



T34 World News

2013 Edition #26

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Spring is Almost Here ... Time to Drive!

Front cover is from the Apr-Jun 1969 edition of Karmann-Post magazine. Back cover image is from Franz Nuninga from Germany of an artistic view of a Silver T34.

In mid-May I took a 11-day trip to Germany, half-business & half-fun. I connected with the European T34 owners and had a fantastic time. I would highly encourage you to contact any T34 owner in a region of the world you'd like to explore. T34 owners are warm, inviting, and generous people that love to talk T34s.

The first set of **aluminum corner window clips** have been sold-out within a week of being produced! Many of you ordered them last month and we've received excellent feedback that the quality & fit are excellent. The clips were handmade by Bata Mataja's shop in Southern California exclusively for the T34 World members. You can see the clip production with the blanks (upper right), the two-stage polishing, & the finished set. The second set will be produced soon so if you still need these, don't wait to get on the pre-order list. To order one or a set of four please contact LeeHedges@T34World.org for ordering info before this last set is gone.





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)

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If you live in a country that is not yet represented and you would like to contribute to the T34 World team, please contact Lee Hedges.



Parts Source: Early Radio Faceplate

One of the most difficult parts to find for a T34 is the early aluminum radio faceplate (center-right). The faceplate is unique to the T34 and has an A-shape (vs the V-shape of the wider T3 faceplate).

Tim Shotter in England has experience with 3D modeling and designed a plastic faceplate in Autocad that is the same shape and a good match to the original. He has added a lip around the holes so the nuts will sit flat and not touch the ribs along the front which distributes the pressure more evenly. The faceplate can easily be painted with chrome paint.

Tim is giving away his 3D design free to any T34 owner that needs it. There are plenty of 3D printing shops that can take the design and produce it locally to owners. For example, Tim paid £17 (US\$26) plus VAT to get his printed in England. Please email tim@iamanerd.org.uk





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: Window Winder Spacers for Door Panels

We have a new reproduction available. These clear plastic **window winder handle spacers** are very helpful to protect the door panels from damage. VW part # 311 837 597. The window winder spacer is for 1962-66 T34s that use the chrome handle with gray knob. It was copied from an NOS part! Price is 9€ for the pair.

We also have **NOS engine connection hoses for the heater elbow**, still covered with the cosmoline to keep it smooth and flexible! 25 Euro per pair. Part # 311 255 353B. And we also have a few **NOS ignition switch caps** at 10 Euro each.

Please contact us for an accurate registered shipping cost anywhere in the world. Our email is type3headquarter@yahoo.de which is also our PayPal address and our telephone in Germany is 0049 9231 973636. Mario Steinhauser www.type3headquarter.de



Parts Source: Rear Seat Hinges

It's the rare case when a T34 part is shared with the T14 models. Fortunately the rear seat hinges are the same and there's a supplier for these reproduction parts. KG Parts & Restoration in Ventura California USA has these hinges (VW part #141-885-571 & KGP&R #885-571VALL RP) for US\$15.75 each (top right).

The original T34 hinges use five screws while the repro T14 hinges use six screws. And the two-screw side on the original T34 hinge is wider than the repro. This requires drilling two new holes in the body. But it's all covered with carpet once finished anyway.

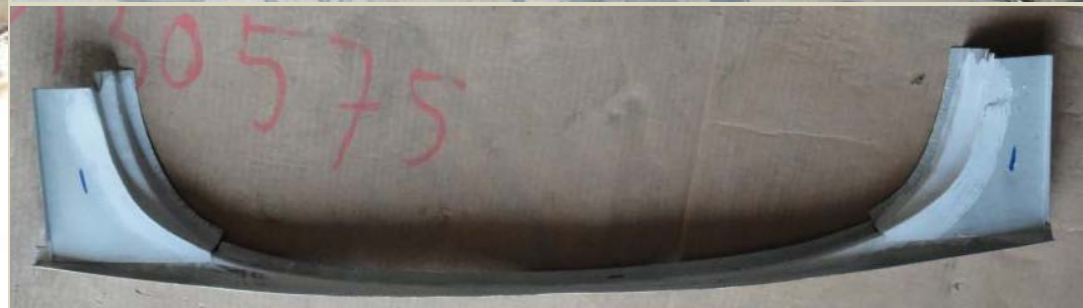


Parts Source: Spare Tire Frame Metal Panels

One of the most common areas that T34s rust is the metal surrounding the removable spare tire well. When the front hood drain tubes disintegrate it allows water to collect along the front edge of the spare tire well causing the rust to destroy the lower edge of the well frame (as seen in the bottom left photo). Rust in this area tends to spread into the spare tire well, and the vertical inner front side panels making a huge headache for T34 owners.

Over the past ten years **Jurgen Magdelyns** from Belgium has reproduced many different T34 metal panels and this new section is the latest. It comes (like the original) in three separate pieces. Cost is 250€ plus 35€ shipping (Europe & USA). Contact JurgenMagdelyns@T34World.org for a shipping quote & payment methods. PayPal address is type34@telenet.be

Jurgen also offers the upper portion supporting the top rim of the spare tire well for 90€.





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





INSIDE THE ARCHIVES: Tourist delivery early-1962 Coupe used in 1960's road rally racing with bias-ply tires

Resto Tips: Rear Bumper Assembly & Installation

After you've had the bumper rechromed the next step is to assemble & install them back into your T34. I just did this work on a 1965 and documented the steps to share with everyone. Total time was three hours from start to finish.

ASSEMBLY: First thing is to organize the hardware (upper right): long 13mm corner bolts & donut seals, short 13mm bumper bracket bolts, the four pointed 13mm bumper bracket-to-body bolts, and the chrome blade bolts. Cleaning the original KAMAX bolts for the corners & brackets with a wire brush (right) only takes a minute (right center). If it's necessary to replace the old chromed bumper blade bolts, new ones are easy to find. I ordered my set from KG Parts & Restoration in Southern California for US\$10/set. The chrome heads are slightly flatter than the originals (top right) but they look good and the new hardware is easier to work with than the rusty ones.

I assembled the three bumper blades with the chrome bolts, set loosely together to keep things in-place. Next I lubed the bolts & holes with oil to facilitate assembly. I fitted the new bumper guard seals and placed the bumper guards into the blade holes, making sure the seals stayed in-place. Then I installed the black bumper brackets (shorter end goes outside) and loosely fitted the bolts (bottom left). I wrapped the bumper ends with rags to prevent them from scratching the paint during installation. Next I installed the bumper bracket seals onto the body and pushed the license plate wires through the holes (lower right).





INSTALLATION: Although it would have been easier to have a helper during the installation process, I was able to do it myself with care with no mistakes.

Align the bumper bracket ends near the seals and be sure to keep the license light wire on the inside edge while sliding the bracket into the opening (upper left). Then install the other side the same way. Carefully slide the bumper into the seals making sure the corners are not touching the sides of the paint.

Install the corner bolts & donut seals before doing the bumper brackets, because these are the most difficult to align. Then install the bumper bracket bolts (4) loosely into place (left center). Check the alignment of the bumper on the body lines, making sure the gaps & heights are identical across. Then tighten the bumper bracket bolts, bumper blade chrome bolts, & the bumper guard nuts.

Using a sharp razor blade, trim the bumper guard seal ends (lower left), leaving a little bit extra for shrinkage over time.



History Lesson: Lorenz Cabriolet

Fifteen T34 Cabriolets were built in Oct-Dec 1962, part of the 1963 model year, but then the program was halted by VW. Convertible versions of the T34 were in high demand by T34 owners that wanted the open-air experience.

In the 1980's a coachbuilding firm called Lorenz began to convert T34 Coupes into fully-functional Cabriolets. Our friend Carsten Klein visited Lorenz to learn how many T34s were converted and learned there were 12 built over 25 years. The earliest known Lorenz Cabriolet is the 1964 owned by Carsten Klein in Germany. Lorenz would convert any year T34 that an owner wanted and they did full vehicle restoration work as well.





In March a 1969 T34 Lorenz Cabriolet changed hands, and now lives in Berlin. It's a Cherry Red one with a Black roof. Carsten & I figured it was time to share what we know about the special Lorenz models and give T34 owners ways to identify one if it becomes available.

You can quickly identify a Lorenz T34 Cabriolet by the **triangular corner windows** on either side of the large rectangular rear window. However, at least one Lorenz was built with a single rear window, based on the owner's request.

The convertible top boot snaps into the body & the rear seat top edge with many snaps (20 on the body alone!).





Lorenz Cabriolets have a solid black vinyl section across the top frame, with no paint visible between the windshield trim & the metal area of the roof.

The roof attachment consists of two hole at the widest ends of the windshield frame with a black plastic guide (top right) held in place by two Phillips-head screws.





The top latches via two clamping-style chrome parts which may be from the Beetle Cabriolet. The pull handle is mounted on the center inner roof edge but these are a different design from the Beetle Cabriolet handles. Above pic is from a different Lorenz model but it shows the folding top latch components better.





Interestingly, behind the rear seat the Lorenz models have a **metal T-bar** that adds support to the Cabriolet back seat. This support is covered in carpeting to match the space behind the rear seat. It's one of the best ways to identify a Lorenz.

The top of the windshield frame is not painted but rather is covered with a **black grained vinyl** which is sealed with black silicon sealer at the sides where it joins the aluminum A-pillar trim (below).



Lee's Trip Report: Western Germany 2013

I had business in southern Germany for a week in mid-May so I decided to take a weekend before & after to visit T34 friends. I'd missed the opportunity in 2011 to visit with **Carsten Klein**, so I vowed to not miss him this trip. The first weekend was with Carsten and the following weekend with **Heiko Thum** in Kaiserslautern.

When I landed at Frankfurt airport and caught the ICE train (express version) to Wuppertal, Carsten was there with his beautiful Black 1964 Lorenz Cabriolet to meet me (below). What a sight after a long flight & train ride! When we arrived at his home we checked-out his T34 model collection and cool spare parts. His cabinets were packed with gauges, scripts, lights, lenses, & mirrors. I was thrilled to see an Ichiko paper box that I'd never seen before (top right)! He even had found an NOS pair of early "pointed" bumper guards, something that's simply never seen! I was drooling at all the goodies.



I went out front and there were three T34s parked on the street! **Jurgen Magdelyns**, **Remco de Bruijns**, & **David Schulpen** had driven 160 miles from Belgium! We all cruised over to see Carsten's garage, Jurgen broke out the cold Belgian Chimay Trappist beers, & we took a group photo (below).





On my list of things to do was to see the incredibly-preserved Sea Blue 1963 Coupe owned by **Jan-Peter Henkels**. This amazing T34 was first shown at the T34 50th Anniversary events. So Carsten & I drove over to see Jan-Peter's collection. Split Window Beetle Sedans & Cabriolets, a Hebmueller, Westfalia Campers, T14 KGs, and the T34. It's difficult to accurately describe the true quality of this "new" T34, with just 13K-miles that has not been restored and its Sea Blue paint & interior are just like new. It's my favorite T34 in the world!

The **T34 Meet & Greet** was secretly organized & hosted by Carsten Klein at his T34 garage in Radevormwald Germany. He invited T34 owners from Germany, Belgium, the Netherlands, and Holland to meet in Germany for a fun BBQ & cruise together.

On Saturday morning we were at Carsten's garage early and I immediately began stripping the 1966 T34 interior I'd bought on ebay Germany and sent to Carsten. This Balearic Beige set was original & nicely preserved, something that is rarely seen in the USA. The front seat upholstery is held in-place by metal teeth which are pried-up to release their hold on the vinyl. An hour later the front seats were stripped and rolled-up for the transport back home. It was decided to leave the perfect rear seats attached to their wood frames and mail them back with another part already shipping. I'm really hoping these 1966 seat covers will fit over my 1965 M346 seats to create an original interior. American T34s rarely have good ones.





The party guests began to arrive and one-by-one more T34 owners surprised me. **Jorg Fischer & Tobias/Silke/Anika Ebner** drove 150 miles from Darmstadt and Tobias made a special T34 cake. **Paul Peeters** drove his Chrome Blue 1969 Automatic from Belgium (above). **Thomas Voss, Franz Nuninga, & Pieter Grabijn** all showed-up even without their T34s. **Klaus Fischer** drove his Green 1968 Lorenz Cabriolet (below) and **Bjoern Dahlhaus** drove his White 1969 Lorenz Cabriolet too. It was an incredible T34 owners group!



We played foosball and team Hedges-Fischer were competitive vs team Ebner-Fischer. I captured Carsten's dad acting giddy while sitting inside Carsten's 1964 Lorenz Cabriolet (below), a classic shot.





Nine T34s took off on the 40-mile cruise around Rademvormwald and that was definitely the highlight of the day! Having never driven in a T34 Automatic I jumped into Paul Peeters' Chrome Blue 1969 and experienced the smooth-shifting, quiet, elegance that is the Automatic. After that ride I'm hoping to own one someday ...





Top Left: Bjoern Dahlhaus, Jorg Fischer, & Tobias Ebner relaxing after the cruise.

Top Center: Carsten's oldest son did a fantastic job BBQ'ing the brautwurst!

Top Right: Eliana (Carsten's daughter) had a blast splashing in the mud puddles! She and Anika (Tobias & Silke's daughter) played nicely together.

Bottom Right: a double rainbow appeared over the T34s at the end ...





The following weekend I took the train to Kindsbach to spend several days with **Heiko & Steffi Thum**. You may remember these two were married & had their wedding photos with their Pearl White 1964 Coupe. Besides the T34 they own a beautifully restored Diamond Green 1959 Beetle Sedan with original interior.

Heiko helps to organize their local vintage VW club in Kaiserslautern and the group helps owners having problems since there's no VW service shop nearby. When I was there we visited Walter who had starting problems with his 32K km Pigalle 1966 T14 Coupe (below). Loose starter solenoid wires were the cause.



One day we cruised with their club to the wine country and despite the constant rain we all had a great cruise. The three KGs were parked at the WeinStrasse gate for a scenic photograph (above). Another day we cruised to a wine region and enjoyed Pinot Grigio at the famous Wine Atrium where we watched "the show" of expensive cars, old men with their Barbie doll girlfriends, & Hollywood types gathered to be seen.





I got the chance to drive the T34 to the cool old Nanstein Castle built in 1162 and to an ancient wood mill where I took some fantastic photos of the T34 in the German countryside.





Owner's Story: 1963 Ruby Red Coupe

Bruce Hoel & Steve Miller live in Los Angeles, California USA and have always loved air-cooled VWs of all kinds. Bruce's first VW was a 1970's T14 Karmann Ghia that he bought right out of High School. He customized it, as a lot of young owners do, and really enjoyed driving it. Over the years they've owned split-window Transporters and a Beetle as well. The Buses were daily drivers for 10+ years, taking them from Los Angeles to the east coast, Alaska, and many other long camping trips. Thirteen years ago their Bus was stolen and they owned Vanagons/Eurovans ever since.

Bruce saw his first T34 on a trip to Germany 30 years ago and loved the styling. In February 2013 they learned a microcar museum in Georgia was closing its doors and auctioning off all their cars. They thought all were interesting but two caught Bruce's eye: a 1970 Honda N600 & a 1965 VW T34 Coupe.



They talked it over and registered for the auction but seconds after the auction started the bidding quickly went above what they were willing to pay. They realized T34s were getting harder to find each year and getting more expensive too. If they were ever going to get one, now was the time. After doing a little research Bruce quickly realized that they needed to consult with someone with more knowledge of these cars. They'd heard Lee was greatly respected in the T34 world and contacted him asking for his help to find a T34. Lee educated them on the good, the bad, and the ugly aspects of owning a T34. His knowledge & contacts were crucial in finding their first T34.

They looked at the information on T34 World and other sites to compare the model years. The styling of the early years with the simple dash and push buttons caught their eye. One thing that Steve & Bruce both felt strongly about was that they wanted either Ruby Red or Sea Blue. Lee sent them over to meet Jim Maljanian who lived nearby and they instantly knew that the T34 was the car they wanted to own & drive. Jim's wasn't for sale but Lee shared several available T34s with them to see what they thought.





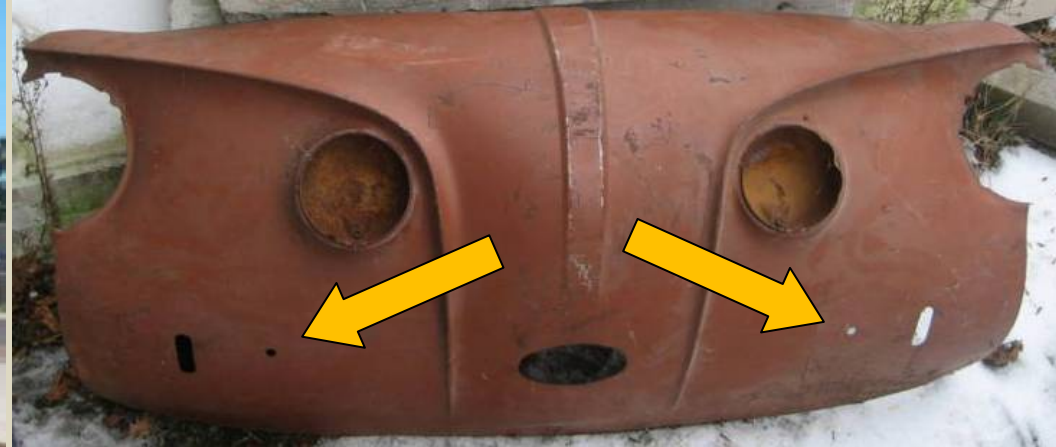
The White & Pacific T34 colors just didn't do it for these guys. Then Bruce asked about the Ruby Red 1963 that Lee had recently sold to a collector in Pennsylvania, as it was a pretty one. In March Lee contacted the owner and convinced him to sell the T34 and Bruce jumped on it. After 13 years they'd finally bought the air-cooled dream car they always wanted! The 1963 was quickly transported from PA to Southern California.

When the T34 was delivered it wasn't running strongly so an engine rebuild was done. Bruce restored the broken bolts on the ends of the upper dash pad (see his article in this edition). He drove to Bob Walton's home to buy some parts and get Bob's advice and the T34 stopped in the driveway & wouldn't start. Bob diagnosed the problem as the coil and quickly swapped it out with the correct coil and the problem was solved. With Bob's help they decided to have some parts rechromed including the bumpers & hub caps. They also bought new compartment liners from Oregon and Bruce plans to sew the set himself. Then one day he noticed the ignition was loose, so he disassembled the steering column and discovered the set-screw had come loose. That was an easy fix.

The lower body had been painted in 2011 but not the roof and it had some rust spots & dents, so Bruce decided to have it repaired. He needed a piece for the rear valence that was expensive from Germany but available. The welding, bodywork, & paint was done by Jimmy Braxmeyer who did the original paintwork two years ago. You can see the freshly painted roof with the body still wrapped-up in plastic to protect the Ruby Red body (right).

The more they've learned about T34s they realize how lucky they got one with 99% of the parts in working order. But like most T34 owners, they are on a quest for the last few parts. Sun visors, turn switch lever, an original 1963 Blaupunkt Frankfurt T-series radio, and the holy-grail of parts, an uncracked upper dash pad. But Bruce admits "these things seem small compared to the work others have put into their T34s."

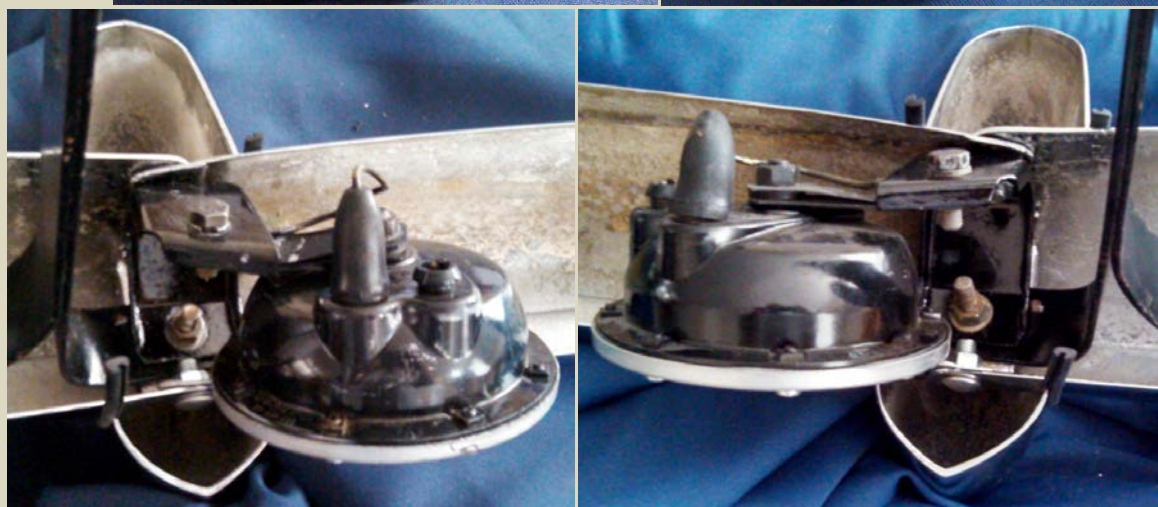
They hope to have their Ruby Red 1963 Coupe reassembled & finishing in-time for the huge VW Classic on 09 June, the largest air-cooled event in Southern California. It's sure to be a beautiful T34 with the fresh paint, chrome, & engine. And you can all imagine the bright smiles on Bruce & Steve's face cruising down the road.



Resto Tip: Mounting Dual Horns 1965-69

In early-1965 the dual horns were relocated from inside the spare tire area to outside underneath the front bumper, mounted to the inner brackets. The front metal panel was also changed at this time to allow for the horn wires to exit the two new holes (top right).

The two metal horn brackets are different for the left & right and each has three holes. One end has a bent-over lip where the horn attaches. The hole opposite the horn hole mounts to the bumper guard bolt & the middle hole mounts to the upper chrome bolt. The horn bracket lip angles towards the inside of the bumper (see pics on right). The clearance for the horn is tight, so it's easier to install the horn onto the bracket before installing the bracket onto the bumper.



Resto Tip: Rear Seat Vinyl Trim

Over the years the rear armrest vinyl gets destroyed & often tossed out. Replacing this vinyl is easy by creating a paper template over the area. Once new vinyl is bought to match your interior then you simply trace around the template for one side then flip the template over to make the other side. The thinnest edge goes to the front of the T34. Last, cut a long piece of vinyl for the full width of the rear section of the rear seat (right center).

Mask off the areas to prevent spray-glue from getting places it shouldn't, then spray the carpet adhesive on the metal. Apply the vinyl and reposition it until it fits correctly. Then spray glue the carpet pieces to finish off the rear seat area.



Sold: Ohio 1966 Coupe

This beautiful Blue & White 1966 (#346 215 632) was built in March 1966. With matching numbers & its original engine it has four documented owners in North Carolina & Ohio. It was restored in the 1990's to original condition. Now it's a reliable daily driver ready to enjoy. The body has never been in an accident & the chassis is rust-free. And it's got a new ignition switch. The T34 is located in Bryan Ohio USA, 3 hours east of Chicago.

It sold for a realistic price of US\$15,000 in late-May. It's new owners are a father-son team in Southern California that wanted a vintage VW to have fun with, repair little things, & teach his young son about VWs.



The VIN plates (top right) prove it's a numbers-matching T34. The engine is original as well.

The interior was redone in the 1990's: seats are an off-white vinyl with dark blue piping, interior panels are two-toned off-white & blue, the carpeting is the preserved original with its plastic trims intact (right), and the headliner is original as well.

The body was repainted DuPont Centari acrylic enamel Phoenix Blue with a White roof and even though it's been 20 years the paint is still shiny & smooth.

The rear tail light lenses have been bleached by the sun over the past 47 years, so these should be replaced with new lenses. The dual reverse lights are a nice accessory. The chrome is in very good condition, as is the aluminum window trims. The decklid KG script was replaced with a new one in 2012. The rocker panel trims were replaced with a wider trim that is not original to the T34.



In-Scale: Large-Scale 1/18th 1962 Coupe

Resin ready-made Best of Show Models #183925, limited edition of 1000.

Looks like a late-1962 model year to me: cat's eye side mirror, VW 1500 rear scripts, round nose emblem, push-button dash controls, small speedometer, early wiper arms, painted hub caps, Ruby Red & Black paint scheme.

It's the second 1/18th scale T34 to be produced, as the Struxy T34 was made in plastic in the 1960's but is extremely difficult to find today. For me, the total cost shipped to the USA was US\$157.

Visit www.ModelCarWorld.de and enter number 183925 into the search field.



The details are fantastic! See the headlight bulbs behind the lenses? Chromed KG decklid script & detailed rear panel scripts look great.



Resto Tip: Upper Dash Pad Stud Repair

One of the most common problems with T34s is the upper dash pad corner bolts rusting out due to leaky windshield seals. When these bolts get rusty and the nuts are forced when being removed, the bolts come loose from the soft dash pad foam (below). That leads to the corners popping-up above the metal dash and the metal stud being stuck inside the dash (bottom left). That was exactly what 1963 Coupe owner **Bruce Hoel** was faced with. Here's what he did to solve the problem.



Bruce first marked where the stud used to be, cleaned-away the bad parts inside the pad corners, & found a suitable bolt & nut. He bought Gorilla Glue & a two-part epoxy putty designed to repair plastic. He spread the glue on the dampened existing foam (to help bond the filler) and then filled the area with the epoxy putty. He set the new stud in place, aligned where the original one was. That solved the problem as the new studs now hold the corners down. Questions please email Bruce at bruce@brucehoel.com





T34 WORLD