was short and always had problems pushing down on the foot pedals. The driver's seat was always up as close as possible to the steering wheel. Another issue she had was the gas mileage. But since she rarely drove it out of town, it didn't have time to warm up and therefore the automatic choke was adding more fuel to the carb.





When Ulf left for his studies in 1966 over the next 27 years his mother used her Karmann for shopping trips and short drives into the countryside. When Ulf came home each year for a visit he washed the T34 and took it for a drive. In 1966 it had 33,600 km and when his mother died in 1993 it had only 37,700 km.

When Ulf inherited his mother's 23K-mile T34 in 1993 he didn't feel the 30 year old T34 was a good fit to his standard of living. But after driving it to several KG meetings and speaking with KG owners he decided the T34 would be a good candidate to maintain & restore to its original condition. He began by making a short list of the parts that needed replacing but did not anticipate it taking 15 years to find the parts and finish the restoration work!

In 1973 his mother had an accident which damaged the left-front fender. It was repaired but not to a high level and there were poor gaps in the door & hood. In 2002 Ulf had this area restored & the T34 was repainted Sea Blue while the roof remained untouched.

The 30 year old cloth seat upholstery was disintegrating so over a period of two years he negotiated with a T14 owner to replace his original seat material with leather so Ulf could use the T14 cloth pattern (a close match) into his T34.

The early aluminum wheel beauty rings that hugged the outer edges of the rim were in poor condition. So he found a slightly better set

from a VW parts dealer that were extremely expensive and spent the next two years finding an aluminum galvanizer hidden in the Bavarian forest that finally delivered perfectly restored chrome trim rings.

German license plates are based on the region the car is owned. So when Ulf, who lived in Munich, wanted to maintain the original license plates he was able to register the T34 at his wife's parent's home in Weiden and get the H (historic status) added to the plate. An H plate provides lower taxes and lower insurance rates.

Twenty years after beginning the restoration effort, in April 2012 Ulf finally finished his work. And the results are simply incredible. The L360 Sea Blue paintwork is stunning, the chrome brilliant, and this original preservation is likely on most every T34 owner's wish list.





Above: Ulf stands proudly with his 1962 Coupe.

Right: The original blue cloth was replaced with T14 blue cloth for an excellent alternative.

Below: early-1962's had no oil breather tube so the hole in the air cleaner is plugged with an ivory plastic plug.





The 1962 features the KG script on the left-rear panel vs the right decklid in the later years. And the 1500 rear script has no tabs at the ends, unique from the tabbed 1500 version fitted to the 1963-65 models.





In August 2011 Ulf & his wife Elli participated in the historic **T34 50th Anniversary** celebration in Osnabrück, 650 km away. He says, “We made new friends and met people we already knew and it was a unique event for KG enthusiasts all over Europe. We took part in the countryside cruise and followed Lee Hedges driving Jörg Fischer’s Anthracite 1963. Lee & Jörg are the Type 34 gurus of the universe and were organizers & lecturers at the celebration. During a stop in the cruise, Lee visited our car and said how beautiful & well-preserved our 1962 was, and my wife was impressed. Then another guy approached us to buy the T34 for a high price. I was impressed with the offer but had never considered selling it, since I took my wife on our first date in the T34 in 1964. She had not been happy with so much of his time, effort, & money invested in this old car. So I left the decision to my wife to sell it or keep it. When the buyer walked away after a good effort, she turned to me and said these beautiful words: "No, now we won't give it away any more". This was the end of many years of pressure she had put on me and now I knew the old T34 was safe.”

In 2012 Ulf was driving to a meeting in the new German states, where the Sachsen Car Club was holding an event. He noticed the odometer turning to the 50,000 kilometer mark! As Ulf shares, “After 50 years and 50,000 kilometers I’m heading toward the 100,000 km mark, if the good Lord is willing”. We hope Ulf reaches that mark!

[From Lee: On a personal note, I’ve admired Ulf’s Sea Blue 1962 for over 20 years. I’ve always wondered what the history was behind it and now I’m thrilled to hear it from the beginning in great detail. Thank you, Ulf for sharing it with the world!]





## Authenticity: Wiper Arms

There are two different wiper arm designs over the T34s eight year production. They are both shared with the T3 models.

Early (1962-67) is the square version

Late (1968-69) is the rounded version (#311 955 407 A)



### Owner's Story: Roulette 1966 Coupe

On the 50th Anniversary of T14 in GMH in 2005 **Axel Fischer** (from Munich Germany) fell in love with the T34. He had always loved the model but never thought that they might still be on the road as you never see one in Germany. While driving in Osnabrück a visitor saw his Red 1967 T14 Convertible and also fell in love. An acceptable offer was made and Axel decided to sell his T14 to begin searching for a T34. He talked to everyone he knew and searched in every paper.





# DIE KÄFERWERKSTATT

ANDRÉ SPROGIS

In the autumn of 2005 he found a first owner Roulette Green & White 1966 T34 Coupe (#346 098 746) that was stored in a garage in Schweinfurt (central Germany) for many years. The owner was an engineer at FAG Kugelfischer (a factory for VW bearings in Bavaria). Axel bought it but left the car in the owner's garage. Meanwhile, during the cold wintertime he was browsing through the internet and found another first owner T34 ... a 1969. This one was more original.

So in March 2006 when the weather was nicer it was time to trailer the 1966 T34 home. He drove three hours north from Munich to Schweinfurt to collect the 1966 and then made a four hour detour north to Berlin where the 1969 T34 was located. He was too curious to see if it was as nice as advertised. And that's how life happens, although he already owned a fine 1966 T34 he just had to buy the beautiful 1969 T34 as well! He decided to keep only the 1969.

Since 2006 the new owner of this fine Roulette Green 1966 is **André Sprogis**, also from Munich. He is restoring it now and these pics are the last ones before it was taken apart. André runs Die Käferwerkstatt (a vintage VW shop) just northwest of Munich.



Zertifikat

M 601 L-package (De Luxe):

- Hazard warning system
- Dashboard padding
- Indicator light for dual braking system
- Reversing lights
- Heated rear window

Kunde/Customer: **Bata Mataja**  
 Fahrzeug-Identifikations-Nr./Vehicle Ident. No.: **348 990 177**  
 Modell/Model: **343 021, VW 1600 L Karavan Gltz Coupe**  
 Motor/Engine: **54 DIN-PS, 1.8 Liter**  
 Farbe/Color: **L 282 Lotus White**  
 Roof: **L 41 Black**  
 Gebaut am/Built on: **18 October 1967**  
 Ausgeliefert am/Issued on: **19 October 1967**  
 Auslieferungsort/Place of delivery: **Frankfurt/Main, Germany**  
 Sonderoptionen/Options:  
 M 087 VW Radio "Wunder"  
 M 201 White wall tires  
 M 271 High-speedometer  
 M 601 De Luxe model (this certificate)



**Authenticity: Special Equipment Packages**

Volkswagen had factory-installed options that were special-ordered by customers called M-Codes. These included country-specific parts (ie yellow & clear front signal lenses for Italy or MPH speedo for North America), safety features (ie four-way emergency light system or dual reverse lamps), and comfort features (ie white wall tires or mud flaps).

In the last two years of T34 production (1968-69) VW offered two Special Equipment Packages.

**Special Equipment Package I** was given M601 and included: the four-way emergency light system, a warning light on the dash for the dual-circuit brakes, reverse light(s), & an electrically heated rear window.

**Special Equipment Package II** was given M602 and included: the four-way emergency light system & a warning light on the dash for the dual-circuit brakes.

Over the past 25 years Lee has seen only 10-15 T34s worldwide with the electrically heated rear window and 5-6 T34s with the brake warning light. The Special Equipment packages are rare!

For the brake warning light, most 1968 models had no letter on the red warning light and the 1969 models had an upper case B in the center of the red light. See the two lights (middle right)? It's a very minor change but worth knowing.



The best way to confirm if your T34 was fitted with the Special Equipment Package would be to order the Volkswagen AutoMuseum's factory birth certificate. You can search online to find the VW page that allows you to purchase your T34s birth certificate. Birth certificates typically arrive within 3-4 weeks and they make an excellent keepsake.



## Resto Tip: Horn Cover Plate Seal

When the dual horns were relocated to the outside of the T34 from the inside of the spare tire area, the oval-shaped hole remained. And because it would have cost Karmann engineers to redesign the front valence they decided to add a metal cover plate & seal instead.

This unique seal is not available so owners need to find an alternative. The seal needs to have slits in both sides to allow the metal plate to slide into the slit on the inside while the outer slit slides over the hole edges. Someone had suggested an oval window era (1953-57) rear window seal would work so I found one for \$20.



I inserted the plate into the seal and it came out to be 14" (35.5 cm). A box cutter knife blade cut these rubber seals easily. The extra lip on the outer edge was unnecessary so I trimmed it off.

Since the metal plate has a drain hole for the front hood tube that mounts at the top of the hole, I wrapped the seal around the plate and left the seam at the bottom of the plate. I used blue tape to hold the seal ends to the plate for assembly. I inserted the plate inside the spare tire area and used my fingers to pull the outer edge over the holes edge to get it started. After the seal was on about halfway around it laid on my back and used a flat screwdriver to carefully pull the lip out & over the edge of the hole (above). It took two minutes to get the seal installed. I plan to super-glue the seal ends together for a complete seal. It's a simple solution to an old problem.





## In-Scale: Matchbox T34 Cabriolet

We announced the new Matchbox 1:64th scale T34 Cabriolet prototype and now we have the pre-production model. I received an image of the pre-production model (above) finished in Pacific Blue in early-March from Mattel.

In the past only two Cabriolet models have been produced: the 1/47<sup>th</sup> scale DUE white metal kit from Germany and the 1:49<sup>th</sup> scale Serata resin casting from Japan. These two Cabriolet models are extremely difficult to find. So it will be nice to have this Matchbox one for owners to find that is only US\$1. Keep your eyes open on ebay in the next few months. New color variations & special mistake versions (different wheels or graphics) are always found too.

Most of the other T34 Coupe models have been handmade into Cabriolet form by private owners (bottom right): Ichiko, Minichamps, Corgi, Siku, & Busch.





## Resto Tip: Rear Hood Vent Seal

In the rear compartment there is a long black rubber seal that attaches to the edge of the rear air duct to prevent airflow into the rear compartment. This same seal is used on the rear hood vent panel to prevent air flowing along the inner hood. This seal was reproduced in Thailand several years ago but now is obsolete, so owners are forced to reuse their original seals.

Replacing this seal is easy. First you need to remove the seven small screws holding the vent panel to the rear hood. Then you carefully remove the two 10mm bolts holding the rear latch plate onto the rear hood (top right). When the vent panel has been separated, the front edge (closest to the front of the car) has a ridge that the seal clips into. Once a portion of the seal is in position you need to pull the lower lip of the seal over the metal edge to secure it in place (center right). Then you move across the the vent panel until the entire seal is done.

Align the seal centered across the panel then install the rear latch plate bolts loosely and screw the seven screws into place, then go back to tighten the 10mm bolts. You may have excess rubber at the ends of the panel sides. Use a sharp razor blade to trim the ends (lower right).

Note: Over time the seven small screws can get loose/stripped in their holes. It's a good idea to buy new chrome screws that are slightly larger to keep the panel in place. Also while you're in the area, replace the button in the center of the vent panel, used to depress the rear hood light while the hood is closed. If you're missing this seal, keep your eyes open for parts cars with rear hoods because they usually have this seal still attached.



## Resto Update: Copacabana 1963 Cabrio

Luiz Weissmann lives in the famous neighborhood of Copacabana in Rio de Janeiro Brazil. He's been restoring his Ruby Red 1963 Cabriolet replica (#0 209 904). It began life as an electric sunroof M345 but was converted by a previous owner. He's an active vintage car collector and also owns a Brazilian 1974 KG TC Coupe with nine cars in his collection. Luiz says he especially loves the Karmann coachbuilt models.

When he saw a magazine ad for this 1963 T34 Cabriolet in Curitiba 840km away he instantly got goose bumps. He knew about the T34 design and knew it was not every day that T34s show-up in Brazil because they are extremely rare. He says "it's easier to find water in the desert than a T34 in Brazil". He flew two hours to inspect the T34 and knew it wasn't an original Cabriolet but wanted it anyway. He asked the owner about the modified front and learned it was in an accident and since no T34 parts were available anywhere here in Brazil the best option was to adapt parts from a Brazilian Variant with quad headlight nacelles.



Above: Luiz drives a 1929 Ford at one of the local vintage car meets.

Below: That's our friend Luiz. The bumpers were upgrades with American-style tubes and then painted red. The top looks to be a fully-functional one. These two pics were taken when he bought the T34.





By September 2012 Luis had dropped the engine and stripped the body. The body shop said it'd be done in 4-5 months, but 9 months later it still had not been painted. The gauges were restored by a local specialist and a tach was added to match the bronze dials & amber needles (below).



The Cabrio conversion process removed the roof but left the rear parcel tray. The brakes were changed from 5-lug to 4-lug. But the early dash design was not modified: push-button dash controls, small-diameter speedo, & early radio area shape.

Good luck, Luiz! Please keep us informed of your progress!



## Authenticity: 1971 Replacement Speedo

Volkswagen has always produced spare parts for their cars long past the end of production of a particular model. But I'd never seen any proof of this in T34 parts until now.

I was searching for a 1965 kilometer speedometer for an Australian owner. The 1965 speedo is special because it is the larger-diameter gauge, with bronze-dial & center piece, white-needle, and 160km markings (like the restored set of Franck Boutier's Sea Sand 1965). This style gauge was used for mid-1965 through mid-1966 T34s.

Carsten Klein sent me images of a gauge that fit these features but it has the tenths odometer (only seen on late-1969 models) and a July 1971 (7.71) date stamp. WOW, first proof that I've seen of post-production T34 parts! I love new discoveries!



## Authenticity: Fresh Air Knobs

There are three different styles of fresh air knobs over the T34s eight year production. They can be classified into the early, mid, and late designs.

The early “thin” design was fitted only to the 1962 models. The ivory knobs were cast into the levers and were non-removable. The chromed trim was a two-piece design.

The mid “blue dot” design was fitted to 1963-65 models. The ivory knobs were thicker and had tiny set-screws at the bottom to allow for removal. There were round blue dots painted in the inner centers to signify cold/fresh air. The levers had black plastic sleeves.

The late “chrome” design was fitted to 1966-69 models. The chromed plastic knobs were identical to the mid knobs but were chromed and had no blue dots.





**T34 WORLD**