



T34 World News

2013 Edition #28

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Being Thankful For What We Have

Front cover is a Black & Albatross White Coupe featured in the 1968-69 Karmann Ghia sales brochure. **Back cover** image is a classy one of **Daniel Lanuit's** 1967 in Wavre Belgium.

For decades T34 owners have suffered without access to metal repair panels. Handmade sheet metal was the only answer, cut into small sections and hand-worked into the necessary shapes of the unique T34 panels. Then bondo was used to fill the uneven spaces. Neither of these solutions were good for T34s but it was the only answer for many years. Now T34 owners have a real solution with the metal repair panels being offered by **Jurgen Magdelyns** in Belgium. Jurgen has created most of the typical areas that rust on T34s. His panels are thick steel and they've been tested on real T34s. His prices are reasonable and they're the only source worldwide. Check out page six for a list of the reproduction panels from Jurgen and place an order for what areas your T34 needs to be restored properly with steel panels.

And since Halloween has just passed by ... here's a scary cool pic from **Georg Otto** in Germany of a werewolf driving his beautiful 1969 Coupe.

In late-October a unique piece of T34 history came up for sale in California USA on theSamba site. An original color dealership poster from 1961-62 featuring a Sea Blue & White T34 Coupe in front of a Ruby Red T14. This artwork was done by famed artist **Victor Mundorff**. VW contracted his artwork in the 1950's & 60's with Beetles, Transporters, & of course the VW 1500 series. This T34 poster measures 46 inches by 31 inches (79.5 x 119.5 cm) and it was hung on the walls of the dealership showroom (below). The price of this poster in 2013 is US\$2550, but it's one of only a few originals ever seen.



And since Halloween has just passed by ... here's a scary cool pic from **Georg Otto** in Germany of a werewolf driving his beautiful 1969 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)

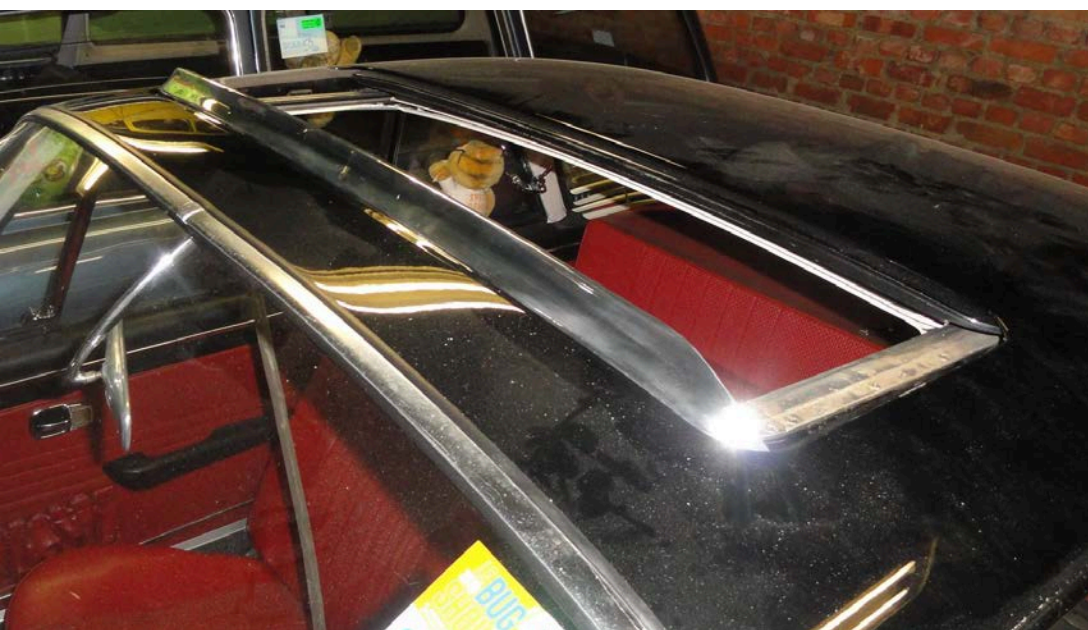


An original one (upper left) mounts to the front inner edge of the sunroof opening and is secured with screws into the roof metal. The outer edges of the deflector has a curved design. By comparison the repro deflectors has a more angled design (bottom). The repros are polished for a bright finish. Jurgen tested them on his own 1968 and fitted the felt seal over the deflector to make sure it seals properly.

Parts Source: Aluminum Sunroof Wind Deflector

There was an aluminum wind deflector plate that mounted to the front-inner edge of the sunroof opening. It was an accessory sold by VW. There were different sizes for the Beetle, Notchback/Variant, and T34. The T34 one is extremely rare, and I've only ever seen two original ones on T34s. The Notchback/Variant one is about an inch shorter than the T34 one.

Jurgen Magdelyns in Belgium has just announced his new reproduction of this aluminum wind deflector. Price is 140 Euro + shipping. He's only made ten (10) and I've already ordered two of them. If you have an Electric Sunroof and want this cool accessory, don't wait. Contact Jurgen at JurgenMagdelyns@T34World.org now. He accepts PayPal for international payments. Shipping to the USA is about \$35-45.





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.

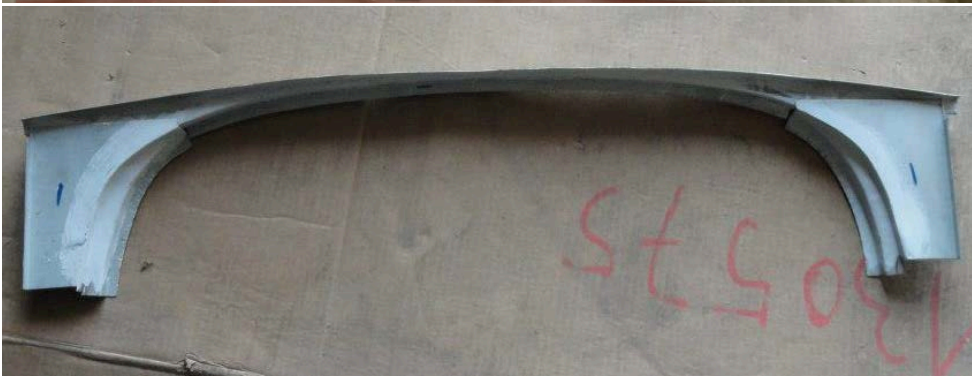




Parts Source: Reproduction Metal Panels

Jurgen Magdelyns in Belgium has been reproducing T34 metal panels for many different areas. Each of these panels has been test-fitted on a real T34, like the 1968 above in Belgium. This is the only source for most of these panels. Contact Jurgen at JurgenMagdelyns@T34World.org for shipping costs to your home.

Top Right: Rocker panels 550 Euro (six pieces), wheel arches 190 Euro, lower rear corners 190 Euro, spare tire well surrounds 80 Euro, & lower rear apron 130 Euro.





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



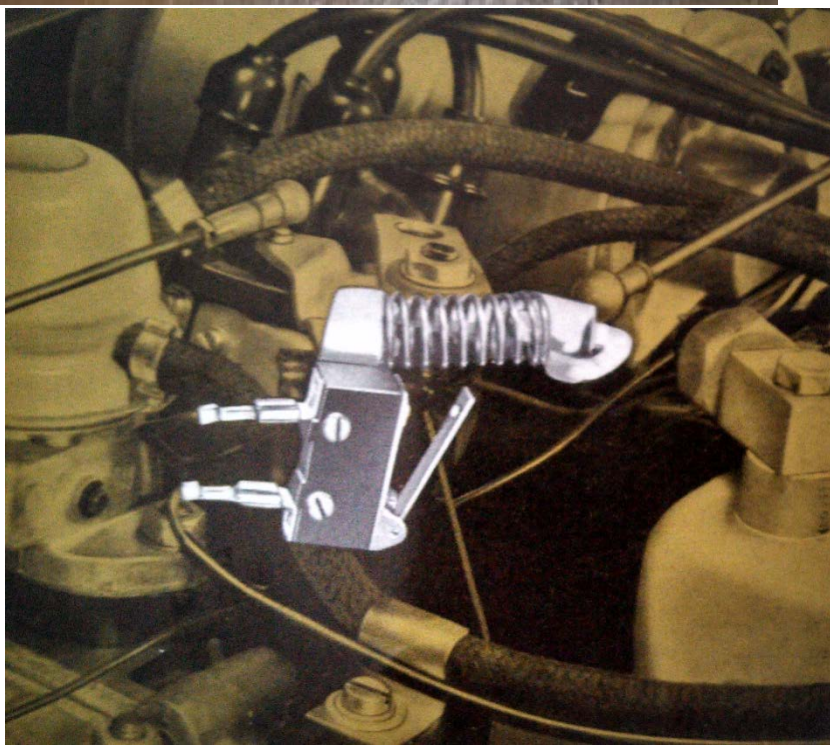
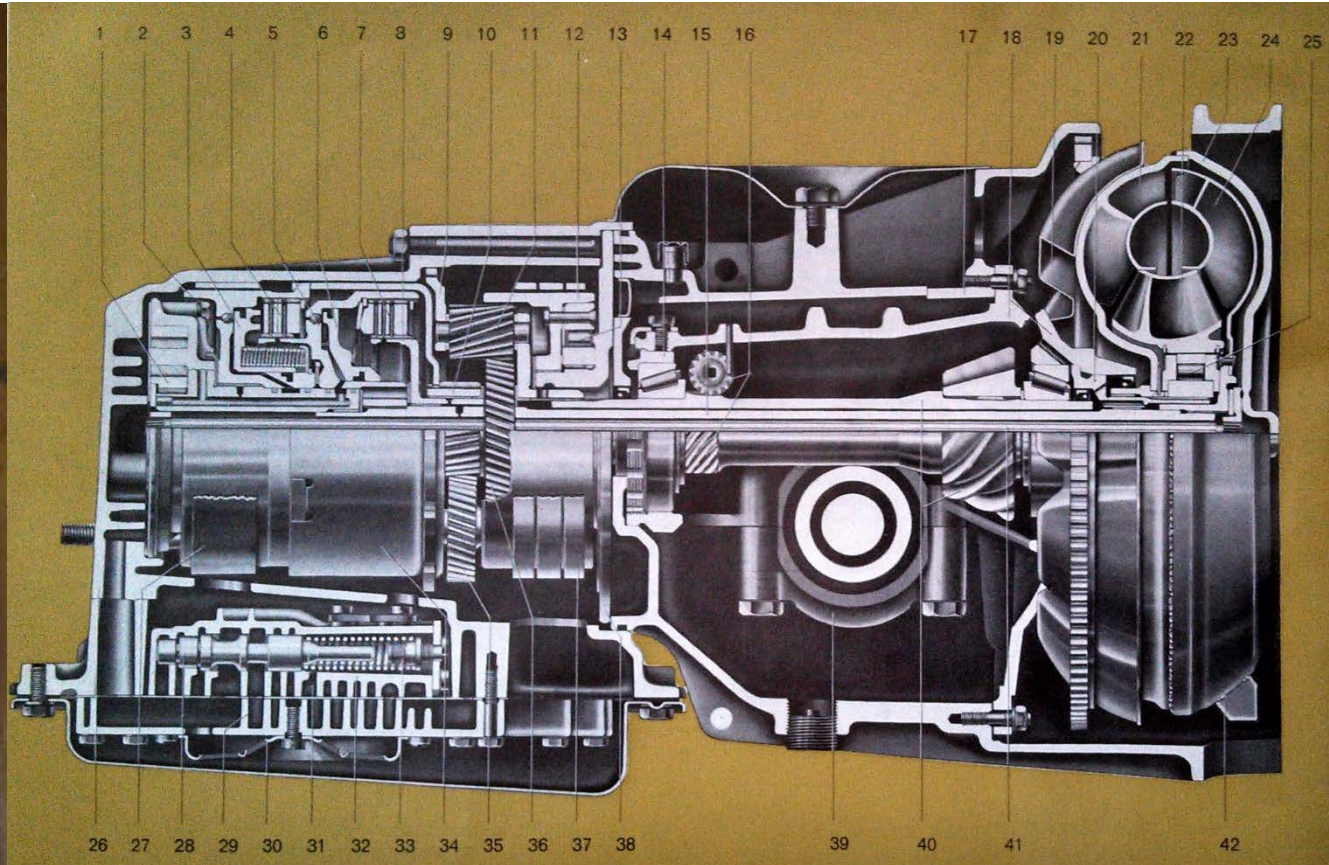
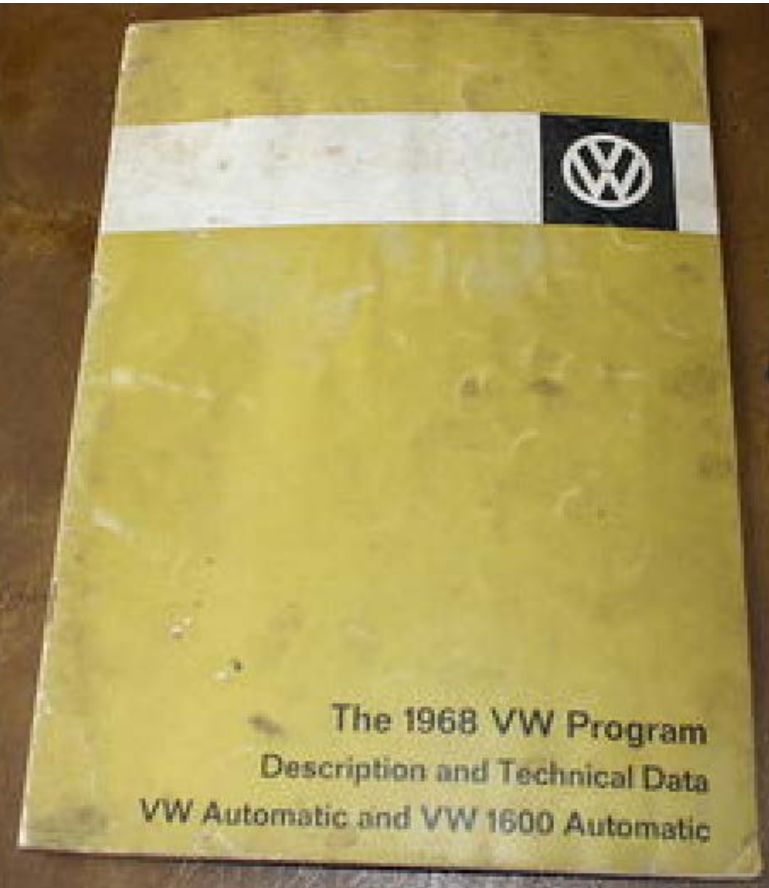
The earliest known T34 fitted with an Automatic transmission is #348 082 530 which was built in early-January 1968. Today there are currently 64 Automatic T34s known to have survived, 33 from 1968 & 31 from 1969. 69% are Hardtop Coupes & 31% are Electric Sunroof Coupes.



History Lesson: Automatic Transmission 1968-69

In 1959 VW engineers made the decision to develop a fully-automatic transmission. But they didn't want to lose fuel economy nor horsepower, so it took VW nine years to develop the Automatic. In late-1967 VW launched the Semi-Automatic stick-shift design in Beetles that used a vacuum-operated clutch engaged when the gearshift was touched, but this was a dismal failure and too complicated for drivers to operate. In January 1968 VW introduced the first 3-speed fully-Automatic transmission but only in the Type 3 models. It was designed from scratch to get the most out of the VW engine with the least expenditure of effort, with the fewest moving parts, and the lightest per-horsepower output.





This 1968 VW Automatic Program piece was printed in September 1967 but the actual Automatic T34s were not available until January 1968.

The automatic transmission is an epicyclic gearbox with three forward speeds which engage automatically, depending on engine loading and road speed. The transmission is driven by the engine via a hydrodynamic torque converter. The special advantage of the epicyclic gearbox lies in the fact that the change between different reduction ratios can take place under load and also that it's very compact.

A special feature of the automatic transmission is the "kickdown" device. For overtaking at speeds below 50mph or whenever one wishes to accelerate fully, it is sufficient to depress the accelerator beyond the full throttle point, right down to the stop. This operates a switch on the throttle linkage which changes the automatic transmission into the next lower gear or holds the lower gear for a correspondingly longer time.

Starting the engine by towing or pushing is not possible because the pump of the automatic transmission will not be operating and thus the necessary oil pressure will be lacking. And when towing the max speed should not exceed 30mph and the distance not more than 30 miles. If longer distance is required the rear axle shafts should be removed.

ELECTRIC

For Sale: Electric 1965 Coupe in California

Electric vehicles are becoming more common these days to offer modern solutions to high gasoline costs & emissions leading to global warming. The cost has always been the ultimate concern. So when we saw an electric T34 for sale in the classifieds we just had to learn more.

Stephen Ruppenthal from Sebastopol California USA has been driving a 1965 Lithium Ion T34 Conversion (#345 053 210) for several years. This T34 was first converted in 2000, the last electric T34 converted by Steve Heckerth of Homestead Enterprises. Ten years later it was upgraded to more modern batteries by Thunderstruck Motors in 2010. The total cost of the conversion was \$15K for the original lead acid configuration, including labor. The battery upgrade in 2010 cost \$17K.



From the street view you wouldn't know this would be an electric car. The dark green & white paint scheme looks stock, the wheels & beauty rings look stock, and the lights & bumpers are stock. Only the badge on the front fender gives an indication of how special this T34 is inside.

But once you pop the rear hood it becomes obvious that this is not a stock T34, at least from the propulsion technology.





Here's the money shot: front compartment filled with 24 cells, battery management cell boards, and a 120V charger. The rear compartment has the motor, motor controller and 240V charger. All of these electric parts are neatly hidden from the outside, retaining the styling of the T34's classic 1960's body lines.

SPECIFICATIONS:

8" Advanced DC motor

custom motor to flywheel adapter & stock 4-speed transaxle

Zapi 144V controller with regenerative braking
48 3.4V 180 amp-hour CALB batteries
LFP180AHA-C LiFePO4 cells, 720 amps (4C) continuous, 2160 amps (12C) burst, 29.3 kilowatt-hours, weighing 593 pounds

System voltage is 163 volts nominal

Dash instrumentation includes an E-meter & battery amp gauge

Top speed is 70 mph with a range of over 100 miles

For sale US\$15,000, call 707 824 0604

Below: 3.6kW solar charging station inside the garage allows owners to keep it topped-off.



Owner's Story: Handmade 1:2 Scale Pedal Car

It all started last summer in Matthias Andree's garage in Berlin Germany with a small pedal car he bought on ebay. Matthias is an expert metalsmith with panel work & welding. He started to build up a T34 body for that little car all in metal. He even handmade all detailed parts like bumpers with bumper guards, mirrors, handles & exhaust (below). These were all brought to be chromed. After all the preparation work had been completed the little car body was painted in Chrome Blue by the German TÜV academy, a perfect match to Matthias' real T34 he finished restoring in 2010.

The windshield was the most interesting part of the construction of the 1:2 model T34. It was made by plastic which is possible to bend and drill without breaking. The wheels I took from a baby buggy shop to look a little like the Porsche Fuchs style. Tail lights were cut off a 1970's Beetle tail light and the front lights are made with bicycle accessories. The Karmann Ghia script on the rear hood was created by using an original script used for the T34 dash. The VW nose emblem on the front is a cut key from the glove box.

Below: The wheels were found at a baby buggy shop so the pedal car would look like the Porsche Fuchs style.



Above: The original Kettcar is a chain-driven cart with a handbrake that Matthias used as the basis for the T34 Cabriolet pedal car.

Below: Hand-made metal parts include the vent frames, bumper blades & guards, headlight & fog light rings, door handles, & side mirror.





Above: body is finished and being transported to the paint team.

His excited young son took it for a ride but now Matthias only allows him to drive in open spaces because the chromed bumpers and paint can be easily damaged. Next winter Matthias plans to upgrade the T34 pedal car with functional lights and maybe in a few years it will be fitted with a little engine. He's even considering building 2-3 more if there are T34 owners interested in paying for them. If you're one of those, email him at MatthiasAndree@T34World.org





Authenticity: Dual-Circuit Brake Warning Light

The dual-circuit brake warning lamp on the dash was first offered for the 1968 model year as optional M-Code O50. In 1968 models, however, it did not have the B graphic on the red lens. For 1969 the B graphic was added, like the one in these photos. This option is rare option, seen on fewer than a half-dozen T34s that have survived today.

This warning light illuminates when either the front or the rear brake circuits fails in a dual-circuit brake master cylinder system (or if the brake switch is defective). These are independent circuits allowing owners to safely drive the T34 until the master cylinder can be replaced. When one circuit fails the other will continue to work but greater pedal pressure & a longer stopping distance will be required to bring the T34 to a stop.



Interestingly, the metal dash panels on all late-model 1968-69 T34s were pre-stamped with the hole for the brake warning switch. But since the dash panels were covered with the wood-grained covering, the hole was not exposed until the option was fitted at the factory or at the dealer.



Resto Tip: Dual Carb Safety Wire

Imagine working for years to complete your T34 restoration and you're driving down the highway to your first show. Suddenly the engine begins to sputter and then you see smoke coming out from the rear, then a bright orange flame appears engulfing your beautiful T34 in minutes with no way to stop the damage. All T34 owners at risk for an engine fire if their fuel lines are not properly maintained. This scenario actually happened several years ago. Don't let this happen to your T34.

The problem is not with the fuel hose but rather with the brass pipe that's connected to the carb. When you pull on the fuel hose to remove it, the brass pipe eventually works its way out from the fitting. You can see the brass inlet pipe (upper right arrow). Once the pipe comes loose then an engine fire is much more likely when the fuel pump pressure pushes the fuel hose off of the pipe and the gas spills into the engine bay. One spark from the coil instantly ignites the gas. The simple solution is to wrap a thin flexible wire (lower right arrow) from the hose clamp to the carb bolt. This will keep the hose & carb together and avoid this disaster from ever happening to your T34.



Owner's Story: Grandpa's 1963 Coupe

Byron Mathe (Highland, California USA) owns the Ruby Red & Black 1963 Coupe (#0 183 572) that his Grandfather bought new.

In early-1963 Oscar Deal wanted to buy a new Volkswagen but didn't want the standard Beetle, so he contacted his brother working in Germany and asked him to send a brochure of the available models. When he saw the T34 Coupe he instantly knew that was what he wanted and asked his brother-in-law (stationed in Germany) to purchase it and ship it to California. He didn't even specify a color, he just wired the money in April 1963 and picked up the T34 in Long Beach in July.

Byron's grandpa Oscar passed away in 1989. His wife knew how much her husband Oscar loved his T34 so she didn't sell it after his passing. To this day she still keeps a large framed photograph of Oscar, standing proudly by his T34 in the summer of 1963 (above right), on her fireplace mantle. It's a great piece of family history that really shows how much the T34 meant to Oscar.





Byron's 1963 has been repainted a while ago but it's his dream to fully restore it to its former condition and enjoy driving it, just as his grandpa did for so many years. He's recently restored the fuel tank that was clogging the carb.

Upper left: Oscar Deal relaxes on a 1940's vehicle in his younger years.

Lower right: Grandpa Oscar & grandson Byron together just prior to his passing.





Resto Tip: Glovebox

Bruce Hoel from Los Angeles California USA has been working on his Ruby Red 1963 Coupe. His latest restoration project was to restore the broken original paper glovebox.

He didn't have an original one to start with so he created a foam shape (upper left). Then he placed it face-down on a board and covered it with modeling clay to get a smooth exterior shape (top center). Then he applied a coating of release agent over the shape before applying several layers of fiberglass. He popped-off the shape and painted the outside black. Then he found some great flocking paint in the right sand color for the inside (top right). When the job was all done the glovebox looks fantastic inside Bruce's Ruby Red 1963 Coupe.

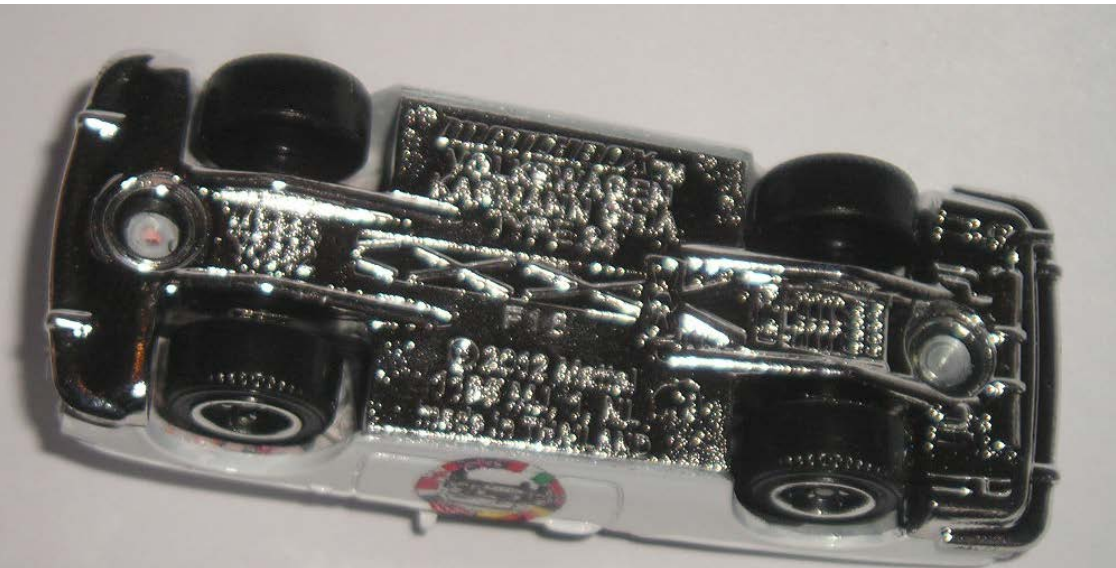


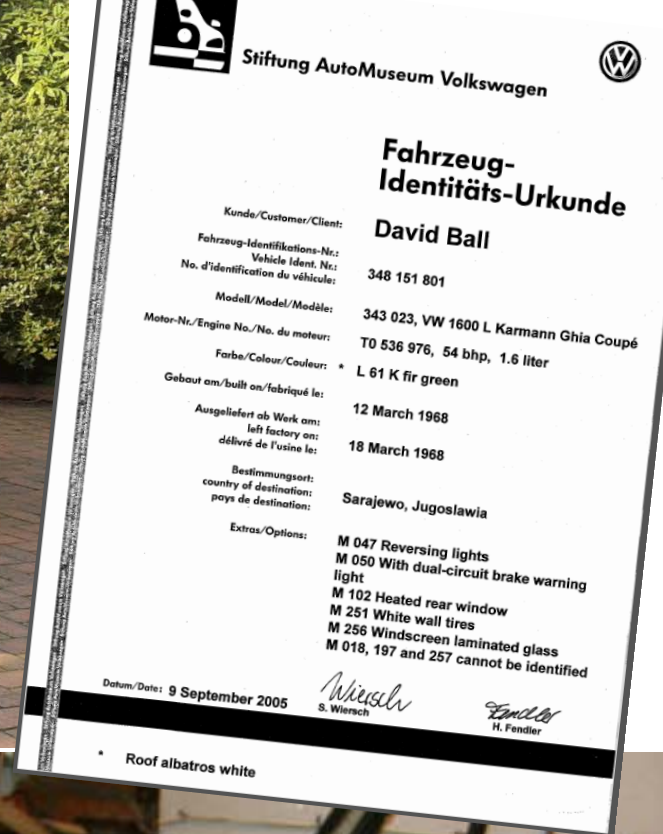


In-Scale: Matchbox T34 World Cabriolet 25-Set

When the Matchbox 1:64th scale Matchbox T34 Cabriolet was first released in mid-2013 we all knew it was only a matter of time that customizers would begin to offer uniquely painted & modified versions of this highly collectible model.

Lee contacted one of the first customizers and ordered a set of T34 World cars. The cars were fully stripped & repainted Pearl White to match the original 1961 T34 Cabriolet prototypes on display at the 1961 Frankfurt Auto Show. T34 World decals were added to the two doors. And each one has a special consecutively-numbered decal on the rear license plate. They have been fully detailed with chrome paint on the rims & trim. This set has only 25 models and have all been reserved.





For Sale: Pine Green 1968 Automatic in UK

Dave Ball has owned his Pine Green & Albatross White 1968 LHD Coupe with Automatic transmission for many years. It's a late-1968 with VIN #348 151 801 and engine #TO 856 144 and one of only 64 Automatic T34s in the world today. It was built on 12 March 1968 & delivered to Sarajevo Yugoslavia on 18 March 1968. It was sold to Sweden and then relocated to England in 1971.

It left the factory with many M-Code options which are fitted to the T34 now including a factory installed Eberspacher heater located in the front compartment, a factory VDM steering wheel, electrically-heated rear window, & dual reverse lights.

Pine Green (L61K code) is a one-year only color for the entire Type 3 series including the T34, Notchback, Variant/Squareback, & Fastback. It was much darker than the earlier Roulette Green & later Cypress Green hues. It looks especially nice with the brown interior & dash.

He's considering offers in the range of £11,000 GBP (13,000 Euro & US\$17,700 which is an excellent value for a restored Automatic T34 these days. You can contact Dave at shortfatbloke67@hotmail.com





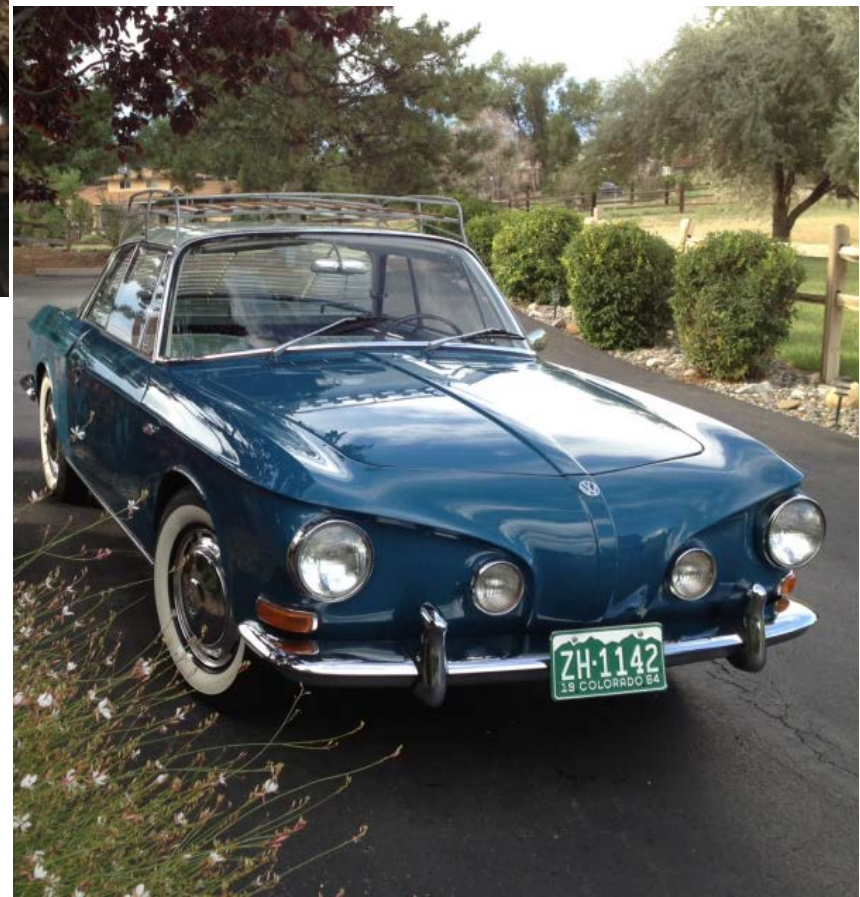
The special steering wheel was one of the original options as was the AM/FM radio, and the Eberspacher gas heater. The heater's 24-hour timer dial is located under the dash to the left of the ash tray. The electrically-heated rear window option has a warning light in the dash just above the clock. Dave is handicapped so he had a manual braking & acceleration apparatus fitted (which will be removed once it's sold).

The engine has less than 200 miles on it, having been pulled apart and rebuilt. The case was align bored and the crank re-ground and new barrels and pistons were installed. The brake system was rebuilt with new front brake discs and pads, new flexible brake hoses, and new rear shoes & cylinders. And the engine tin was powder coated.





Inside the front compartment you'll get a good idea of exactly how well-preserved this 1964 is. Original tool roll kit & emergency supplies are neatly stowed. The 50 year old liners are in immaculate condition, unlike many T34s that have been shrunken, stained, & torn over the years.



Spotlight: 39K-Mile Sea Blue 1964 Coupe

Baird Brown in Grand Junction, Colorado USA and owns one of North America's nicest preserved T34s in this Sea Blue & Blue-White 1964 Coupe. It was first discovered in 1990 by David Welsford in Vancouver BC Canada. Lee visited David in 1991 and got the chance to drive & inspect it. At that time it was one of the world's best T34s. Baird bought it in December 1994 from David and now 20 years later it has only 38,900 original miles. He keeps it parked safely next to his restored 1958 Beetle Cabriolet.

In 1969 Baird was a college student and drove a 1962 T34 Coupe (lucky guy!). After college his younger sister wrecked the T34 and he never knew what happened to it. He purchased this 1964 T34 with the intention of reliving the good memories of the one he drove in 1969.



The instrument panel has the early push-button control unit, straight horn bar that was first used in 1964, uncracked dash pads, and the beautiful Ice Blue & Cerulean Blue interior panels & seats.

After reading through some of the T34 World News magazines this year he decided to add a rear window blind from Australia.

Although his T34 sat relatively idle for many years, in 2013 Baird decided to refresh it and begin driving it regularly once again on sunny days in Colorado. I'm sure he will fall in-love with the T34 all over again.





Custom Corner: Lowest T34 in the World

This T34 began life as an original unrestored T34 and over time was fully restored & customized in Kozármisleny, Hungary. It was recently listed for sale at US\$29,995. You can see how low the chassis is off the ground (above). The interior was restored with ivory leather along with the interior panels. The engine is fully renovated, with new stainless steel exhaust pipe. There is air ride beneath the body that allows for adjustable height.



In-Scale: Leipzig Matchbox Cabriolet

The Leipzig Toy Fair in Germany was held 03-06 October 2013 and a special edition Matchbox T34 Cabriolet was available as the 2013 model in a special color with special features.

Different in many areas than the Light Blue one, it features red paint with ivory interior, different rims, amber front signal lenses, painted door handles & side marker lights, detailed rear lenses, and it's mounted in a special crystal display case. There are special graphics too: 60th Anniversary Matchbox logo on the rear fender and the rear panel has a special license plate design & show graphics.

There were only 500 of these special Leipzig models produced for this event. So it's definitely a highly collectible version for T34 owners interested in scale models. With limited production comes a high price ... so far I've seen these for sale from \$60-80.





Owner's Story: American 1964 Going to Holland

Ferdi Groenendijk from northern Holland bought this Sea Blue & Blue-White 1964 Coupe from Los Angeles California in early-October and it's being shipped back. VIN #0 258 200 was built in mid-October 1963. The original blue cloth seat inserts & Cerulean Blue & Ice Blue interior panels are there but not in good condition. The last owner was Joel Almazan from Los Angeles and it was rumored to have been brought to California from Colorado, but not much is known prior to that. It's a typical American T34 with cracked black pads, destroyed interior, sun-faded paint, & missing some parts.

Two years ago he & his father owned seven Beetles including a three Split Windows & two Oval Windows. As Ferdi's father grew ill they sold off the Beetles & bought one 1964 Microbus. Ferdi's father passed away last year from cancer.

He had never owned a T34 before but knew it was a timeless design. He recently attended the Le Bug SPA show in Belgium in 2013 and he saw a T34 that changed his mind. It was super-lowered and at that moment he knew he wanted to own a T34. He placed a wanted ad on theSamba and four owners contacted him. He chose this 1964 Coupe because the ad said it was complete & original. This was a problem.

The seller in Southern California turned out to be a bad guy that lied about the condition and didn't even supply an engine with it. He had the original engine but tried to sell it separately, saying it wasn't included with the T34. Lee tried to help but the seller just kept lying about supplying the missing parts & engine.



The body has some rust in the rocker panels & spare tire area. The chassis has rust in the rear floor area & in the battery area. The interior is destroyed, the dash pads are cracked, and the body has been mostly stripped. It does have its rocker trims, rear scripts, seats, & gauges.

Ferdi's first plan is to have his brother repair the rusty areas. Then he'll lower it to the max with an adjustable beam & dropped spindles and get it rolling on BRM wheels. The interior will stay its original if he can find the materials. The body color will remain untouched for the first couple of years, except for the front that needs to be done. The engine will be replaced with a built engine with more power.

Ferdi has never driven in a T34 so he's looking forward to the cool experience. He likes the sharp lines on the sides, the round lights in the back, and the interior, especially with the early push-button controls & ivory knobs. He hopes to drive it until he's old, meet some nice people here on T34 World, and share his restoration experiences.



Resto Update: Chris Forget's 1968 Electric Sunroof

Chris Forget is a professional musician in Belgium and has been having his 1968 T34 Electric Sunroof restored by T34 expert Jurgen Magdelyns. The major welding has been completed and now he's having the finishing metalwork done.



The finishing work is done with molten tin, not bondo filler, just as the Karmann coachbuilders did it in the 1960's. The joined edges are filled with molten tin and paddled into shape to match the contours. Then a flat file is used to remove the excess tin, making the panel smooth & straight. This tin work is a real lost art that most body shops will not even attempt to do when replacing metal panels on an old car.



Resto Tip: Day-Night Rear View Mirror Conversion

Safer driving day or night with the EMPI accessory flip mirror. This rear view mirror protects the driver's eyes from the blinding glare of high-beam lights of a vehicle behind you. The flip glare control lever allows the driver to reflect the glare of headlights or bright sunlight. This quality mirror has a chrome-plated metal base to match the T34s chromed mirror stem. It's easy to install onto your T34s mirror stem, as the lower mounting point simply unscrews from the original mirror head and screws-in to the new day night mirror head.

ISP West (Southern California USA) offers this new mirror with part #113 857 511 PDN and sells for US\$50. It's easily mounted to the T3 mirror stem (above) or the T34 (below).

Ken Frenz in Waterford Wisconsin USA is restoring his 1966 Coupe and bought this mirror as a functional accessory. He sent these photos (below) and said the conversion was easy.



Owner's Story: Fine French Ruby 1963 Coupe

L. Miguel Parot is one happy T34 owner. He recently took delivery of his 1963 in September and immediately drove it to the historical site called Solutré, a few kilometers from his hometown of Mâcon France. These vineyards produce a delicious white wine which is a French favorite around the world, the famous Pouilly-Fuissé. On the left side of the license plate is a Mâcon decal and in the rear window is the KG Club de France decal, a small club of only 18 members (13 T14 & 5 T34). Miguel is the fifth T34.





A numbers-matching T34, you can see the three VIN numbers (above). The chassis # plate is stamped under the rear seat, the body # plate is stamped into the aluminum plate inside the spare tire area, and the engine # is stamped into the engine case. Miguel's T34 has VIN # O 176 539 with original engine #O 159 941. Miguel plans to use it on an almost-daily basis from April to October except during the winter months that is usually cold and rainy in Europe.

This T34 was built in late-April 1963 and delivered to Landshut, Germany. Intended as a gray-market car, it was quickly sold to an American working for The Mallory Battery Company in New York USA. Dave Camp owned it in Connecticut and then sold it to his brother Mike Camp who drove it in Florida. It was exported to Belgium in 1990 when our Belgian rep Jimmy Vernelen owned it. It was then sold to Patrick Vanhalst in France and eventually sold to Miguel in September 2013.





Miguel wanted a vintage car to enjoy and was considering other options like a 1967 MGB GT Coupe that one of his friends was selling for 17,000 Euros or a 1972 Alfa Romeo Veloce Bertone Coupe 2000 for 25,000 Euros. He found no Triumph TR4 or TR3 that could be bought below 30-35,000 Euros and then the restoration costs would be added.

He considered buying a decent T34 needing restoration, giving it to the restoration specialists, but this would have cost 35-40,000 Euros. With this in-mind, the option of buying the freshly-restored Ruby Red 1963 Coupe with only 56,000 original miles & a fully documented history. He fell in love with this T34 and that was it. The only thing he needed to do was to turn the key and drive it home. That's an easy decision!





T34 WORLD