



T34 World News

2013 Edition #29

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End of Our Third Year

Front cover is an early-1962 Coupe featured in a winter promotional photograph published on the back cover of the Karmann factory magazine Karmann Post. **Back cover** image is the restored Ruby Red 1963 Coupe owned by Miguel Parot in France, taken in front of St. Peter's Cellar, his winery store.

The end of 2013 marks the end of T34 World's third year. It's been a really fun ride so far with robust activity around the world, an increase in reproduction parts, and several top-shelf T34 restorations having been completed. Through our Resto Update series we've seen **Michael Moesinger** from Germany finish his over-the-top Pigalle 1966 Electric Sunroof, **Iwan Sadono** from Indonesia finish his Sea Blue RHD 1965 Coupe, as well as **Franck Boutier** from France complete his incredible Sea Sand 1965 Coupe. This work gives T34 owners incentive, encouragement, and insight into what other owners have done. Over this past year we've seen T34 values continue to increase as the quality of available T34s declines. We've been lucky to have more replacement sheet metal than ever before, thanks to **Jurgen Magdelyns** in Belgium.

I'm thankful this year for the support from a great many T34 owners in our effort to provide a quality information-packed magazine. The most memorable are **Bob Walton's** creation of each PDF magazine, **Bata Mataja**, **Jurgen Magdelyns**, **Bruce Hoel**, & **Greg Skinner's** work with reproduction parts, **Jorg Fischer** sharing scans from his personal collection, **Fernando Mendonca** sending magazine articles about Brazilian owners, & for **Heiko Thum** and **Carsten Klein** offering parts for my new 1968 Automatic. I had a fantastic trip to Germany in May and was treated like family while staying with **Heiko & Steffie Thum**. I was thrilled to be able to drive in my first T34 Automatic, thanks to **Paul Peeters** & his beautiful Chrome Blue 1969. I'm sure there are others that have contributed and I apologize for omitting them here. It takes a great deal of work to keep this machine rolling, and I definitely could not have done any of it without the constant support from my T34 friends.

These two winter time photographs were taken by **Paul Peeters** from Belgium (Chrome Blue 1969 Coupe Automatic) & **Remco de Bruijn** from the Netherlands (Pearl White 1964 Coupe).





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.

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

GERMANY:

- Cabriolets – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Southern – Michael Mosinger (MichaelMosinger@T34World.org)
- NorthEast – Matthias Andree (MatthiasAndree@T34World.org)
- NorthWest – Klaus Morsch (KlausMorsch@T34World.org)

UNITED STATES:

- Southern Calif – Bob Walton (BobWalton@T34World.org)
- Central Calif – Tom Reay (TomReay@T34World.org)
- Northern Calif – Larry Edson (LarryEdson@T34World.org)
- Mountain States – Paul Colbert (PaulColbert@T34World.org)
- NorthWest USA – Jason Weigel (JasonWeigel@T34World.org)
- Central USA – Bob Dervin (BobDervin@T34World.org)
- NorthEast USA – Rick Hasse (RickHasse@T34World.org)
- SouthEast USA – Allyn de Vars (AllynDeVars@T34World.org)

BELGIUM:

- Jurgen Magdelyns (JurgenMagdelyns@T34World.org)
- Paul Peeters (PaulPeeters@T34World.org)
- Jimmy Vernelen (JimmyVernelen@T34World.org)
- Mike Zanella – Liège (MikeZanella@T34World.org)

AUSTRALIA:

- Queensland – James Kramer (JamesKramer@T34World.org)
- Victoria – Patrick Duane (PatrickDuane@T34World.org)

UK: Mark Poulton (MarkPoulton@T34World.org)

BRAZIL: Fernando Mendonca (FernandoMendonca@T34World.org)

CANADA: Ron Buckley (RonBuckley@T34World.org)

DENMARK: Morten Christensen (MortenChristensen@T34World.org)

FINLAND: Timo Tanhuanpää (TimoTanhuanpaa@T34World.org)

FRANCE: Franck Boutier (FranckBoutier@T34World.org)

INDONESIA: Iwan Sadono (IwanSadono@T34World.org)

ITALY: Antonio Pellegrino (AntonioPellegrino@T34World.org)

JAPAN: Toru Ebine (ToruEbine@T34World.org)

MEXICO: Antonio Martinez (AntonioMartinez@T34World.org)

NETHERLANDS: Remco de Bruijn (RemcodeBruijn@T34World.org)

NEW ZEALAND: John Kanters (JohnKanters@T34World.org)

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

PHILIPPINES: Dindo Razonable (DindoRazonable@T34World.org)

SOUTH AFRICA: Greg Davids (GregDavids@T34World.org)

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)



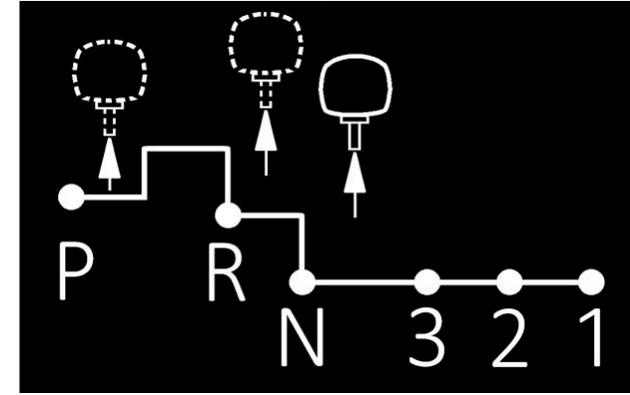
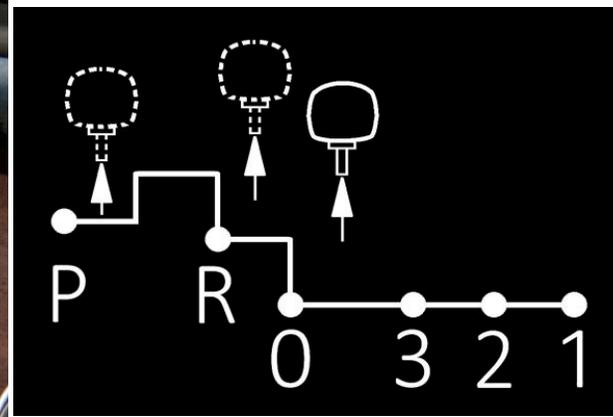
T34 World Key Chains

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 in California and the rest of the world should contact Heiko Thum in Germany at hthum64@yahoo.de. PayPal is accepted for payments.





Parts Source: Automatic Gearshift Decals

The Automatic transmission (M249) was first introduced for T34s in the early-1968 model year (at chassis #348 015 226) and ran through the end of production in 1969. Today there are 64 known T34 Automatics that have survived. To say they are rare is an understatement.

The 1968 Automatic gearshift lettering is P R O 3 2 1 and the 1969 lettering is P R N 3 2 1. The 1969 Automatics had a gearshift decal applied to the center of the lower dash pad directly underneath the radio (see Paul Peeters' 1969 above). This decal was not intended to survive 50+ years and many have been destroyed over time. We've seen only three survive.

We're fortunate to have a new reproduction of these Automatic gearshift decals now available for both the 1968 & 1969 models. **Bob Walton** printed these for the few Automatic owners that want an authentic decal. To order one, email LeeHedges@T34World.org and send US\$10 via PayPal to the same address.

The dimensions are 1.97" x 1.18" (5cm x 3cm). And the decal is positioned on the lower dash pad, centered underneath the radio.





Parts Source: Reproduction Metal Panels

Jurgen Magdelyns in Belgium has reproduced several T34 metal panels for many different areas that are commonly rusted-out. Please contact him at JurgenMagdelyns@T34World.org for shipping costs to your location. He accepts PayPal for payments.

- Lower rear corners 190 Euro
- Wheel arches 190 Euro
- Rocker panels 550 Euro (six pieces)
- Lower rear apron 130 Euro
- Spare tire well surrounds



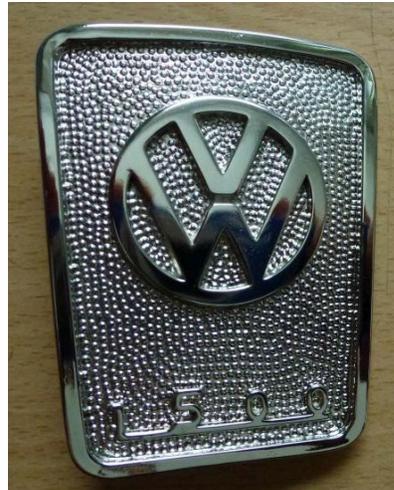


Parts Source: KARMANN Script & Ghia Shield

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 and cost is €25 (shield) & €50 (script) + shipping. North American orders email Lee Hedges at LeeHedges@T34World.org and cost is US\$40 (shield) & US\$55 (script) + shipping.

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



Parts Source: Early-1962 Nose Emblem

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

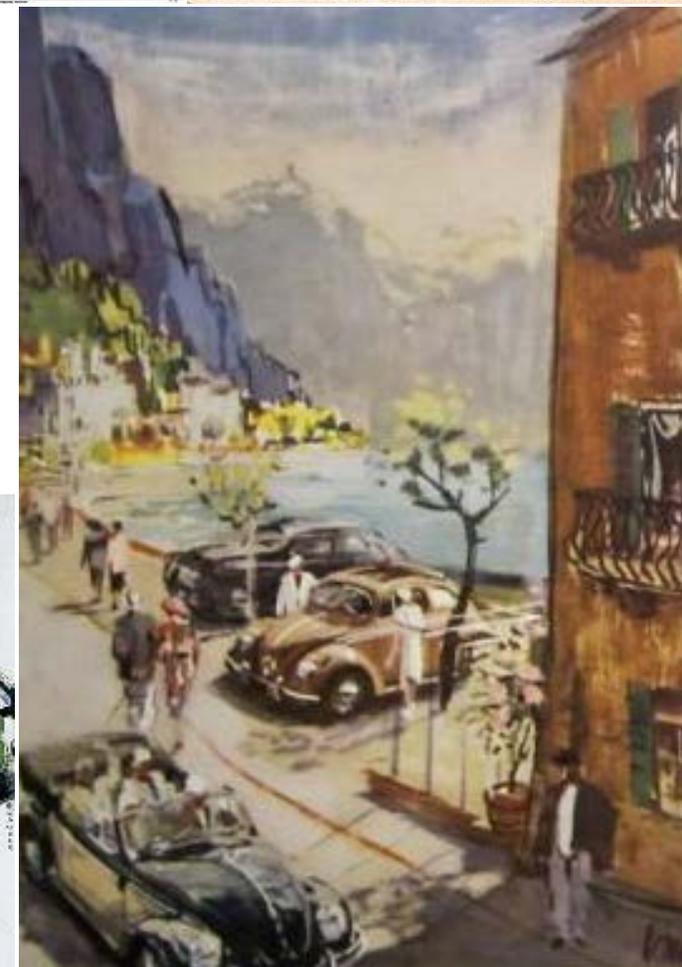
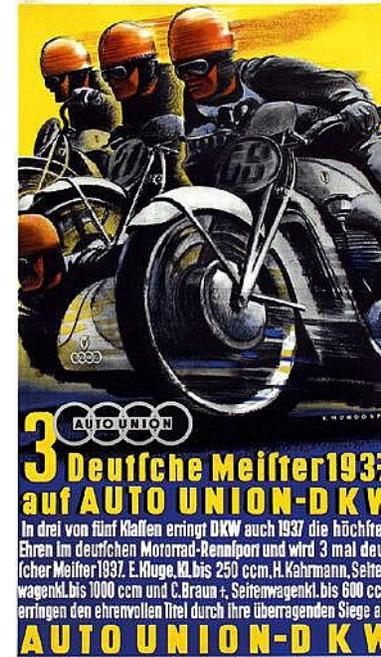
Parts Source: Vent Window Pivot Screw

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 and PayPal is available. North American orders email LeeHedges@T34World.org



History Lesson: T34 Dealership Posters 1961-62

Victor Mundorff was a famous automotive artist that contracted with Volkswagen for many art posters in the 1950's & 60's. Mundorff was born in Bremen Germany in 1897 and was well-known for his artistic automotive posters for Auto Union, Volkswagen, & NSU as early as 1932. These original posters are difficult to find and command high auction prices when they do become available.





When the VW 1500 series was introduced in September 1961 Mundorff created the series with both an older model with the new VW 1500 model (ie Beetle Cabriolet with the Notchback Cabriolet) to give the VW 1500 series continuity with the VW brand. The T34 was featured with the T14. And the Variant/Squareback was with the Transporter. It's clear that VW had serious intentions to build the VW 1500 Cabriolets.

There were two additional T34 designs by Mundorff done in 1962 that were showroom posters (below). These are extremely rare to find today. Lee was fortunate to buy these two originals in the 1990's at a VW toy show in Los Angeles and has always wanted to get them reproduced for everyone's garage walls.



Resto Tip: Jack Storage Locations

I'm sure that the vast majority of T34 owners will not be interested in this article, as it's an extreme bit of authenticity. But it's worth sharing for those that are.

The jack has always been stored in the spare tire area but its location in that area changed over the years. For the early years (1962-64) the jack was stored vertically on the left side wall of the spare tire area (below left). For the later years (1965-69) the jack was stored horizontally on the bottom of the spare tire area (below right).

A square carpet swatch was always glued onto the inner body to protect the jack entry piece from rattling on the metal body. For the early years (1962-64) it was positioned just to the left of the left fog light. The jack was raised about midway to allow the tip to contact the carpet swatch. For the later years (1965-69) there were two carpet swatches, one positioned just above the metal clamp and the other underneath the base of the jack foot. The jack was lowered all the way down for the late years.

Thanks to detailed photos from Johannes Krasenbrink (1962), Jan Peter Henkels (1963), Mike Malamut (1964), & Franck Boutier (1965) that allowed us to confirm these intricate details for other owners.



EARLY (1962-64) VERTICAL JACK POSITION



LATE (1965-69) HORIZONTAL JACK POSITION



Owner's Story: Early-1962 in Spain

There are very few T34s in Spain despite many owners in nearby France, Germany, UK, & Belgium. One of Spain's T34 owners is **Octavio Calvo** from Toledo Spain. He owns this early-1962 Coupe #0 024 918 which was built in mid-March 1962. Understandably excited about his T34, he's recently fitted matching seat upholstery & carpets in brown & black. I'm sure we'll hear more from Octavio in future Resto Update articles as his work progresses.







Authenticity: Late-Model Rear Bumper Elbows

Reverse lights were always an option for T34s in the early years of production. They were usually listed in accessory brochures and were installed by the VW dealer service departments. They were typically sold as a single lamp and were fitted inside the bumper guard.

But in 1968 dual reverse lamps became available. The price list had them as optional accessories at DM27 (US\$7) for the pair. The rear bumper elbows were changed at this time with the reverse lamps in mind. There were **pre-pressed flat indentations** to allow the lamps to be drilled & fitted flat directly underneath the round rear tail lights. You can see this indentation in the upper right image. So indented rear bumper elbows were used only on 1968-69 T34s, but they were able to be installed on any year as a replacement part.

In-Scale: 2014 Matchbox Preview

In mid-November we received a preview of next year's Matchbox color variation from an inside source at Mattel. The 2014 edition will be done in a Silver-Blue hue with Black interior. The rims are different than the 2013 version, matching the T14 KG rims and looking a bit more like the stock 1962-63 rims. The body is the same except it appears they may have changed/fixed the left-rear decklid louvre mistake, which was much

deeper inset than the right-rear louvre set. The rear license plate now is an old California design in Yellow & Black that reads FUN2DRV.

There has been a great deal of excitement in the HO-scale world over the T34 Cabriolet. Matchbox collectors have praised Mattel for bringing back a 50 year old unique sports car and doing such a nice job with the design & details. Judging by the intense activity on ebay, the collectors are buying-up the T34 models in stores and making a profit online.





Resto Update: Early-1963 in England

You may recall reading about **Tristan Robson** saving a 1963 LHD Electric Sunroof project in the #2 edition. Tris bought it from a past KGOC-GB Chairman Derek Frow who had begun the restoration but when his bodyshop guy passed away the T34 work stalled.

Tris recently had the body media-blasted and primed. Here are the results. He says there were no major surprises beyond what he already expected, so that's a good sign. Some T34s that get media-blasted reveal massive areas of rust & damage that was hidden underneath the paint.

One of the most interesting things about this car is that it's one of the earliest models from 1963. Production ended for 1962 at #0 064 915, so his 1963 is only 15 vehicles into the 1963 model year. If you look carefully at the dash you can see that his fresh-air vent is the 1962-style



separate lever design & four mounting holes. So the two-piece design didn't end exactly when Karmann claimed the model year changed over.





Perhaps the biggest obstacle his bodyshop will need to address is getting the nose section realigned & welded back into place. The floorpan sections will need replacements, but that's a much more straight-forward task which is easily remedied with the Gerson metal T3 floorpans being manufactured in Bogota Columbia.



Accessory: Coco Mat Set

Bruce Hoel from Los Angeles California USA continues work on his Ruby Red 1963 Coupe. His latest restoration project was to save the delicate original rubber floor mats from decomposing by replacing them with coco mats. Bruce & Jurgen Magdelyns worked with the folks at CocoMats.com to design a custom T34 coco mat pattern to fit the early & late T34s in a variety of color options.

To order a cocomat set in America please contact Info@CocoMats.com. To order a set in Europe/UK please contact CarstenKlein@T34World.org for prices & color options. The color combinations are below.





Resto Update: Central California 1968 Automatic

Tom Reay (Central California USA) updates us on his 1968 Electric Sunroof Automatic #348 219 792. "After four years of being with our friend Chemo in Ventura & Oxnard he really didn't have the time to work on it between family and work. So in November I decided it was time to bring the project home. The pic above was just after it was delivered home.

The major welding and rust repair was complete and a good portion of the body work was done. Truthfully I didn't know what I was going to do and I'd even been talking about throwing the whole thing in a box and selling it as a project. There was a guy interested in buying it but I just kept thinking "Wow, this is going to be a pretty nice car!" I felt the buyer was overwhelmed by the status of the restoration project, but by that time I had decided to keep it anyway. The only thing was I had no idea who I would get to finish the bodywork and paint. The following week after I brought it home I was having my 1965 T34 serviced. When I went to pick it up the mechanic said that a guy had come by his shop to see if he knew anyone looking for auto painting. After nine years at a local auto body shop, Ben Miles had decided to go out on his own. For the time being he has set up shop in an old orchard greenhouse about a half a mile away from my home. So that's where the car is now. It's been so nice to have it near and to be able to be a part of the process again. It also turns out there is another young guy in the greenhouse that does welding. There were a few small details that needed attention and Josh has done a great job finishing them up.

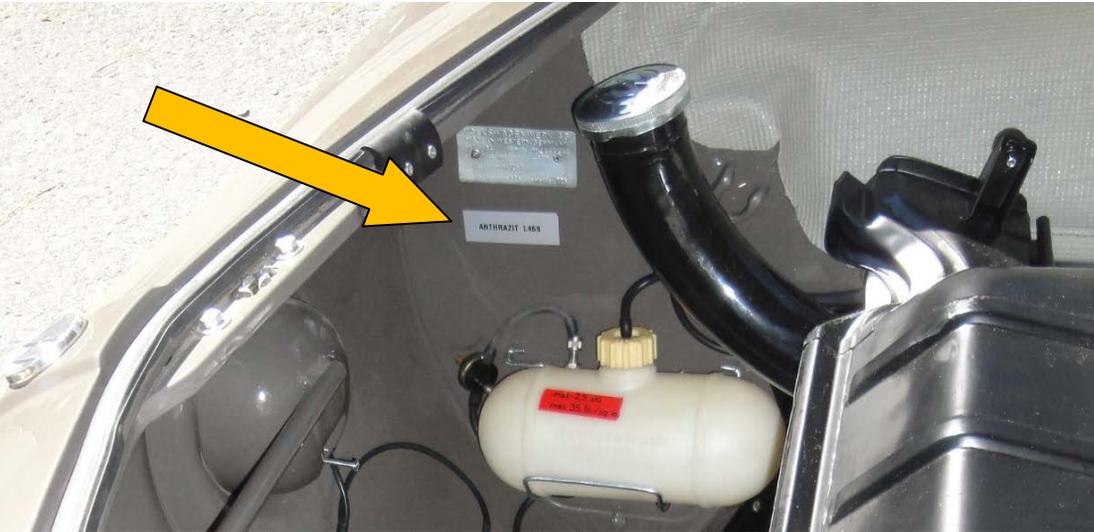
Interior: the gauges & repro tach have all been restored and the German squareweave carpet kit is ready to install. I bought a beautiful Blaupunkt Braunschweig radio with faceplate & VW-logo knobs, and have the headliner material too. I found an NOS rear view mirror and the wood vinyl covering for the dash panel.

Mechanical: Jimmy's Speed Shop built a special balanced 2074cc engine that has loads of torque but uses the stock exhaust & dual Solex carbs, so it has a completely stock appearance. It should be a fine motor!

The three-speed Automatic transmission has been completely restored & the torque converter was balanced. The IRS rear suspension was only offered on the late-model Automatic T3/T34 models, which greatly enhances the overall ride & handling.

And here's where it's at today (below): all the "insides" have been painted and ready to go to a sterile commercial booth for the exterior paint. I expect it to be painted in early-January. It will be so nice to see it back in its Cherry Red paint again!"





Authenticity: Paint Code Decals

If your T34 has nice paint then you need a paint code decal. This decal was positioned inside the spare tire area underneath the body VIN plate. It has a color name (in English or German) and the paint code. All original VW paint code decals had a silver foil backing with rounded edges & black text.

Although other VW models had these decals in 1962-65, it appears that T34s did not. 1962-65 decals featured all Upper-Case letters. The first T34 decal was in 1966 at #346 158 514. The 1966-67 decals had the Sentence-Case letters. Two lines began in 1968. And in 1969 the letters were all Lower-Case. Two-tone had the body on the top line & the roof on the bottom line.

Bob Walton (SoCal USA) can make any decal to match any year or color combination. BobWalton@T34World.org Decals are US\$5 each. Provide Bob with your T34 year, color name, & language (German or English).



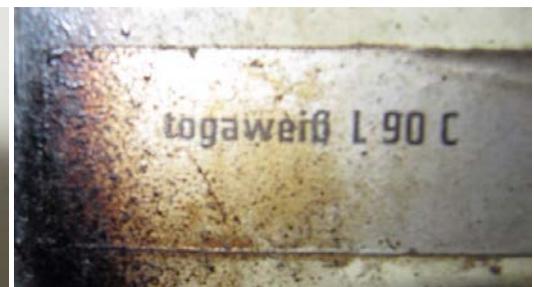
1962-65 Upper Case



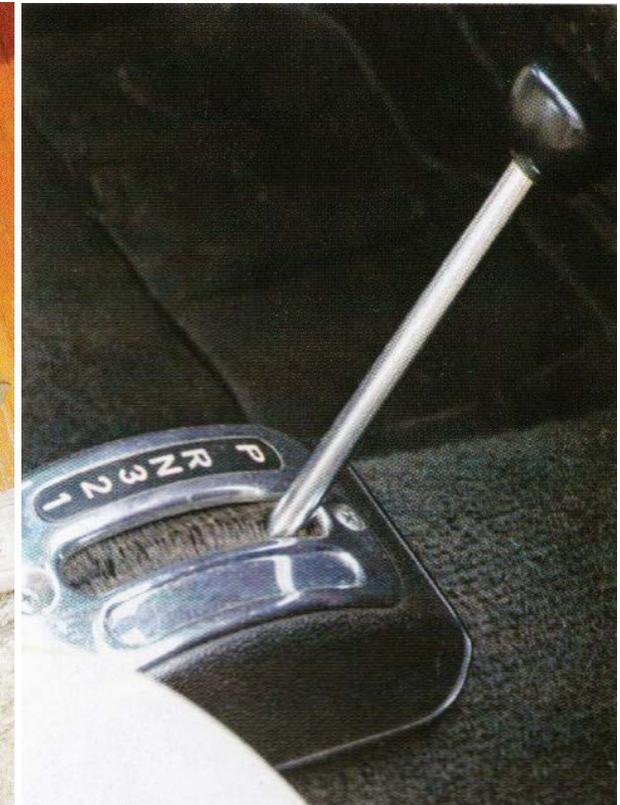
1966-67 Sentence Case
One Line



1968 Two Lines
Three Lines with Two-Tone Paint



1969 Lower Case



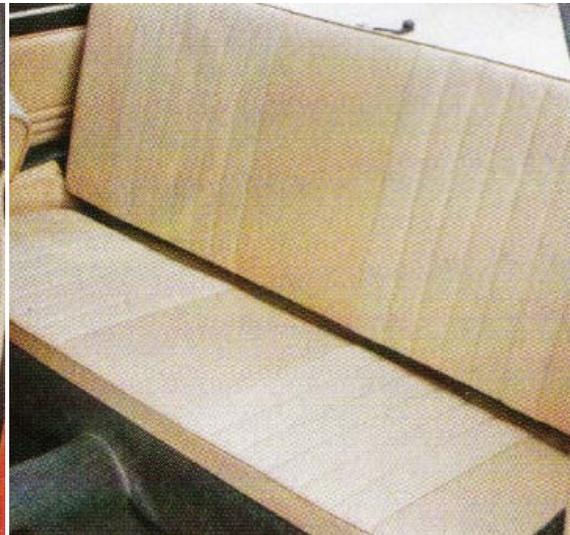
Spotlight: Sunset Brazilian '69 Automatic

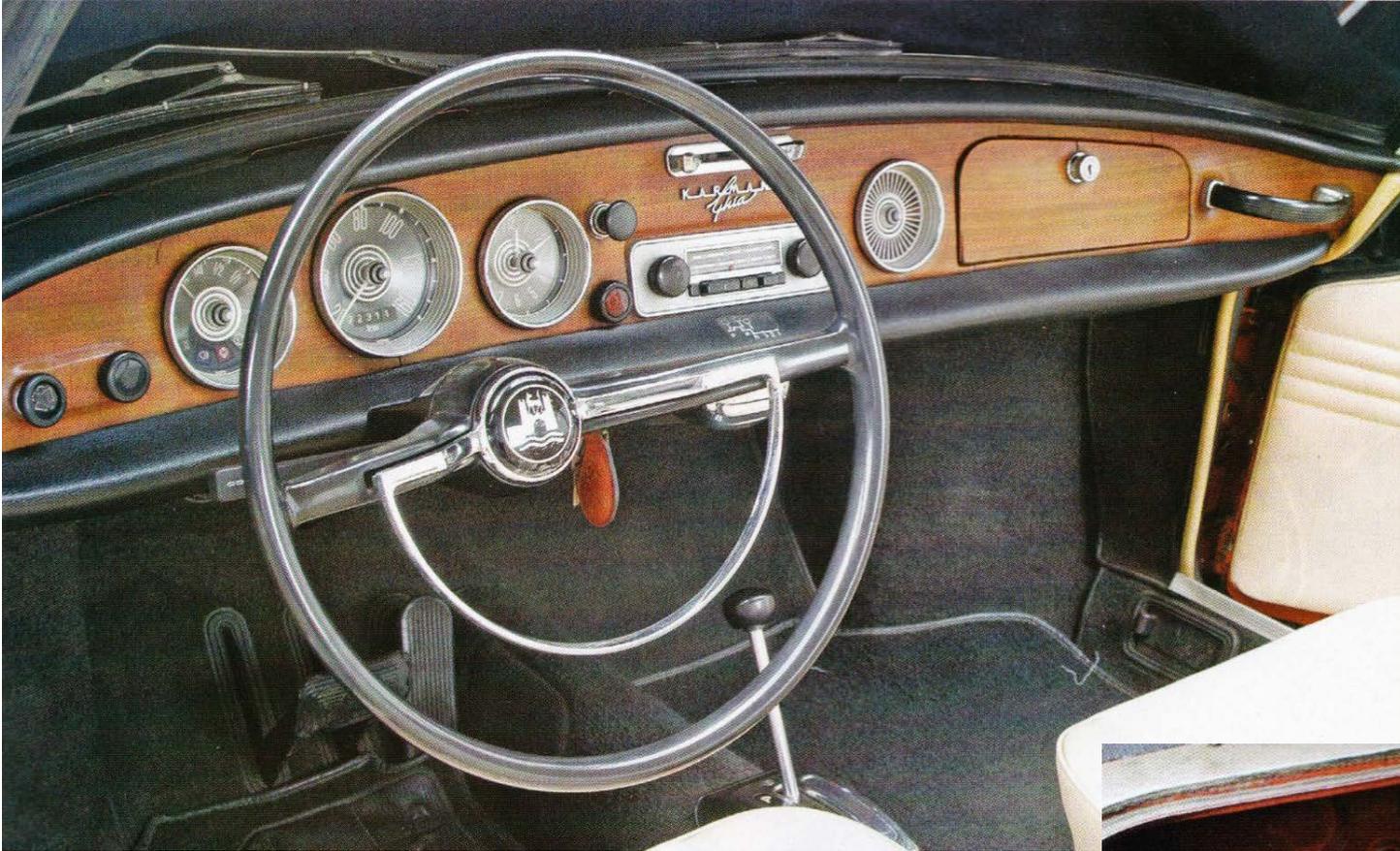
This incredibly preserved Sunset 1968 Coupe is owned by Sérgio Alberto de Oliveira e Silva from Santos Brazil which is only 80 kilometers from São Paulo. It's the largest city in Brazil, the largest city in the southern hemisphere, and the seventh largest city in the world. In 2014 Brazil is hosting the Summer Olympics and the World Cup soccer tournament.

Sunset is a one-year color for 1969 and this is the only Sunset T34 we've ever seen! It's the only orange color ever sprayed on a T34. With VIN # 349 003 320 it's an extremely early 1969 as well. It's one of three Automatic T34s in Brazil, where there are only 13 T34s in the whole country.

We're very thankful to **Fernando Mendonca**, our Brazil rep, for sending me this Fusca magazine article & providing a translation of the story. Fernando has been working hard to contact the T34 owners in Brazil, help owners find parts, and keep them active.

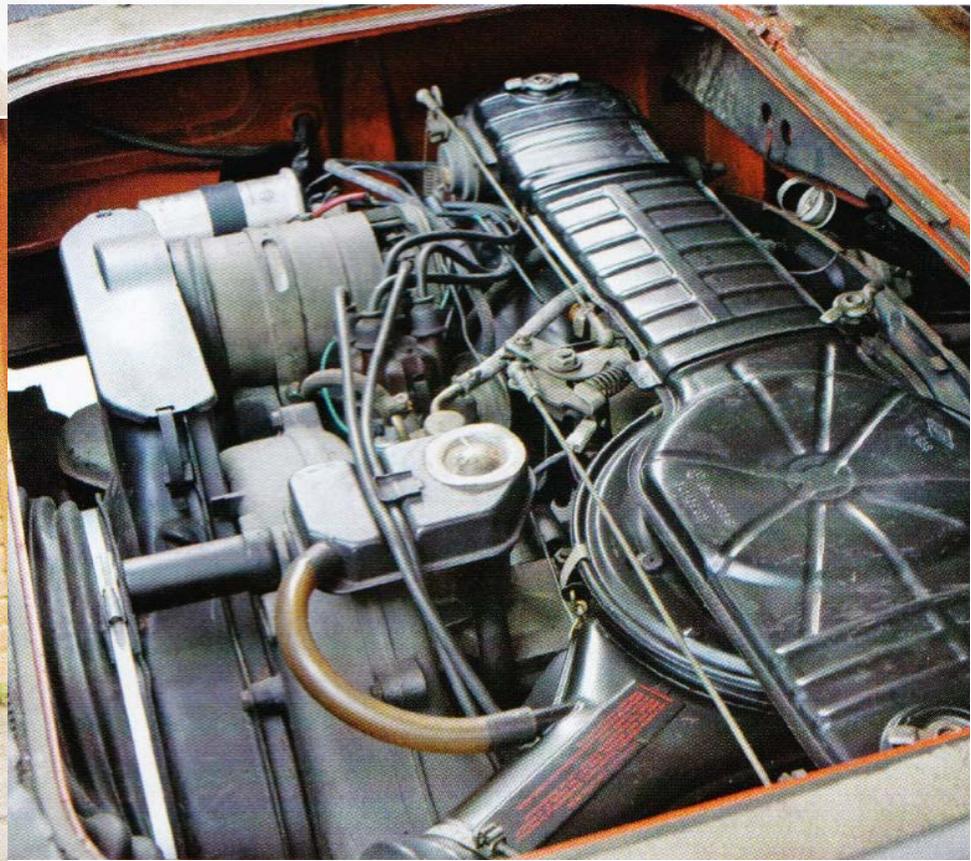






The lower-case Automatic rear script was used only in 1969 models, as the 1968's had an upper-case script. The Brasilwagen SP script underneath is from the São Paulo VW dealership that originally sold the T34.

This is one of only a couple 1969 T34 Automatics that still have the original gearshift decal on the lower dash pad! Look closely underneath the radio.



History Lesson: Canadian Gray Cup Parade

For North America the first public viewing of the new VW 1500 series was in Canada, not the USA. Five models were shipped over to Toronto's Golden Mile HQ for VW Canada. For two months the cars were presented to the various VW dealerships across Canada and shown at public events.

One of these events in support of the new VW 1500 series was the Grey Cup Parade in Toronto in 1962. The Gray Cup is Canada's football championship that has been played since 1909, far longer than America's Super Bowl. In 1962 the game was called the Fog Bowl because the last 9:29 minutes had to be played the following day due to heavy fog.

This parade ran in front of a once-famous department store named Eatons College Street, located at the corner of Yonge and College streets a few blocks north of the main Eatons store.

The Black VW 1500 Notchback sedan driven by two VW mechanics in white coats is pulling a float featuring two beauties: a Pearl White T34 Coupe & Miss Grey Cup, 17 year old Ruth Pekilis from Ottawa. This annual affair involved each city in the league submitting a beauty contestant. Bowing to the cause of political correctness, there is no longer a Miss Grey Cup these days. Behind the float is a Gulf Blue Notchback Sedan & Microbus. The sign is a laugh "Smile, you are now entering TV zone". It's a classic scene from the early 1960's.





Resto Tip: Sourcing Original Seats

When I visited Germany this past May I noticed several sets of original T34 seats stacked in Carsten Klein's garage (upper right). Having just bought my 1968 with an original but decomposing interior, I asked Carsten if I could buy the herringbone cloth with black vinyl set and he agreed.

The seat set was 250 Euro (US\$335) and in July it was packed into a large box. The lowest shipping cost was an unbelievable 600 Euro (US\$805). Considering that it would cost me \$1000 to have my current seats restored and the herringbone material would cost another \$250 anyway, I figured that an original set for US\$1150 would be a better choice for this 1968. Then I could sell my current set to offset some of the cost. The box was sent via freight from Germany to New York USA then to Los Angeles CA and finally down to San Diego by mid-November.

The freight was flagged by US Customs so I had to go to the US Customs office in downtown San Diego to get the box released for an additional US\$9 fee.

I was really pleased to see this original seat set for my 1968 ready to clean-up & install. It was well worth the cost & effort to get them sent from Germany. I was fortunate to find a perfect set of interior panels from Heiko in Germany. With the seats & panels there's simply nothing quite like an original interior.

If you would like an original interior for your T34, please contact CarstenKlein@T34World.org for assistance. He has original sets now and is always finding new sets. He may also be able to help you purchase a set on ebay Germany.





Spotlight: Texas 1963 Dream Custom

Imagine remembering your father driving a Gray & White T34 when you were a kid growing up in Hong Kong. Those memories last a lifetime and the kid has always loved the T34 design but never had the funds to buy one. **David Ho** is now a Urologist in Houston Texas USA and has been a Texan for 18 years. With funds to make his dream a reality, in 2003 he set about finding a T34. He found

T34 in Illinois on ebay and bought it sight unseen. After hearing that West Coast Classics did great work it was shipped to Lenny Copp in Fullerton California. Unbelievably, Lenny collected \$30,000 over the next six years but by then all there was to show for it was a primed body shell. Frustrated & out of options, David was finished being an ATM for Lenny. He began looking for a new shop to take over the project.



By 2009 David was online and saw an incredible Gray T34 done by Buddy Hale in Tempe Arizona for Bill from Las Vegas. David was so impressed with the build quality he immediately contacted Buddy. Upon inspection of the shell at Lenny's shop Buddy felt the metalwork was beyond repair and recommended that David buy a better T34 and start over. They found a 1963 Coupe in Tempe Arizona.

By this time David just wanted a finished T34 and his only desires were that it be painted Dove Blue, have a lowered stance with narrowed front beam, & huge rear tires. He told Buddy to "take care of it". So that's exactly what Buddy did. And the results of Buddy's work is incredible! There was nothing left untouched by his creative artistry.





Buddy took three years to get the T34 right because finding parts was so difficult. Since David lived in Houston and was so busy working, he never had the chance to meet Buddy until the 2012 VW Classic in Irvine California. But Buddy had an excellent reputation & had proven his quality work. Each day that he worked on the car he would call that evening with updates. David never saw the T34 until it was finished & ready for its unveiling at the 2013 VW Classic. David admits "It was like my wife was pregnant for 10 years and I was there for the delivery. Even now, I do not feel like I own the car. Truly, this is Buddy's masterpiece."

Buddy's team put in more hours and sweat than I can imagine. Every line, panel, screw (all Allen head screws), and details are so custom that it will take David years to discover every small customization. Finally David has his dream T34, ten years after beginning the plan to build one. And he could not be happier with the results, saying "I have two soul-mates, my wife & this incredible T34!"



Take a closer look ... unreal attention to detail in every inch of this beauty ...



Make tracks...



Vintage Accessories: Snow Tires & Chains

Although it'd be unthinkable these days to take your T34 out for a drive in the middle of a snowstorm, back when the T34 was new it wasn't a big deal. VW dealers offered different types of tires for driving in winter weather including snow tires, steel-studded tires, and chain sets. Deep blocks at the shoulders bite into the snow or mud for better traction with compact tread in the center assures quiet running on dry roads. The 6.00 x 15 tires offered by VW dealers were 1) Continental Mud & Snow, 2) Goodyear, 3) Autobahn (by Kelly Springfield), & 4) Continental. In Canada the chain sets were C\$15,10 per pair for safer driving on hard-packed snow.





For Sale: American Regatta Blue 1968 Coupe

Two days before Christmas 1967 this Regatta Blue T34 Coupe (#348 062 230) was delivered from the Karmann factory to a VW dealership in Bonn Germany. A few days later an American US Army Colonel Frank Klein bought it for his wife Ethel. Frank & Ethel were stationed in Frankfurt and each bought a car that year, Frank chose a Mercedes Benz 250 SL for himself & the T34 for his wife. They enjoyed living in Germany for another 10 years until 1977 when they were stationed in Southern California. The T34 & 250 SL were shipped to America and lived in Temecula until 2002 when they retired to Arizona. Ethel didn't drive the T34 any longer so they sold it to Jules Dielen from Phoenix. He kept it one year then sold it to its third owner John Lisowski from Venice California. John wanted a nice T34 and with Lee's help he was able to buy this well-preserved 1968 Coupe with only 122,800 original kilometers (76,100 miles). John has enjoyed driving it for the past five years.



In 2008 John wanted to restore the exterior so Lee connected him with Jimmy Braxmeyer, an expert in T34 body & paint work. A few tiny surface rust areas on the rocker panel & spare tire frame were repaired and the original L50F Regatta Blue paint was resprayed to perfection. The body is mirror-straight and should last for another 50 years with pride.

Times change and now John has made the decision to pass this beautiful 90K-mile T34 along to a new owner. If you're interested in a low-mileage, numbers matching, three-owner, well-documented restored 1968 T34 Coupe then please contact T34 World Consignments at LeeHedges@T34World.org for price & details. It won't last long ...







1968 T34s have some unique features: The introduction of the angled ignition switch with the flat top portion that required a flat lower dash pad design and it introduced the new turn signal lever. Rounded interior aluminum trims replaced the triangle-shaped trim, rear tail light bases were thinner & their lenses had protruding centers. The black dash knobs were borrowed from the Beetle. The half-moon horn ring now had a matte finish (vs the chrome finish on earlier years) and the Wolfsburg horn button had a matte finish as well.



St Pierre

Le Cellier St Pierre



T34 WORLD

