



T34 World News

2012 Edition #22

CONTENTS:

- T34 World Database Chart
- Parts Source: Rear Decklid Latch Parts
- Parts Source: Front Hood Deflector
- Promotional Archives: Early 1962
- Event: Autumn T34 Meet in Belgium
- Oldest Surviving Electric Sunroof Found!
- Owner's Story: 1965 Cannes Star
- Tech Tips: Door Hinge Pin Restoration
- Owner's Story: Back Into Cool
- Spotlight: Sweet Cypress Green 1969
- Authenticity: Electric Sunroof Crank
- In-Scale: Herpa Blue & White HO-Scale Sunroof
- Owner's Story: Dutch 1967 Electric Sunroof
- Tech Tips: Staying Grounded with 6 Volts
- For Sale: French Ruby Red 1963 Coupe
- Tech Tips: Fog Light Reflector Restoration



Fall is Here, End of the Driving Season

Front cover is a promotional photo of a Cherry Red 1966 Coupe. Back cover image is Dominique Reiter cruising in fiancé Georg Otto's beautiful Toga White 1969 Coupe cruising along the river Mosel surrounded by the famous vineyards of this area of Germany. Here's a classic photo of Georg's 1969 with period-correct model Dominique posing next to it (above). Looks like Red Riding Hood & the wolf!

It's been some time since I've published the worldwide database so inside this edition you'll see the new data. We're up to 1319 now and the USA has reached 500 T34s, more than the top five countries combined. I'm sure that's because I've been better at collecting VIN #s from American owners, as European owners tend to be more secretive about sharing their VIN #s for some reason.

We have now added a new **SouthEast USA rep** now that Allyn de Vars has relocated to Tampa Florida. Allyn has been involved with the T34 scene for many years and currently owns two T34s (Anthracite 1962 Coupe & Sea Blue 1965 Coupe, center right). He's always been active on the East Coast and willing to help whenever possible. We're lucky to have him help the T34 owners in Florida, Georgia, & others.

Antonio Pellegrino, our Italy rep, informed us that he's sold his 1963 Coupe to **Vincent Mazzone** (bottom right) who plans to restore it.





T34 World International Team

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

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

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)

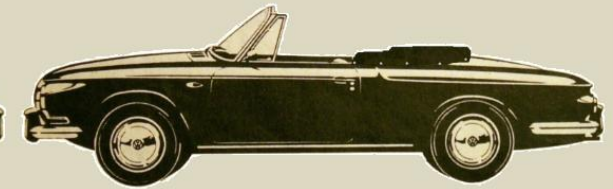
SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

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.



T34 WORLD DATABASE



| | 341 LHD Cabrio | 343 LHD Coupe | 344 RHD Coupe | 345 LHD Sunroof | 346 RHD Sunroof | TOTALS | % |
|---------------|-------------------|------------------|------------------|--------------------|--------------------|-------------|----|
| 1962 | --- | 120 | --- | 2 | --- | 122 | 9 |
| 1963 | 5 | 133 | --- | 16 | --- | 154 | 12 |
| 1964 | --- | 198 | 44 | 23 | 3 | 268 | 20 |
| 1965 | --- | 157 | 49 | 7 | 5 | 218 | 17 |
| 1966 | --- | 139 | 30 | 15 | 3 | 187 | 14 |
| 1967 | --- | 66 | 13 | 14 | 3 | 96 | 7 |
| 1968 | --- | 98 | 21 | 22 | 2 | 143 | 11 |
| 1969 | --- | 87 | 17 | 21 | 5 | 130 | 10 |
| TOTALS | 5 | 998 | 174 | 120 | 21 | 1318 | |
| % | 0.4 | 76 | 13 | 9 | 1.6 | | |

| | |
|---------|-----|
| USA | 500 |
| Germany | 215 |
| England | 140 |
| France | 73 |
| Sweden | 70 |
| Belgium | 35 |

| | |
|--------------|----|
| Australia | 32 |
| Norway | 32 |
| Netherlands | 25 |
| Canada | 23 |
| Finland | 21 |
| South Africa | 13 |

| | |
|-------------|----|
| Thailand | 12 |
| Japan | 11 |
| NZ | 10 |
| Philippines | 10 |
| Switzerland | 10 |
| Italy | 9 |

Parts Source: Rear Decklid Latch

I'm sure it's happened to you before ... you push in the rear decklid button and the decklid unexpectedly comes flying up under your chin for the knock-out blow! The problem? Your original decklid catch tip has broken off (upper right pic). The bad news is these are very difficult to find since it's such a common problem. The good news is there is a new solution!

Brian Lewis from Taos, New Mexico USA had this same issue with his T34 and decided to fix the problem himself. He hired a pro shop to reproduce the latch mechanism by the water cut process & the pin that keeps it in place. Brian is now offering these new parts to get your latch repaired properly (below).

Part Description

| <u>Part Description</u> | <u>Code</u> | <u>Price</u> |
|-------------------------|-------------|--------------|
| Cold steel latch | CS | \$60 |
| Stainless steel latch | SS | \$75 |
| Latch pin w latch | LPL | \$20 |
| Latch pin w/o latch | LPNL | \$30 |
| Latch, pin and housing | LPHCS | \$160 |
| Latch, pin & housing | LPHSS | \$175 |

Shipping cost is extra. Contact Brian at bairnboy@gmail.com for details, painting options, and payment options.



New & broken latches





Parts Source: Front Hood Deflector

Greg Skinner (Colorado USA) has taken the time to re-cast the front hood deflector plates. These have not been available for some time, so it's a good idea to get one now if yours is missing. They are black and undrilled, and they fit all years & models. Simply measure the original mounting holes in your T34s front hood frame and drill the same holes into the deflector plate. Countersunk holes were originally used (see bottom-left pic).

Cost is US\$7.50 each which includes shipping & PayPal in USA. Email & PayPal to gregson62@hotmail.com for details. Parts will be shipped in December. Greg says he may have found the right mounting hardware but needs a little more time to source the parts. Thanks for making these available, Greg!

Interestingly, the earliest 1962s had only one mounting hole (above) for the deflector plate. But then two mounting holes (below) were introduced from mid-1962 forward through the end of production in 1969.





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





Event: Autumn T34 Meet in Belgium

Eleven T34s converged in Lier Belgium for the Autumn Meet organized by the T34 World reps in Belgium, Germany, & Netherlands. Held on the last Sunday in October, the group ate lunch at the Dijk34 restaurant (on Hoogveldweg 34 street) and coincidentally there were 34 people there! The owners went for a 34 kilometer cruise together to celebrate the last chance in 2012 to drive their T34s before winter arrives. Nine T34s were from Belgium, one from Netherlands, & one from Germany.

Participants: Jurgen & Chris Magdelyns with daughters Daphne & Jente (Black 1968 M345), Paul Peeters (Chrome Blue 1969 Automatic), Remco de Bruijn (White 1966 Coupe), Jimmy & Leentje Vernelen (Lotus White 1967 Coupe), Mike Zanella (Bermuda 1967 Coupe), Nadine & Davy Boodts (Arcona White 1966 M345), David & Kathleen Schulpfen with kids Ramona & Aldo (Terra Brown 1964 M345), Hans-Josef (Velour Red 1968 Coupe), Daniel de Bot (Manila Yellow 1966 M345), Daniel & Sophie Lanuit with Charlotte (Anthracite 1967 Coupe), & Francis & Martine Quairiat (White 1968 Coupe).

It's fantastic to see this region organizing T34 owners for a day of fun!



Hans-Josef (above) drove his red 1968 Coupe 220 km from Meckenheim Germany to Lier Belgium and was awarded with a nice surprise for the long-distance drive, a special T34 drawing made by Mai-Li Garcet, a 19 year old art student & proud T34 owner.



Ten of the eleven T34s made a nice display (above left). Nadine Boodts from Belgium has a cool amber fog light set-up (above) on her 1966 M345. Frans Nuninga & Remco de Bruijn cruised together in Remco's 1966 White & Black Coupe (below left). And below is Daniel Lanuit's clean Anthracite 1967 Coupe with the popular rear window blinds.







Oldest Surviving Electric Sunroof Found!

The electric sunroof option was introduced in T34 models in late-1962 model year at VIN #0 050 282. But there are very few early M345 models that have survived today. In the worldwide database the oldest verified M345 is a late-1962 with #0 058 114 that was parted-out in France many years ago. The next oldest M345 is an early-1963 with #0 088 000 that is a custom project in the USA.

So when **Tom Reay** (Central USA Rep) shared photos of a 1963 M345 that he'd heard about, I had to check it out to see if it was an old one. I called the seller (who's asking \$5500 for the non-running major project) and asked him to verify the chassis VIN # since the body VIN # plate was missing. Jonathan confirmed the chassis #0 080 628, making it the oldest surviving M345 in the world today!

You can see from these photos that it's been sitting for some time with the last registration in 1990. All four tires flattened and the condition has been personalized by previous owners. Interior is destroyed, dash pads are cracked & broken, and it's got custom rims fitted. But the sunroof is original to the T34 and the weep holes along the back edge are intact. So it would be a major project for someone with talent & vision, but it stands today as a very significant T34.

Tom recalls spying this 1963 back in 2001 but didn't think much about it since it was in poor condition & obviously abused.





Owner's Story: 1965 Cannes Star

Sébastien Heux lives in Cannes France, internationally known for its annual Cannes Film Festival. He sold his 1970 Beetle and bought a friend's T34 in February 2010. It was 97% complete but had been partially disassembled in 1996 (top left). Sébastien had originally wanted a T14 but when he saw the T34 his decision was an easy one. This 1965 Coupe (#345 053 483) had its date of first issue in November 1964. This was Sébastien's first restoration and it began in May 2010 and was mostly finished in March 2011.





The engine, transmission, & brake system were all rebuilt. The interior was done in Jan 2012 and was treated to a sleek set of black seats with matching red piping and solid black interior panels. Gray carpeting, done in March, was chosen to brighten the dark interior which gives a great contrast. Under the dash Sébastien added a collection of aftermarket performance gauges and a large tach.

He says “I love all the lines that I discovered during the reassembly as well as the ride comfort, as the T34 is made for cruising”. Sébastien added a pair of vintage Mixo dual-tone horns on the front bumper for a classic look. He’s still searching for a few parts: round reflectors on the rear bumper (French T34s only), the plastic dash trim pieces at the edges, & the two side seat spears.





Tech Tips: Door Hinge Pin R&R

By John Kanters from New Zealand

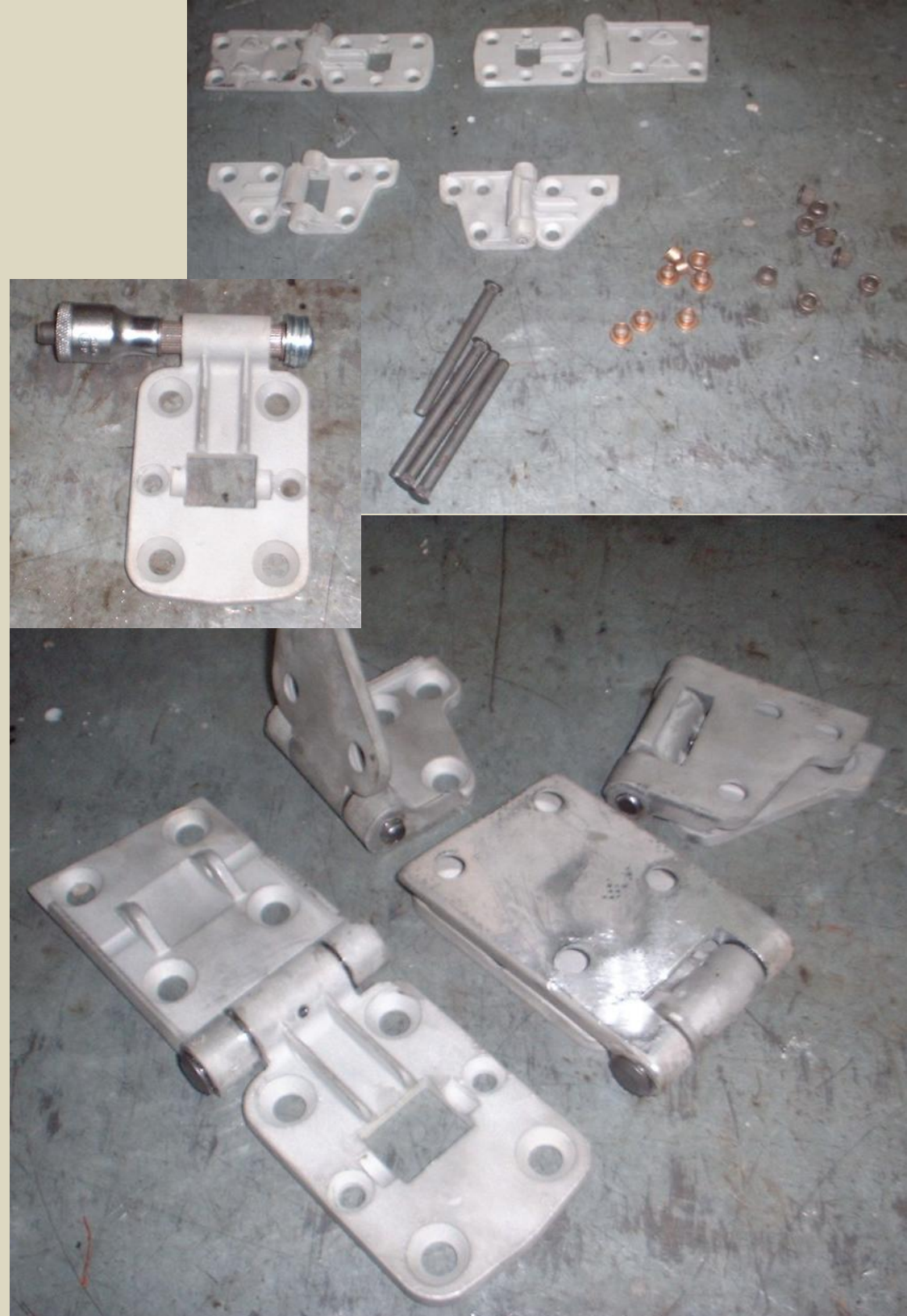
All of my door hinges were well worn out, with the driver's door dropping well over an inch so it was time to put that right. Getting the hinges apart is often difficult as mine were, but with brute force, some heat and a press it came apart. Two of my pins were worn as well so just a bushing kit wasn't going to work and to be honest I wanted to totally rebuild them.

I found a Chevrolet Corvette hinge repair kit on ebay for \$16 and decided to see if that would work. In the kit were 4x pins (longer than T34) 8x bronze Chevy size bushes (too small for T34) and 8x oversize bushes (ones which I used).

The oversize bushes also had teeth on the outside to help grip in the aluminum hinge which was perfect. First I sandblasted the stripped hinges and arranged them into sets. First you must drill out the hinge (door side) where the bushes will go, I used a 12.2mm drill bit (31/64 will also work but not as snug a fitting).

Install the bushes next. I used the new pin to align the bushes to make sure they stay straight and line up with each other. The washers you can see cover the serrated end of the hinge pin and on the other end I just used a socket to protect the new bush. With both ends lined up you simply use a hammer to drive the bushes in, and you simply repeat for the other hinges.

Next is the pillar end of the hinge, the new pins are 8.6mm so I drilled them out to that size. The pin is a nice tight fit that way and the serrated end keeps it locked in place. The next thing is to file the opening of the pillar hinges a little bigger (only about 1-2mm) as with the new bushes top and bottom they don't fit inside their counterpart anymore (you could file down the bushes a little bit but I didn't want to mess with them). Check the fit as you go and once fitting you can debur everything and measure the pin length, cut them to size and install them. I filled my hinges with as much grease as I could before driving the pins in. Job done, and probably better than they ever were when new. You can see that I drilled a hole in the center (did that at the start) so that I can pump them full of grease when on the car. Overall it was a reasonable task that didn't cost much.





On the internet I stumbled across a funky-looking, scowling car which I learned was a T34. One of the things I enjoyed most about my T14 Convertible was its rarity as well as the looks and comments that it got, something I also see in the T34. I couldn't find a T34 in my area, nor could I find one that I could afford, but Notchbacks were easier to find. As luck, fate, serendipity, or God would have it, I found a Notchback on Craigslist. I went to look at it, and in the midst of our conversation I mentioned how I was really looking for a T34. The man from whom I was buying the car mentioned he also had one of these that had been sitting around for about 15-20 years at a different location. I was dubious, not believing it could possibly be the same car I was describing. In any event, we went out to his property and there she was! I was stunned!

It was obvious the T34 had not rolled in a long time, and there was a Bug hood resting on top of the Ghia hood to keep kids from jumping on it (which they had in the past as evidenced from the dented-in roof which I subsequently popped out with no ill-effects). I ended up buying both vehicles from him and towed them home, an all-day trip.

Owner's Story: Back into Cool

By Darin Denney from Lemoore, California USA

I'm new to T34 World and am trying to glean as much info as I can about my recent acquisition, a 1966 Coupe in need of some serious TLC. I live in Central California just south of Fresno. With Lee's help I was able to locate a new windshield from Ohio. I'm excited to read the very informative magazine each month and I'm learning new things every day about the unique T34. It's amazing there are so few of them that have survived.

My VW history began about 20 years ago when I had a 1968 Bus & a 1972 T14 Convertible. Recently I'd been longing for another KG Convertible especially with my high school daughter making comments like, "You had all the cool cars before you had us." So, I began my quest for another Ghia.



So I have two cars, both with engines that need to be rebuilt. The T34 engine is currently in the Notchback.

I've quickly become obsessed (my wife's word) with this whole T34 world. I have never undertaken any sort of automotive project, so I am trying to do as much homework as possible; although I did adjust the valves and changed the oil on my other two - so I have that going for me.

In our ongoing conversations Lee mentioned that "T34 owners need to be patient, vigilant, and well-funded", which makes me a bit nervous, since the only one I feel describes me is vigilant, but I'm working on the patient part. When I am done (is this possible?) I would like to have a car that is as close to stock as my finances and time will allow, but not to the point that some of these other owners seem to be. I would like it drivable and nice-looking, not crazy-amazing.



I think I'm in the "denial" stage. I am looking forward to the "hope" stage, but I am afraid the "anger" stage will be prolonged if the guy that is supposed to be working on the motors doesn't start doing something.

There's a man in my area that has been working on VWs for about 40 years, and has a TON of motor parts, quite a few Bugs in various stages of cannibilization, and some Buses. Anyway, he always has a few projects going at the same time, but mine has not yet become one of them. Frustrating! Another guy I know, with whom I went to High School, does body work and is a mechanic so I'm planning on having him work on the paint and replacing floor panels.

The dash pads are pretty shot, both the top part and the bottom. So those parts will be at the top of my wanted list.

Lee said I was brave ... but I think that only counts if you know what you're getting yourself into. I surely did not know what I was getting into, but I am starting to realize it day by day!



Spotlight: Sweet Cypress Green 1969

Thomas Voss has been interested in old cars since he was 15. In 1996 he was searching the old-timer magazines for a Volvo P 544 or a Karmann Ghia. Because he lives in Greven (between Münster and Osnabrück Germany) he didn't want to drive into Hamburg, Munich, or Berlin to inspect cars. In July 1996 he found a 1970 T14 KG in dark blue & white in Greven, and since it was exactly what he wanted it became his first vintage VW. For 15 years he has driven it to many meetings in England & France as well as holidays along the

south of France, Switzerland, and Italy. After more than 100,000 kilometers, last year he decided to fully restore the T14 and expects it to be completed in 2-3 years.

Then while attending a KG meet on 30 March 2008 he got a tip from Johannes Krasenbrink about a low-mileage pristine T34 for sale. He immediately inspected the 1969 Coupe which had only 53,376 original kilometers (33K miles). With original paint (except for the doors), original interior, never been welded, and four owners it was an easy decision for Thomas to add this T34 beside his T14.





The late-1969 T34 has VIN #349 174 770 and its original 1600cc engine #T 0 645 281, as would be expected with only 33K miles. It was fitted at the Karmann factory with M-Codes 047 dual rear reverse lights, 102 electrically-heated rear window, & 173 textile-belted tires instead of standard bias-ply tires.

Some enthusiasts feel that textile-belted tires provided outstanding dry-traction and great feedback when they were on the verge of letting go while steel-belted tires provided better wet-traction but no feedback when there would be an impending breakaway leading to a spin-out. Textile tires give a more comfortable ride than the steel-belted tires.

Left: In 2012 Thomas drove to the Stanford Hall event in England. During his trip he found a nice English mansion which provided an amazing historic background.





There have been four owners over the past 43 years. Originally sold in Münster Germany by a VW-Dealer that still is in business selling VWs today, the original owner was Mrs. Sickmann from Münster who registered it on 27 June 1969, who owned it for 16 years. Then it was sold in 1985 to Mr. Scheibel also from Münster who registered it on 30 September 1985, who drove it for 18 years. The third owner, Mr. Peschke from Steinfurt bought it on 11 September 2003 and had a new license plate assigned since he lived in a different region (ST-RP 65). And now Thomas Voss from Greven bought it on 07 April 2008 and had another new license plate assigned (ST-KG 344H). Thomas plans to keep it forever alongside his 1970 T14.

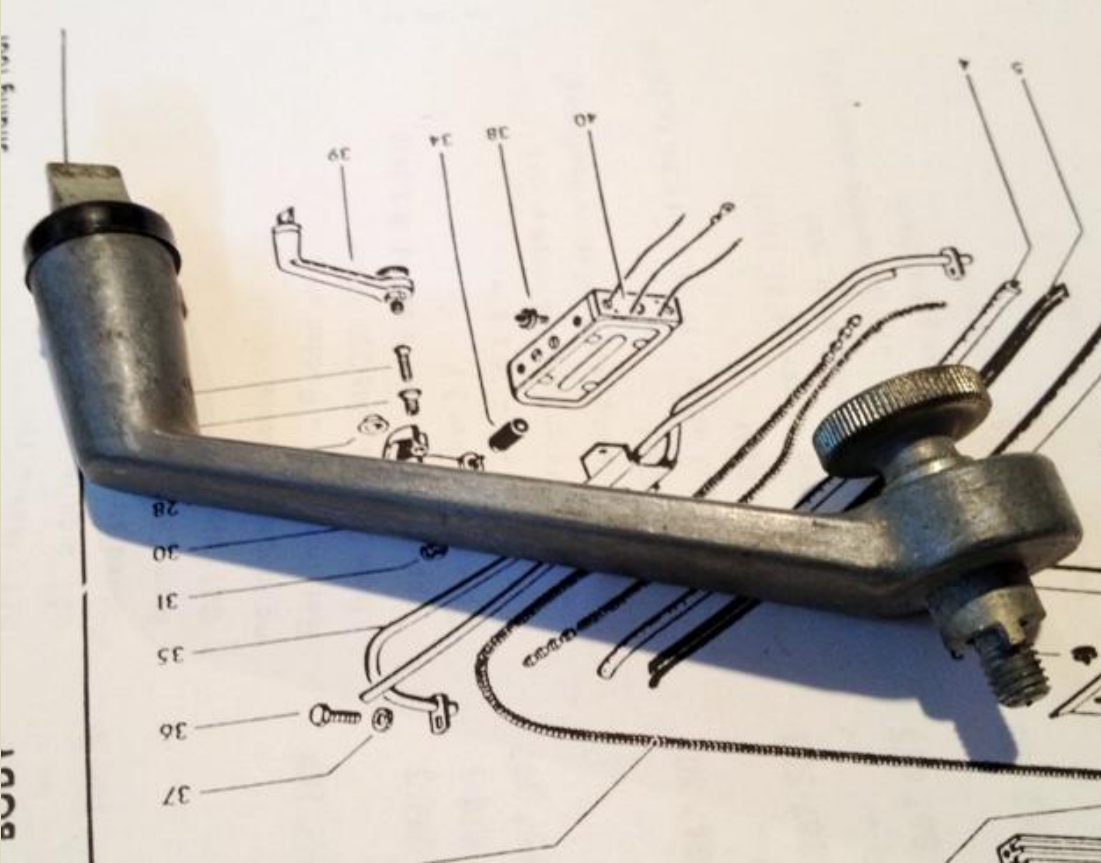
He bought it with 53K kms (33K miles) and it now has 108K kms (67K miles), so you can see he's doubled the mileage over the past four years and is clearly not afraid to drive his "new" T34 and enjoy it. Thomas says driving a T34 is more comfortable over long distances but he likes to drive both KGs and has no favorite.

Authenticity: Electric Sunroof Crank

The T34 Parts List book shows that Electric Sunroof T34s (M345/346) originally came with a metal emergency handle #345 877 997 A (below). One end had a flathead screwdriver tip and the other had a threaded thumbscrew for the attachment to the drive gear.

When the electric sunroof power doesn't work (due to a broken motor or loss of battery power), owners can use the screwdriver end of the tool to unscrew the brass bolt and then insert the other end of the tool into the open threaded hole and tighten the thumbscrew until it's tight, then crank the handle until the sunroof closes manually.

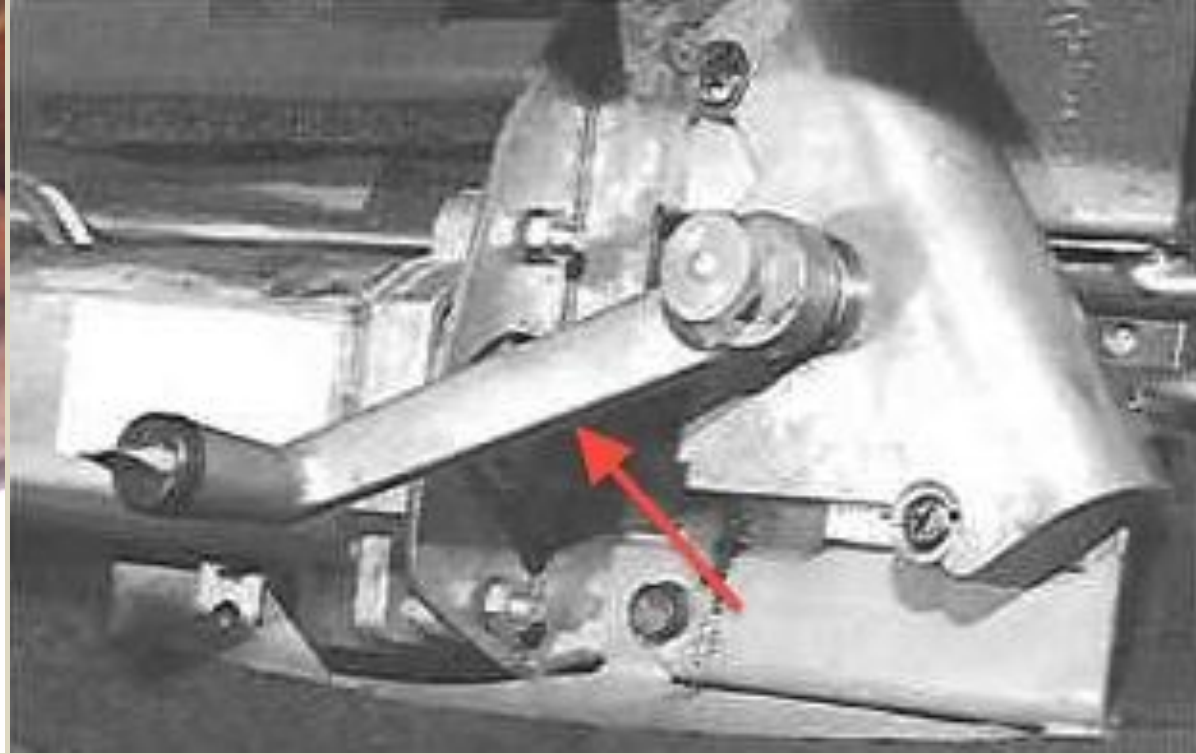
In 25+ years of dealing with Electric Sunroof owners, the only owner to actually have one of these handles is **Tom Reay** from Central California USA. His handle came in the glovebox of his 1965 M345.





Above: removing the screw to gain access to the crank handle to manually turn the sunroof closed.

Below: Headliner removed shows roof insulation.



This same crank handle is shared with the Porsche 911 (above) and is listed as part #901-564-085-05. There is one source for new handles in the USA at Einmalig in Southern California for US\$68. And there is an NOS source at Aase Sales in Ohio at 740 503 3651 or online at www.aasesales.com that claims to have NOS handles for US\$200.





In-Scale: Regatta Blue & White Herpa Coupe

Another new color variation of the HO-scale (1/87th) Herpa T34 Coupe has been available since November 2011. This plastic model has incredible details. Its part number is #023382 but all the color variations share the same number, so it makes ordering specific colors difficult. There are three previous colors: Black & White (2005), Beige & White (2006), & Wine Red & White. Currently available from mrs-modellautos@t-online.de in Germany or check ebay.





The instrument panel has been mostly reassembled with the exception of the dash pads & radio. The angled ignition switch is a quick indicator of a 1968 model year body which was mounted to the 1967 chassis. And if you look closely you can see the tiny dash warning light for the heated rear window. Below: the fresh electric sunroof headliner looks nice & tight. Nice work, Marc!



Owner's Story: Dutch 1967 Sunroof

Marc van Meel lives in the Netherlands and in June 2011 bought a Velour Red L30K 1967 M345 project (#347 099 600). The body had already been restored by the previous owner so it now needs to be built up. Marc says he keeps learning every day & didn't know very much about the T34 except that they are cool cars and that he wanted one! He's happy to hear T34s are technically (engine, brakes, trans) very similar to the Notchback he already owns. He learned from the T34 World News magazine that his 1967 has a rare option: a heated rear window. He has seen only a few T34s in The Netherlands but he knows of at least one more with a heated rear window.

Marc's T34 has a 1968 body (with sunroof!) on a 1967 chassis. The previous owner had restored many T34's in the past and had owned 10-15 different ones, but his passion was more to restore them than to drive them. He stopped working on Marc's 1967 about 4-5 years ago and only last year decided to sell all the cars he had left.

When Marc found the T34 all the welding had been done, the car was painted, and the body was sitting on the chassis, but that's it. So the good thing about the car was that Marc could inspect the body very well, as the car had no interior, no carpets, & no rear lights. Fortunately, it came with more or less all the parts needed to finish reassembling the car. But he still has a lot of work to do to get it to the driving stage.

Marc confessed that he actually was not searching for a T34! He had been searching for a nice Squareback for more than a year. Since he doesn't have the ability to weld the car had to be a rust-free one. After a year he still had not found one that he liked. Since finding a nice Squareback was so difficult, he hadn't even thought about searching for a T34. So when he saw this T34 he says "I knew that it was a now or never opportunity for me to own a rust-free T34".

The first few months after he bought the car, he spent the time getting more familiar with the T34 and finding more information. He first wanted to see what parts were there and if any parts were missing. Fortunately he wasn't really missing much, but many seals were not in a very good condition anymore so he ordered repro ones. Same for the headliner: the one that came with the car was very dirty and had some cracks so he had a new one made. Then he started with the dashboard and electrics, so mainly the invisible things. He had a lot of trouble with installing the fresh air boxes but now they are finally in their place. The electrics are now also sorted out. The next steps are to restore & install the front and rear lights and test if the engine works. Installing the side windows & door parts will be next ... so he still has a lot to do, but hopefully it will be back on the road within 2012.

In mid-October Marc wrote "Today was a big milestone, as I had the engine running for the first time! It was the first time I could drive the car. I drove only 20 meters though, out of and back into my garage (right). I had to sit on the bare floor pan because the seats had not been fitted in the car yet."





Tech Tips: Staying Grounded with 6 Volts

If you own an original 6-Volt T34 (1962-66) then you know how important it is to keep your electrical system healthy to get as much juice as possible. With most T34s now approaching 50 years old and most never having serious attention paid to the ground connections, owners need to understand where they can make improvements to the electrical connections. In this article we will show you how to R&R your ground connections to get the best results possible.

There are four ground cables/straps on your T34. Proper grounding requires clean tight connections with good ground straps. If your T34 is anything like my 1962, it has never been attended to and is caked with gunk over the decades. The only tools you'll need to R&R these straps & connections are a flathead screwdriver, wire brush, some degreaser, and a clean rag. You'll want to buy a new 15" negative battery ground cable (\$5 from your local auto store) or you can buy an original braided copper strap (#111 971 235C) from your local vintage VW parts supplier.

BATTERY STRAP: Begin with the easiest strap to access ... under the rear seat connected to the negative battery terminal (top left). This 12" cable is a copper braided flat strap held down by a 13mm bolt into the body. Disconnect the battery and remove the battery strap. Use your wire brush to scrape away the gunk around the area where the strap attaches (left). Install the new cable & tighten it down. That was an easy one.

STARTER CABLE: The next one goes from the positive battery side to the starter (bottom left) and it's a thick red cable. Wire brush the battery connection end, jack up your T34, and climb under it to access the starter motor. Remove the 13mm nut, clean the connections, and then tighten it down. Another easy one.



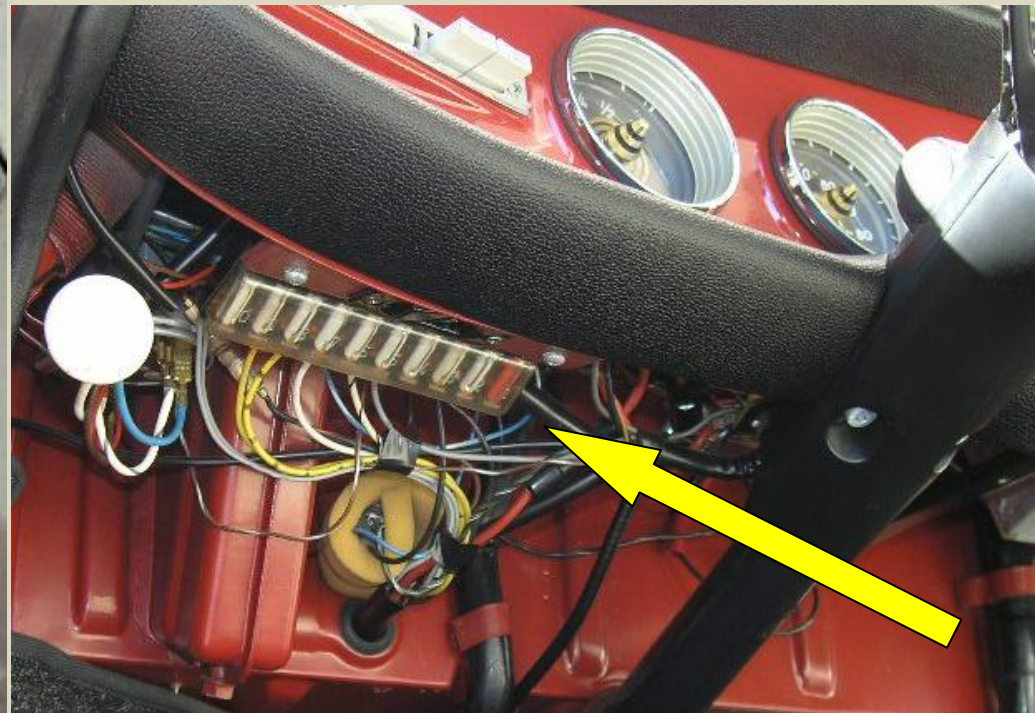


TRANSMISSION STRAP: While you're underneath the T34, find the third ground cable attached to the end of the transmission housing. The 3rd ground cable is the nastiest since it's typically caked with oil & grime since it's constantly exposed to the elements while driving. Use the screwdriver to scrape off the gunk then spray degreaser and use the metal brush to remove the rest. Remove the 13mm nut and clean the area really well. Clean the cable as best possible & then tighten it down. Dirty but easy.

STEERING BOX CABLE: The last ground cable is the hardest to access, located on the end of the steering box. It may be easier to access by removing the fuel tank, but that's a lot of work. Smaller hands can get the wire brush up in the tight area to clean the connections and make sure the cable is on tight again. Not easy.

FUSE BOX: The first step is to disconnect the battery. Next take notes on which fuses are in each position and then remove them all. Remove the two screws holding the fuse box into the dash and then pull it down a bit. Use a wire brush to clean all the fuse connections & topside wiring (without disconnecting the wires).

With a fresh 6V battery your 6 Volt T34 will now have the best possible ground connections & brightest electrical system since your T34 was new! My T34 has never started so easily ...



For Sale: French Ruby Red 1963 Coupe

Here's a new Ruby Red 1963 Coupe (#0 176 539) that is listed for sale in France through Vintage Import. They're asking 22K Euro (US\$27,800), so it may be there for awhile.

It was originally sold to the Mallory Battery Company and lived on Fisher's Island, New York USA. It's an island in between the mainland and Montauk Point (east tip of Long Island). The only access is via ferryboat from New London, CT so despite being a NY car, it was serviced at the VW dealer in Groton CT, which is the next town over from New London. It appears the T34 was a grey market car. Fisher's Island is a very upscale neighborhood. The T34 was serviced by Wile Motors, in Groton, Connecticut. The car eventually ended up at Butler





Chevrolet in New London, CT in the early 1980's and was sold off the lot as a used car to a local couple. They sold the car to Dave Camp around 1985-86 and it was later sold to his brother Mike in Vero Beach, Florida. Mike had the car into the early 1990's and when he sold the car it was sent overseas to Belgium.

Allyn de Vars in Connecticut USA has been following this T34 since new. He shared that it originally was sent to New York and then was sold to Dave Camp in Connecticut in the 1980's. Then it was sold to his brother Mike Camp in Florida in the 1990 and quickly sold to Belgium & exported on 29 August 1990. Allyn says the CT owner had NOS rocker panels fitted during its resto and that it had an accident in a parking lot in the rear fender.





The front & rear compartments are in great condition. You can see that this 1963 is an early model year version as it does not have the rear air duct grilles. And the original warning decal is still inside the rear air duct as well (above). It was fitted with clear front turn signal lenses which give the front aspect a clean consistent appearance (below).





This is an original fog light to body seal. Made from a soft foam rubber, it's a simple flat design on both sides. And it seems so easy to reproduce too.

Tech Tips: Fog Light Reflector R&R

One of the parts that make T34s unique is the built-in fog lights. The fog light to body seal (above right) is rarely still intact, as it was made of a soft foam type of rubber. Over time the fog light to body seal deteriorates allowing water to get into the metal reflector, trim ring, and inner frame. Rust eventually begins and the reflectors shiny coating turns dull (above left).

So the fog light reflectors need to be restored back to their shiny brilliance. Since NOS fog lights are extremely expensive these days (\$1000/set) the best method is to get the reflector recoated. The silvering method of the original reflectors was done by applying a thin layer of silver to the surface creating the brilliant shine. There are many companies that will resilver your reflectors for US\$50-75 each. Google "resilvering" and your city to find a local shop. If you're in Europe, there's a company specializing in T34 resilvering for 160 Euro/pair. Contact Lampen Doktor, Rico Pohlan Bismarckstr 56, 01257 Dresden. Phone 01775423608 and email is hoeflichst@web.de. You can see the excellent results of the restored reflectors (lower right). But there is another option ...



If you'd like to save some money and do the job yourself in a couple hours, here's what I've done on several T34s. It's inexpensive and the parts stay in your hands (vs being "lost" at a shop).



First step is to remove the fog lights from the T34 and carefully disassemble them (below left). You can see the reflectors are hazy and the silvering has chipped away over time. The toughest part of the disassembly/reassembly process is keeping the thin metal clips from flying away once removed from the space between the inner lens & frame! Keep one hand over the clips when removing and that will avoid you searching for them in the garage. Also, when reassembling the lenses, be sure to get the vertical lines in the glass lens straight or you will be reassembling them twice.

Sand down the reflectors with wet sandpaper to get the smoothest surface. Allow to dry in the sun completely. Then apply a couple thin coats of gray primer and allow to dry. Then apply a couple thin coats of chrome spray paint (above right).



Once reassembled you can really see the difference. The "before" and "after" photo below shows what a difference the chrome spray paint makes. This process takes a couple hours and costs about \$20 total. For those on a budget that want a quick fix it's a good option vs spending \$150-200 or more.





T34 WORLD

