

T34 World News

2012 Edition #15

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Spring is here ... Enjoy your T34!

Front cover image is of a Sea Blue & White 1966 M344 from England, published in the 1982 edition of Safer Motoring magazine. It was owned at that time by George Lloyd from Flint Mountain, England, but no one knows where this T34 is today. Thanks to Tris Robson in UK for sharing the scan with us! Gotta love the turtleneck sweater! Back cover image is a restored early-1962 Anthracite & White Coupe from Switzerland [photo by Richard Alan Meinert with "Auto Illustrierte" magazine.]. Read all the details about this beautiful T34 inside.

Update on the **North American windshield group order**: we had 18 T34 owners go-in on the order and almost all of them have now been received without a single one being broken. We had several owners pick-up their windshields in person, one group box go to the East Coast, one to the West Coast, and one to Colorado. I have yet to hear from the buyers if the windshields install properly. If you're in need of one, I believe there are 4-5 remaining in inventory in Ohio.

I'm always excited to hear an **original owner's story** after more than 50 years of production! In late-March I contacted the Wever's in Arizona to learn about their 1968 T34 that was recently shown. I contacted Maryann who told me that they'd recently bought it from the original owner in Iowa. That made my day! I immediately spoke with the original owner, now 88 years old, and spent the next half-hour asking questions about his T34 experiences since 1968. He was thrilled to share his memories with me and even happier to know that his beloved T34 was now in very loving hands at the Wever's home in Arizona. You'll read this interesting story in the next edition (as we're still developing it as this edition goes to print) so stay tuned for a Wild West 1968 article next time.

Another interesting development I've been working on is the **reproduction Ghia shield**. The manufacturer sent me the first casting for evaluation which needed some minor improvements. Now he's completed the final version and it looks awesome! It should arrive here in a couple weeks and then we'll begin offering these extremely-rare parts to early-1962 owners. After the Ghia shield we've decided to reproduce the early-1962 rectangular nose



emblem that is so difficult to find in good condition. And if there's enough interest we may do the small KARMANN side script & "no-tab" 1500 script as well.

I'm always helping T34 owners with their projects and am always pleased to learn that other owners are willing to step-up when asked as well. This week **Maria Quiros** from San Francisco (Pearl White & Black 1964) needed a second opinion of the new paint job at the shop. One call to early-1962 T34 owner **Eric Colla** and he was at the shop inspecting the T34 an hour later. A huge thanks to Eric for stepping-up to help a fellow T34 owner in her time of need.



"Driving Miss Tessa" on a beautiful sunny Spring weekend in San Diego ...



T34 World International Team

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

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GERMANY:

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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: Vent Window Screws

We're very lucky to have one enterprising T34 owner that has the capability & leadership skills to solve problems for all of us. **Michael Moesinger** (Germany) already reproduced the vent window bolt and now he's repro'd the vent window inner screw. These are now available for US\$7.50 each. Made from stainless steel, they will never rust again.

Installation of these screws is done with a special tool (snap ring pliers) that has two pins that allow the screw to be turned into place without damaging the metal. Paul Colbert cautions "Be careful when you use these pliers, as it's easy for it to slip and mar the surface". Here in the USA, Sears has these for \$8 and I'm sure your local auto parts store will have one as well.

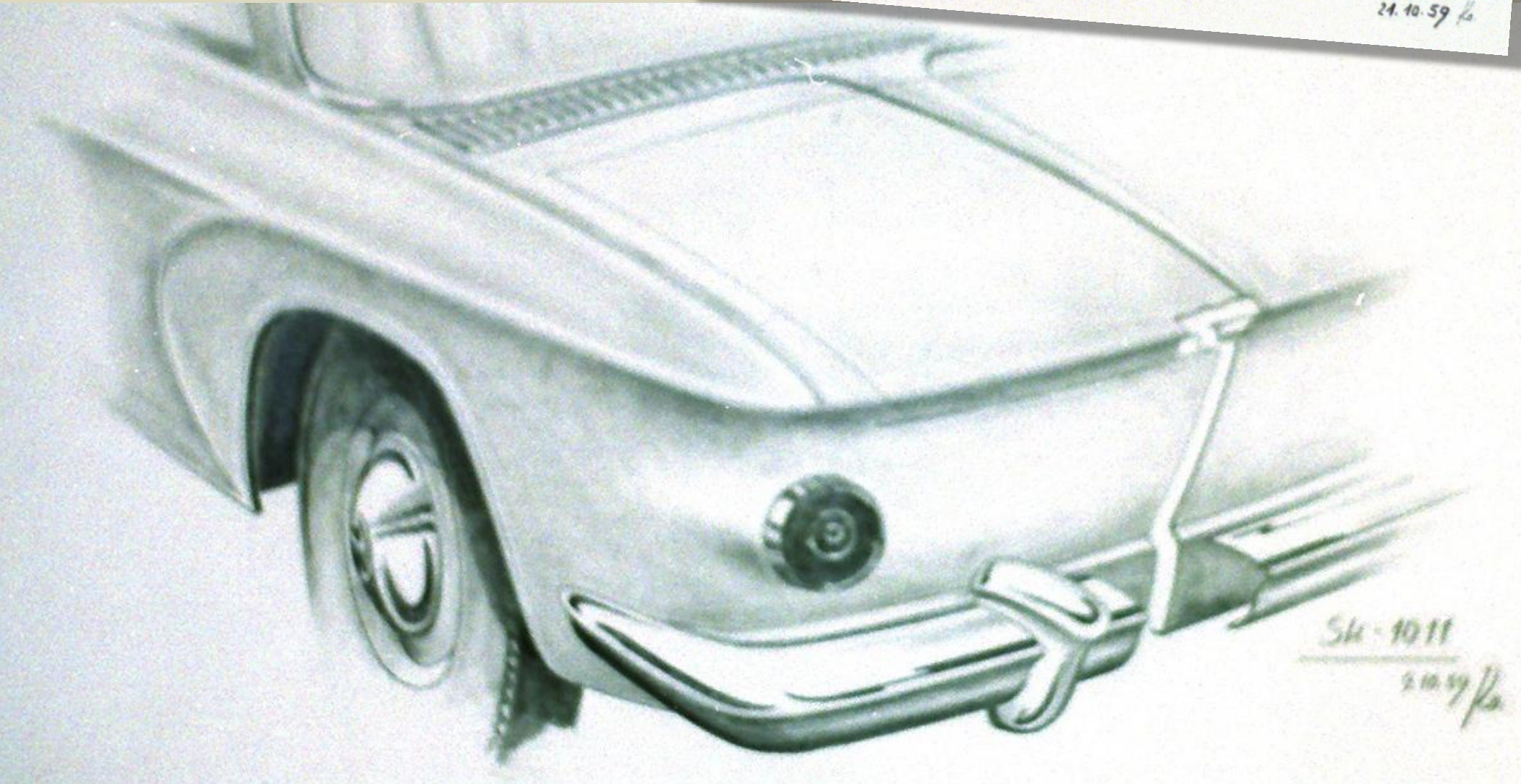
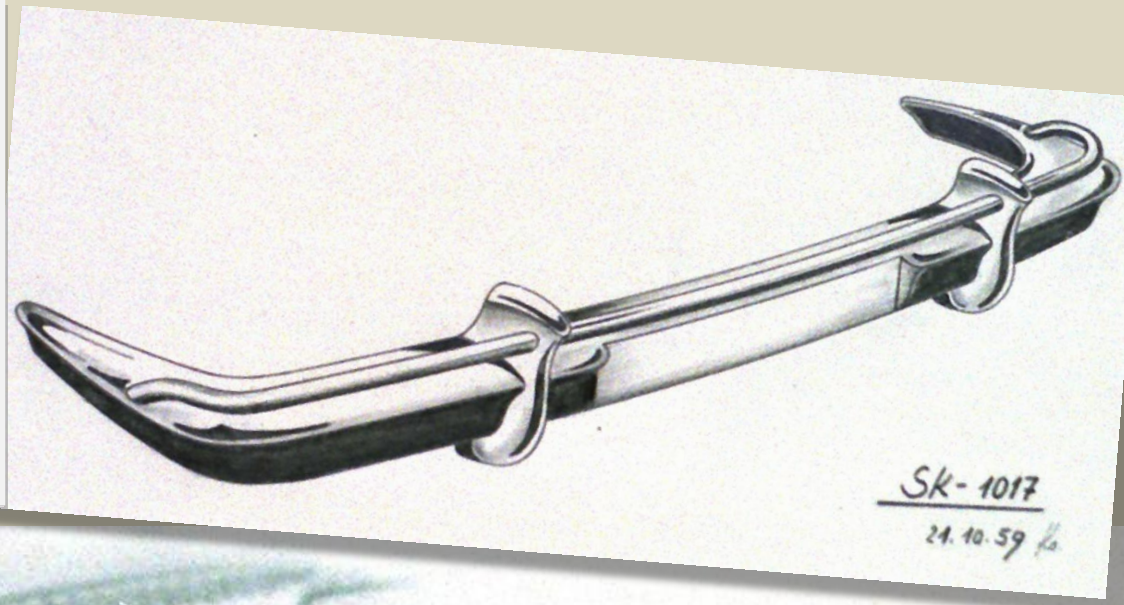


The repro screws (above) are an excellent version of the original (below). Unfortunately the outer vent window latches (left & right are different) have not been repro'd and are typically pitted. Most owners that get serious have them rechromed. Rechroming these parts tends to round-off the sharp lines & shapes of the original. The lower-left latch was rechromed while the lower-right one is NOS.



1959 Karmann Development Drawings

These two October 1959 drawings by Herr Kolkmeier feature the early Karmann design process with the bumper. The larger drawing (09 October) reveal they had simplified the bumper blade profile but had not yet decided on the bumper guard shape. The upper-right drawing (24 October) shows the bumper blade now has a license plate indentation and the bumper guards were taller and were fitted with American-style tubes, like the T14. But notice these Carrozzeria Ghia prototype features had not yet been changed: curved rear fender design, T14 hub caps, vents below rear window, & decklid.





Resto Tip: Early 1962-63 Distributor Rebuild

When I restored my 1962 T34 over 12 years ago the engine did not have the right distributor and I was so excited to get the T34 on the road again that I had the engine shop get it going with a 009 distributor. Now that I see what the authentic parts are for my 1962 engine I decided to source one part at a time to get it closer to original & authentic. Here's a pic (upper right) of Scott Taylor's 1962 engine that I'm using for reference to get things right.

I read Scott excellent blog about his 1962 engine build and learned the early T34s (1962-63) used a cast iron 40hp Bosch ZV/PAU-4R6 distributor commonly called the "Big Cap".

So I began searching for a 4R6 on theSamba and quickly saw these were not so common. The 4R5's were plentiful, being original to Beetles & Buses, but the 4R6 was scarce. Then I found Andre Bailly in Canada who had three originals for sale. I bought the best condition one he had for \$100. You can email Andre at vw1500e@shaw.ca to see if he has more. Next I needed to get this original one rebuilt professionally & source the right parts.

Scott highly recommended Glenn Ring from New York USA, a cast iron Bosch distributor specialist, so I sent my original 4R6 off and asked if he'd take photos of the rebuild as he goes. His emails were fast & efficient and I can confirm he's a great resource. Here's his site <http://glenn-ring.com> and you can email him at glenn@glenn-ring.com for prices & available spare parts.



Cap & Rotor for the "Big Cap" can easily be found on theSamba:

- cap #1 235 522 232 (usually from \$25-30)
- rotor #1 234 332 101 (usually from \$15-20)

Points for the 4R6 are available from Wolfsburg West: for 40 hp Bosch 90mm distributors, #111-998-057 \$8 + \$8 shipping.

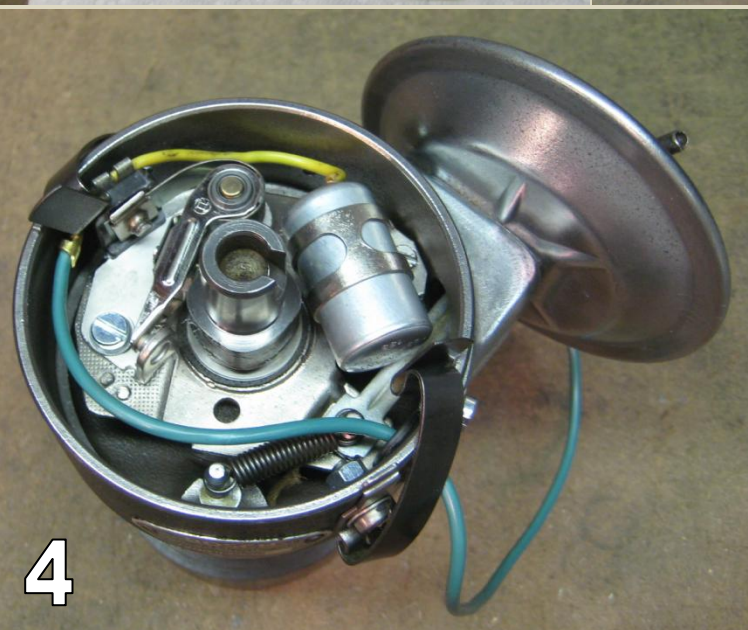
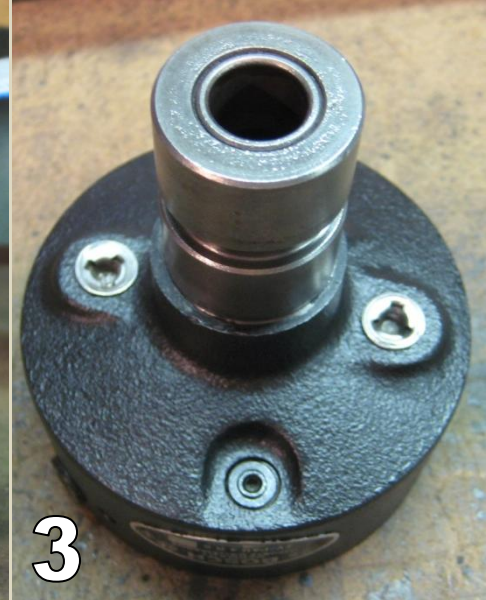
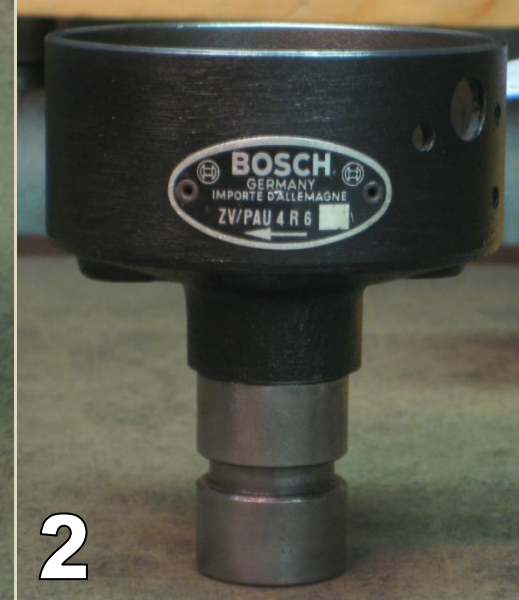
The total cost for my 4R6 & rebuild was \$300 (original 4R6 distributor \$120, NOS condenser \$15, new points \$16, NOS cap & rotor \$33, rebuild \$100, shipping \$16).



The original 4R6 distributor (left side pics) arrived from Andre in Canada in good complete condition but in need of a rebuild. You can see the original dark red color of the cap where the spark plug wires kept it from getting bleached-out to the brick red color.

When I called Glenn about having it rebuilt he said to buy an NOS "Big Cap", NOS rotor, and new points from Wolfsburg West and have the whole lot sent to him. He email'd me when the boxes arrived and said he'd need 2-3 days to complete the job. He told me about some parts that were not salvageable and offered to scalp those parts from used parts he had saved. One of the ozone vents was rusted solid and the large fiber washer had disintegrated. It's nice to have a pro that really knows his craft and communicates effectively.





He began by 1) disassembling the whole unit then removing the old paint from the body & cleaning all the bits. Lots of gunk came off after soaking in parts cleaner. The advance plate & vacuum canister were cleaned. Then he painted the body (2). And the ozone vents were reinstalled (3). The advance plate was fitted with the new points and condenser and the unit was fitted into the body. Then the ground wire to the points was connected (important since it won't work without the ground). Bosch distributor grease was applied to the cam (4). And then the completely assembled unit was tested on a Sun 600 Distributor Tester (5). Note tach & dwell meter. Tach is 1/2 engine speed. After passing inspection it's ready for another 50 years of reliable service on my T34.

I can give Glenn my highest recommendation for his stellar service, excellent communication, and fair pricing. And he's a nice guy too!

Spotlight: Old Swiss Miss 1962

Most of us are simply caretakers, patiently restoring a T34 with a huge investment of time, money, and effort, and then we enjoy the T34 until it's time to pass it along to another owner. This Anthracite & Pearl White 1962 has had three caretakers drive only 70K kilometers (42K miles) over 50 years living in Switzerland. The first owner had it for 37 years and did the restoration work. The second enjoyed it 11 years until his passing, and now it's enjoyed fully by its third owner. This early-1962 has had a wonderful life so far.





GREY... STOCK!

SUISSE ATTITUDE No limits

C'est à dix-huit ans que Walter Rohner s'occupe pour la première fois de remettre en état une Cox, en l'occurrence celle de son père, mais ce n'est qu'en 1972 que l'idée lui vient de collectionner les VW. Trente ans plus tard, il est à la tête d'une palette de VW bien sympa, dont ce superbe et rare Karmann Type 34 de 1962!

Par Serge LeFollet



Built in early-January 1962, this T34 is #0 011 385. The original owner was Johann Zürcher and he completed the original restoration work over a four year period from 1986 to 1990. The second owner, **Walter Rohner** (above), owned it from 1999-2010 although Walter passed away in 2006 and the T34 sat in the family care for a few years. And from 01 December 2010 it has been part of the historical collection of AMAG, the Swiss Volkswagen Importer.





If you look very closely you can see the outside front seat large round **chrome** knob for adjusting the seat rake. The chrome knob was only used in the earliest months of production then was replaced with gray plastic knobs in the same location. Eventually these knobs were relocated to the front edge of the seat to make it easier to operate while in the car. There are very few “chrome knob” T34s alive today!

Walter Rhoner participated in the VW Classic Frauenfeld in 2006 where it won a Top Ten award. It was featured in the Super VW magazine article published in 2003 titled “Grey Stock!”

Walter passed away in 2006 and in late-2010 his wife sold their T34 to the Swiss VW Importer AMAG. Dino Graf (PR-responsible of AMAG Import) is the guy in-charge of this classic and has been sharing it at rally events in Europe. In August 2011 this T34 participated in the **Raid Suisse-Paris Rally**, the largest in Switzerland. With 150 cars from all periods, the rally started in Basel Switzerland and drove through France finishing in Paris over three days of driving.



Interestingly, Philip Egger discovered in the papers that the T34 had different fog light wiring as Swiss road laws forbid use of fog lights so they were changed into additional high beam lights. Also the side parking lights were determined to be too small so they were disconnected.

A huge “thank you!” to **Philip Egger** (our Swiss rep) for contacting the current owner for details & working hard to get approval to use these great photos. *Photo credits go to Richard Alan Meinert with "Auto Illustrierte" magazine.*



Resto Update: 1964 Volkxation

By Chris Scheuerman (Vernonia, Oregon USA)

This story is mainly about the restoration of engine #0 763 575 for our 1964 T34 Coupe. But in order to understand the engine story you need to back-up and hear about our Volkxation affliction.

For the last decade or so I have had a fascination with Volkswagens way beyond what could be construed as healthy. My main problem is that my wife has the same disorder (I believe the American College of Psychology defines it as Volkxation: An excessive emotional attachment to a Thing, or some other Type (1,2,3) of vehicle). A few years ago I was scouring the web for more information on a 71' Ghia when I ended up on thesamba.com and found a T34 for sale, which I had never seen before. I found every bit of information on the vehicle and read a lot, most of which was written or compiled by Lee Hedges. I found that the lines were beautiful, the interesting fog lights, the rounded nose "wow" was all I could say ... it was a gorgeous car, but where could I find one?

At this point I had a 66' Bug, a 71' Ghia, a 65' bus, and a 73' Thing, which for any normal person would be enough to keep them busy fixing, tuning, changing. But then I went over to a friend's house in our small town of Vernonia Oregon with population 2200. My friend Bob and his wife Ericka had a similar disorder and I heard him talk to my wife about a T34. I tuned out of my conversation to eaves drop on her conversation as Bob (our friend) pointed to the back corner of his garage beyond the white 71' Karmann Ghia, past the 67' double cab, and next to the 59' single cab sat a 1964 Pearl White T34 covered in dust surrounded by projects. I had never seen one in person before and I immediately felt my Volkxation kick in. Bob could sense this disorder within me so he said "make me an offer", which is like dangling a picnic basket in front of Yogi Bear.





So my wife and I emailed him an offer at 4 am the next day and we had the car towed to our house. The car had sat for over 4 years without running so I drained the fluids, restored the gas tank, and finally got it running all the while I was learning more about the car. This is how I discovered it was missing many of its correct parts. It was missing the beauty rings & the spare tire well, but mostly the engine, carbs, exhaust, and air cleaner. I figured it might be easier to locate an old original T3 engine so I put that on my priority To Do list.

So last year on thesamba.com I was looking for OEM parts for my cars when I came across a 1964 engine up in Bremerton, Washington for \$200. It had everything that I needed in one nice little package so I talked my wife and four kids into going up to Bremerton to make a day of it. After we picked up the engine we checked out the aircraft carriers, took the ferry, and had a wonderful time.

When we got home we placed the engine onto the engine stand & took stock of all that was on the engine. Everything was there so I began to rip into the engine pulling everything off cataloging, and learning how it all went together. I had never rebuilt an engine before, and the only tools I had to rebuild were books, the internet, Bug Me Video volume #3, and the desire to delve into a hard project. I soon found myself with the camshaft in hand, and all the parts cleaned in my Rubbermaid tub. I took my week long summer vacation thinking I could get it all done and back together. Here it is now 8 months later, and I feel like I am in reach of finishing. I cleaned and blasted and painted the tin, which looks better than I thought it would with a rattle can. I found the blast cabinet to be the most useful tool as there were decades of surface rust. The only unsalvageable part was the muffler, which as I turned the muffler upside down about a pound of rust poured out, and was being held together with wire.



The most difficult part of the rebuild was getting the 46mm bolt that held the heat exchanger to the muffler. I spent almost two weeks using BP blaster, Kroil, Liquid Wrench, propane, heat etc ... to no avail. Then I borrowed what my friend calls his meat hook, which is a ¾ inch solid socket wrench. I hooked up the heat exchanger to a cracked head locked it down to my vise in the work bench and reefed on it until I broke the head, and ripped the vise off the bench. I had all but given up, and was about to order a new heat exchanger when at 3:30 am I woke up with an idea. I went out to my garage jacked up my 73' Thing, and lowered it onto what remained of the head. I used the meat stick with a pipe, and it moved! I had been working on it every day for two weeks and everyone said "give up", but in trying to save \$100 on two new parts, I won! It only cost me \$13 for the 46mm socket, \$15 for a ¾ inch adapter, and \$15 more for the Kroil not to mention I tweaked my back and missed a day of work, but the knowledge that it is an OEM part from MY engine - priceless.



I am now at the final scary stage the test. I have taken off the distributor rebuilt and tested it along with the fuel pump. I just need to hook it up to a transmission for the final test. So with many prayers and some hope I will see this engine run by itself, and when I look at it I will see many hours of blood, sweat and tears along with the knowledge that I did something cool. Unfortunately all this work just treats the symptoms of my Volkxation, I don't know if there will ever be a cure (at least I hope there won't).



Spotlight: Another Bella Italian 1964 M345

Davide Cantu has been restoring one of the nicest 1964 T34s in all of Italy. He's been restoring the body back to Anthracite. It's one of only a few Electric Sunroof models in Italy.



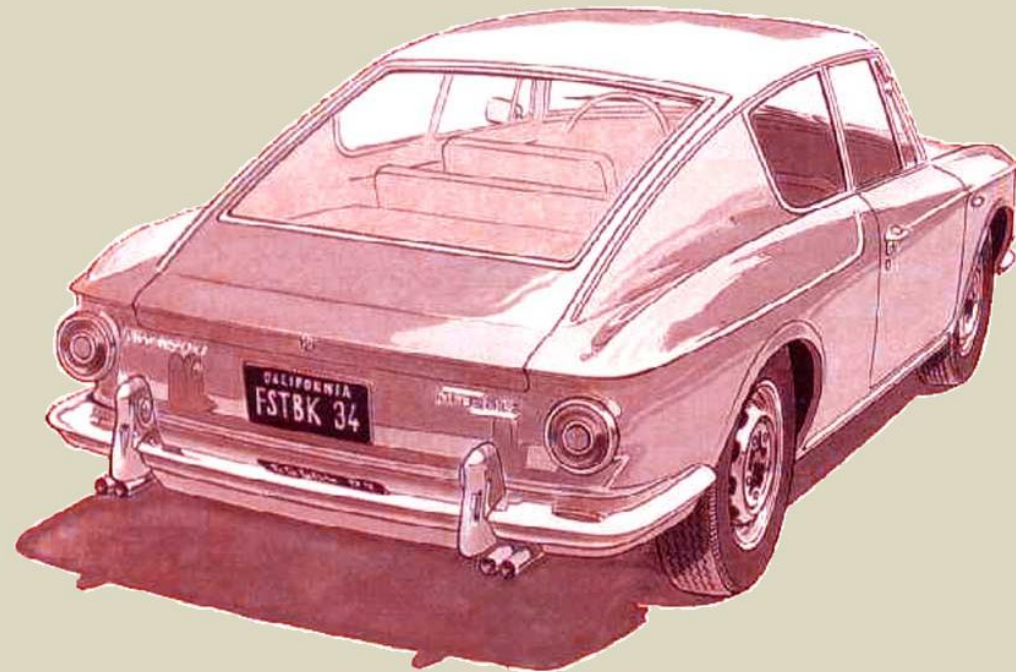
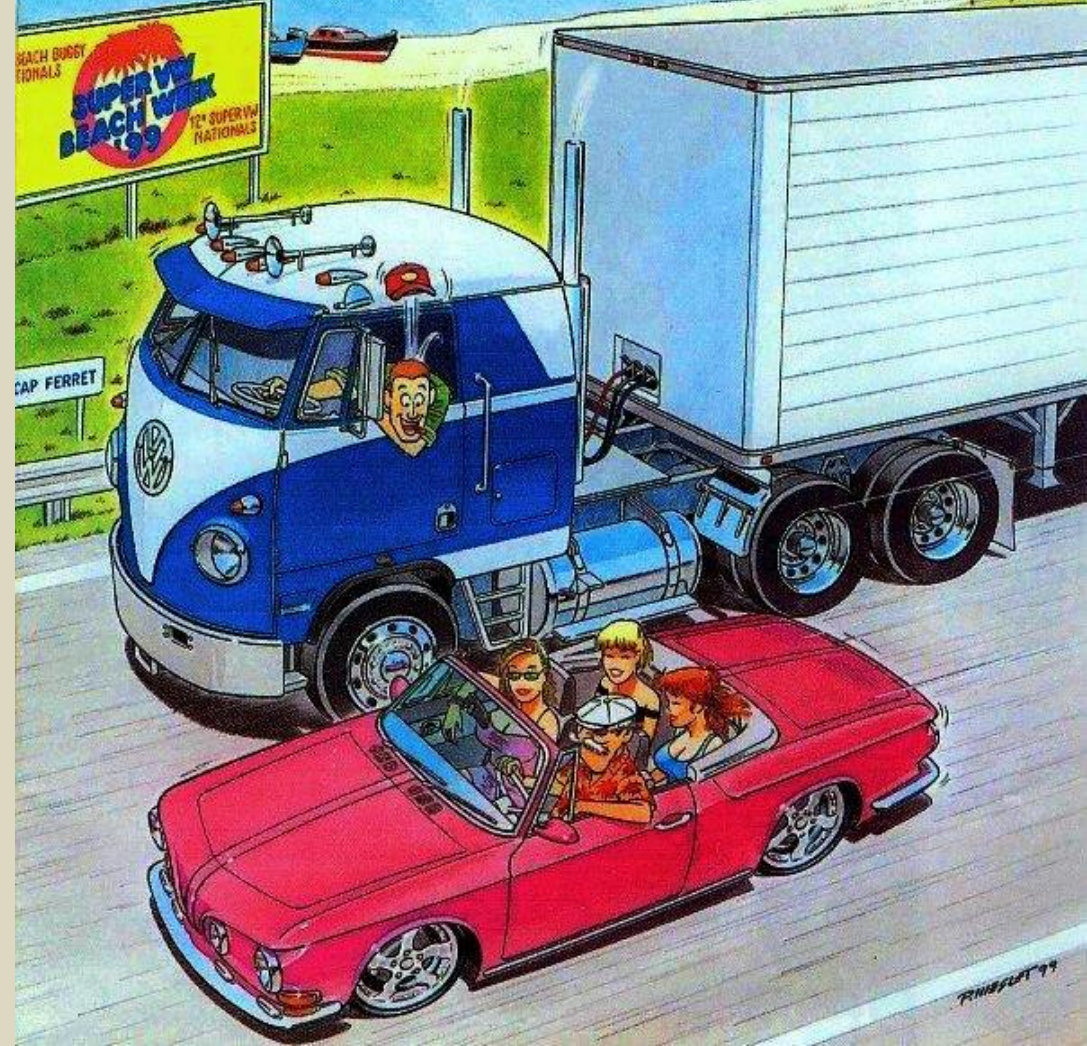


#0 380 187 was built 16 March 1964 and left the Karmann factory for Bologna Italy on 02 April 1964. Its paint code is L469, called Anthracite which was restored in late-2011. The original interior was in perfect condition which makes all the difference. Now with the body restored it could not be a more beautiful T34. Now it must be one of the nicest restored T34s in all of Italy. *Semplicemente bello!*



T34 Drawings

Here's an incredible collection of the T34s drawn in several variations by the talented artist **Pascal Meslet** who draws for France's Super VW Magazine. The Cabriolet is shown in three forms: stock, custom, & spyder (with wraparound windshield towards the doors & shaved fog lights). The TC Fastback (below) is stock except for the quad exhaust pipes. Pretty fantastic concepts!



Here's a few more concepts of the T34 Wagon & Fastback. The Pacific & White Wagon design retains the C-pillars and extends the side windows all the way back. The rear aspect of the Yellow & White Wagon has the same thin pillar greenhouse effect.





Resto Update: 1968 M345 Nose Job

Chris Forget, from Belgium, has been restoring his 1968 M345 with the help of Jurgen Magdelyns. In the last edition they cut-out & welded-in the rear end & rocker panel sheetmetal replacements. Now the nose job is the next step in this resto.

The rust in the original 1968 M345 headlights & razor edges was too bad to repair so Chris & Jurgen decided to find a replacement clip. As luck would have it, Carsten Klein had bought-out the Hahn parts stash in 2011 and had a solid Lotus White 1968 front clip available in his inventory in nearby Germany. Chris bought the clip to replace the front skin on his 1968. This process involves separating the outer front metal (fenders & nose) from the inner structural metal. This allows the 1968 to retain its original VIN# plate that would have been different from the 1968 donor front clip from Carsten.





Now the front skin has been welded into place. The original front hood, fresh-air vents, & inner front compartment metal was retained. Next step is to complete the left side rocker.



SHIPSIDE

TAX-FREE EUROPEAN CAR 1965 PURCHASE PLAN

AMSTERDAM
NEW YORK
MONACO
PARIS

Karmann Ghia 1200

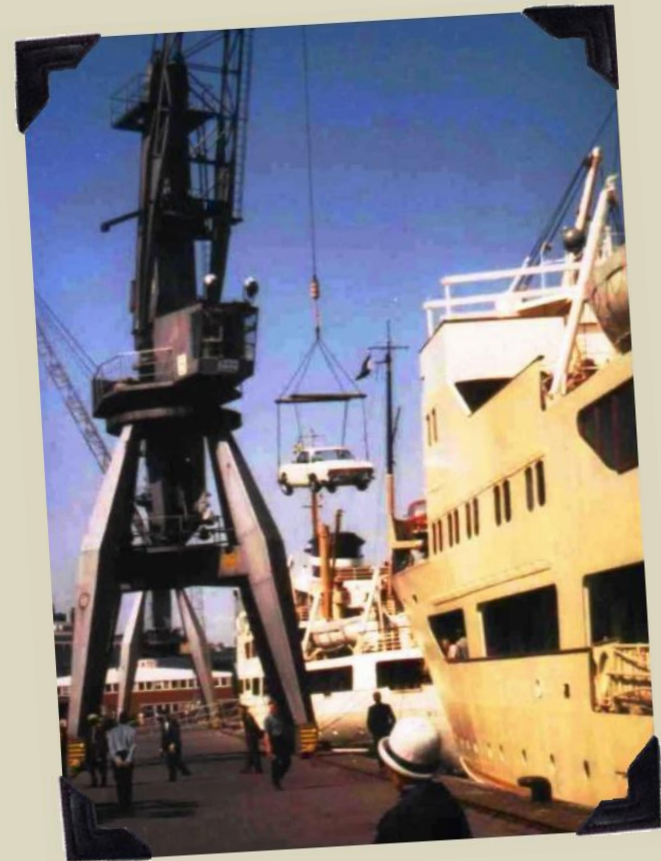
VW / KARMANN GHIA



KARMANN GHIA COUPE 143 , 2 door, 2+2 seater, 1192 cc., 4 cyl., 40 b.h.p., 4 speed fully synchronised gearbox, complete with heater/defroster, windshield washers, automatic choke and leatherette upholstery	ex factory \$ 1747.—
KARMANN GHIA CONVERTIBLE 141 , same specifications	1925.—
US Specifications , on the above mentioned cars, as provided by the factory	34.—
Extra for two-tone-paint	17.—
KARMANN GHIA COUPE 343 , with 1500 „S” engine, 2 door, 4 cyl., 1493 cc. air cooled engine, 66 bh.p., twin carburetors, with heater/defroster, windshield washer and leatherette upholstery	2115.—
KARMANN GHIA COUPE 345 , with 1500 „S” engine, same specifications as Karmann Ghia 343, but with electric sliding roof	2303.—
Optional equipment:	
white side wall tyres	29.—
underdashboard shelf	11.—
floorrugs	18.—
seatbelts, 2 point-diagonal, per seat	15.—
undercoating	30.—
laminated windshield on KG 1500	45.—
two-tone color on KG 1500	23.—
Car Travel Documents:	
for delivery in Holland	15.—
for delivery elsewhere in Europe	35.—
Delivery charges: delivery Amsterdam Airport	70.—
delivery Paris	70.—

Free car travel documents if the purchaser of the car arrives in Amsterdam on a scheduled direct flight from outside Europe in order to pick up his car.

For example: Under the above mentioned conditions, the total delivered price of a Karmann Ghia Coupe 143 with US Specifications will be \$ 1851.—.



Coming To America

The T34 was never officially exported to the United States unlike the T14 which American's consumed 70% of production. So American's had two options if they wanted to own a T34: fly to Germany to pick one out and have it shipped home on the Tourist Delivery Program or have a third-party group buy one for them and have it shipped back. This second option eliminated the travel costs and yet was tax-free vs buying a new one at a VW dealership (had T34s been available). The Dutch-based program (above) is from 1965 and lists the M343 (LHD Coupe) & M345 (LHD Electric Sunroof) available at US\$2115 & \$2303. Of course you could order accessories as well like white wall tires (\$29), an under-dash parcel tray (\$11), a laminated safety windshield (\$45), or a different roof color (\$23). No special USA equipment though.



Resto Update: 1966 Chassis Work

Last time we heard from **Michael Moesinger** (Germany) he had finished welding body panels into the M345 1966 body & had the whole body Cathodic dipped.

Since then he's been busy working on the chassis. The original floorpans were in typical surface-rusty condition so he made exact measurements for the seat rails before removing them. Michael bought the Gerson full-length floorpans from Bogota Columbia as replacements. The T34 seat rail spot-welds were removed from the old floorpans and welded back onto the new ones. Then the complete chassis was primed & painted black for a stunning transformation!

The front end components were restored, powdercoated black, and reassembled. The transmission was rebuilt & detailed to "like-new" condition, maybe better than new. The brake system was replaced with new parts, and the freshly-powdercoated rear end sub-frame was installed to finish off the chassis. Great progress, Michael!





You can see just how nicely Michael's restoration is coming along now that the chassis has been restored and the running gear is being installed. 1966 was the first year for front disk brakes & four-lug rims. This one is going to turn out great!



Resto Update: New Zealand 1963 Metal Fab

By John Kanters (New Zealand rep)

REAR SEAT PANEL: Time had come to start making the replacement panel. Last week I made the appropriate shape dies in the lathe for the deep grooves that are in that panel, after running a couple of test pieces I soon realized it distorts the rest of the panel quite badly when bead rolling such a wide deep groove. The solution turned out to be quite easy, by pre stretching the area where the groove goes in the English Wheel it raises / stretches the metal thus keeping the sheet more flat when rolling the groove. Unfortunately the throat on my cheapo bead roller isn't deep enough to make the panel in one piece so I decided to make it in 3 pieces, started out with the center panel and marked out the center groove and once this was rolled I pressed the ends with a press tool I made to final shape the ends of the rolled groove. Worked outwards from there and to finish off folded the front and rear lips. Once that was made I set to work making the new legs to support it, those were easy enough in the press brake. The end pieces were quite challenging also and kinda glad I made the separate as it also allows me to fine tune the total length of the finished panel. Some templates of the wheelhouses helped a lot as the old panel was so badly rusted that I couldn't copy them. Few trial fits with the cardboard I marked it out on sheetmetal, rolled the groove, bent up the edges and offered it up in the car which looks pretty good. Done!



PANEL BEHIND REAR SEAT: The next piece that needed replacing was the large metal section that's behind the rear seat frame and over the transmission. I wanted to create a continuous groove down the 70 degree bend and do it as one large piece. Where the panel bends back the other way when it reaches the floor pan end I'll make another press tool for the reverse angle. Here's the result (above) that turned out pretty nice. I'm having fun working an hour or two each evening.





Again the bead roller to the rescue for the panel behind the C-pillar (below). Cardboard templates were traced those onto sheetmetal. With the one pattern I was able to make both left & right sides.



I got the right side one trimmed pretty well and sitting in there with panel clamps. I will sandblast & prime inside the rear quarter first before the new section gets welded-in.





I spent a few hours sandblasting the rear area where I've been making stuff for and it was nice to see some of the rust vaporised. The plan was to blast the whole area then epoxy prime it but as per usual the NZ weather threw a spanner in that plan and started spitting as I was finishing blasting so the mad rush was on to get the bare metal back inside. That's what I hate about NZ weather, often you get all four seasons in one day. There wasn't much point priming it after getting a little wet so I ended up acid washing the whole area. Next week I can clean the acid off and prime it. After all of that it's actually not such a dumb idea to acid wash it as in some places the metal is very pitted and chances are some rust will remain but the acid should take care of that.

I got all the holes pre drilled in the new panels and also epoxy primed inside the rear chassis legs before welding the new stuff in. I finished the final fit on the smaller shelf which will get welded in next, just have it located with a bunch of screws right now. Ideally I'd prefer to re-blast the area that was done last week but watching the weather (more rain is forecast) so I flagged that and did a bunch of other rust repairs instead.



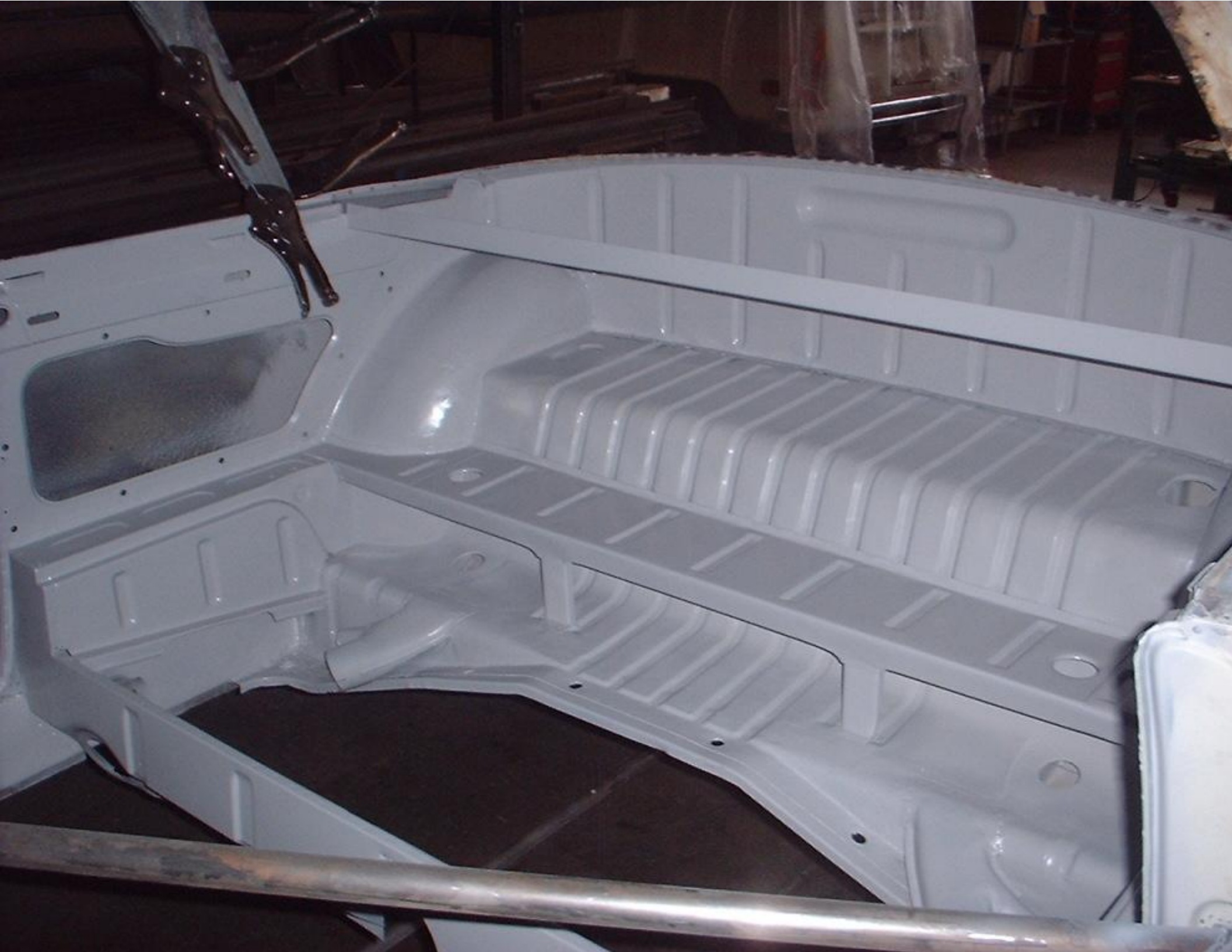


Both lower corners of the body where it meets the pan were repaired, and I finished off the rear wheel house and also around one of the heater outlets. Funny thing was just as I finished up for the day the sun came out so could have done blasting anyway! You can never tell about the weather in New Zealand.

Saturday morning I started work on the rusty right C-pillar. Best way forward was just to make a new one and replace the whole thing. Again a card template to give the rough shape did the trick and with a combination of hammer & dolly and the bead roller it was finished. Cool!

On the next page you'll see everything welded back into place (with the exception of the rear shelf) & epoxy primered. It's been really fun to see the progress and to know that I can create almost any shape of metal for this most-deserving project. Stay tuned for more work ...







Owner's Story: 1967 Velour Red Surprise

Marc van Meel lives in the Netherlands and has recently purchased a L30K Velour Red & Black 1967 M345 (#347 099 600). He admits "I didn't know much about the T34 except that they are cool cars, technically similar to the Notchback I had previously owned, & I wanted one!" The previous owner has restored many T34's in the past but his passion was more to restore them than to drive them. He stopped working on Marc's 1968 about 4-5 years ago and in 2011 decided to sell the 3-4 T34s he had left. Funny thing was that Marc had not been searching for a T34 but rather a nice Squareback for more than a year. So when he saw this 1968 he knew that it was a "now or never" opportunity to own a rust-free T34. Another surprise was to see it was an original Electric Sunroof and it had the rare M102 heated rear window as well!

The good news was all the welding had been done, the body was painted, & it came with all the parts needed for reassembly. The bad news was it needed a full reassembly and Marc had no previous experience working on a T34. But he was excited!



Marc immediately spent time learning about the T34. Then he ordered all the repro rubber seals that were available. The headliner that came with the T34 was very dirty & cracked so he had a new one made. Then he started with the dashboard and had a lot of trouble installing the fresh air boxes but now finally they are in-place. The next step is to restore and install the front & rear lights and test if the engine works. Then he'll install the side windows, door parts, etc ... so there is still a lot to do. Marc is hoping it will be back on the road again in 2012.



He discovered the bumper guards have a rubber protection strip along the front edge. These strips seem to be specific for the T34 because they follow the shape of the bumper guards. The bumper rubbers were definitely an aftermarket accessory & there were two styles: glue-on & bolt-on. The bolt-on version (like Marc has) require the owner to drill into the bumper guards for the installation. And although the rubbers are a bit cracked Marc plans to keep them with the T34 since they're a unique accessory and buying a new set of bumper guards would be a huge expense added to his project!



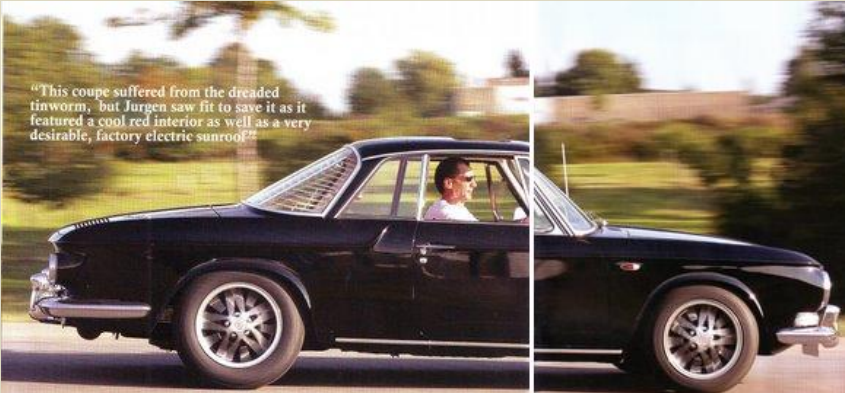
THE WORSHIPPER

By all accounts, the Type 34 cannot be considered a commercial success, as only about 42,500 units rolled out of the Kärrmann factory. And while the car's bodylines did not please everybody back in the '60s, today's VW scene has come to embrace the unusual coupé. Some individuals even worship it. Among them, T34 guru Jurgen Magdelyns, the owner of this arresting '68 example...

When unveiled during Frankfurt's 1963 International Auto Show, the Kärrmann G16 (1200 cc) was "worshiped" without a critic looking as if it almost didn't belong to the Volkswagen family. The coupé featured sleek and aggressive lines, in stark contrast to the curvy and more conservative design of the Kärrmann G16 (1200 cc) sibling. One's car might diverge within the crowd and draw to his eye, people either love or hate the styling. Advocates of this design, large windows and low center of gravity, making for an exciting vehicle to drive. Being able to fit components like 1300 cc, it soon earned the nickname "the great Kärrmann" - the larger Kärrmann. Yet, sales remained sluggish during the production run, which spanned from 1963 until 1969. These results can be partly attributed to the disappointing period consumption, as the coupe weighed 875kg (1936lb) more than the small Type 3 Kärrmann (800 cc). And, most importantly, its price tag proved a major deterrent, as it demanded the wallet stretch as much as a Porsche 904 might... but without the same level of performance. The fact that VW did not officially sell the knowledge into the large US market clearly affected the production sales figures, too.

While some VW enthusiasts still bring when seeing a T34, most of us have come to appreciate its unique character. It equally looks over better once lowered up front and fitted with a vintage set of wheels. And making their cars run faster. Much faster! There is a factory 250 cc can be easily achieved thanks to the renowned aftermarket spring industry. A factor of our hobby even reverses the vehicle, as exemplified by Jurgen Magdelyns, the Belgian resident who

"This coupe suffered from the dreaded tinworm, but Jurgen saw fit to save it as it featured a cool red interior as well as a very desirable, factory electric sunroof!"



With clear design intentions, Type 34s had body panels with light

had a number of Type 34s in the last two decades, including a well-known light blue '67 equipped with five-spoke wheels which it evolved shortly after the turn of the millennium, adopting a white roof complemented with a black roof.

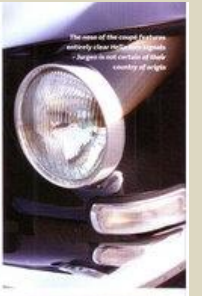
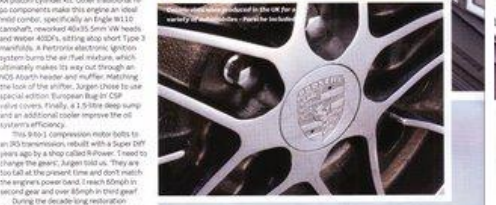
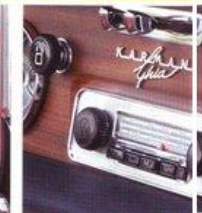
A bodyline who to trade, he also crafted his own 98 T34 convertible with a fully functional sunroof. In the spirit of the carlines that Volkswagen allowed that never shall put into production + 17 prototypes were manufactured, and only two of them seem to have survived. It now resides in Sweden, after being in Jürgen's custody for 15 years.

Finally, if you attend the first European Big in 2007, you might remember the black and white example, built to race on Öhringen's dragstrip and dropped as a police car. The subject of our article, once a white '68 model assembled in July '67, came to his attention thanks to a colleague of his father. This coupe suffered from the dreaded tinworm, but Jurgen saw fit to save it as it featured a cool red interior as well as a very desirable, factory electric sunroof. At the time of purchase, he decided to purchase a second example '68 from 1967, he could consequently use the best components of both vehicles and build the perfect model of his dream. It took him no less than 10 years to achieve this goal.

Jurgen tackled the restoration himself, which involved changing a color (sand and light blue) to red and more. The work was then covered with a period correct VW color - a deep 41 Black, in the meantime. The fully restored Peugeot received the same attention to detail, in addition to a few alterations. These include disc suspension by Bert's, MC1000 front sway bar, and pillow knit shocks on all corners. The disc brakes (front and drums) were additionally drilled to catch the brake dust camera, as our Belgian enthusiast planned on using disc brake



After major body design and fitment, the 1968 Type 34 is now ready for assembly!



"Jurgen had his ride ready just in time for the 50-year anniversary of the Type 34 near Osnabrück, Germany last summer"

Jurgen added just the right number of period accessories, including the Australian-spec rear wheel.

3.5Lx3 wheels made by Cosmic. The British company produced this car for several automobiles over four decades ago, from Vaux and Volvo, to Ford Focus and Corolla. With wing clearance being an issue in the back, Jurgen had to install name 160015 Frontal Tyre, while the front ones are fitted with 140R15 Michelin. As the stock 1600cc motor lacked some grunt, Gilles Les Aerts was commissioned to build a more potent 1700cc, a displacement made possible by combining a balanced 80mm VW crank with a 90.5mm Ak piston/cylinder kit. Other traditional 1600 components make this engine an ideal 'mid' combi, specifically an Engine W110 carburettor, reworked 40x55.5mm VW needs, and motor 430's, sitting atop short Type 3 manifolds, a Pertronix electronic ignition system burns the air/fuel mixture, which ultimately makes its way out through an NDS Attack header and muffler. Maintaining the look of the original, Jurgen chose to use special edition European Blue in CSP roller covers. Finally, a 1.5" deep sump and an additional cooler improve the oil system's efficiency.

This B101 compression motor bolts to an 800 transmission rebuilt with a Super Duff 1968 year by a shop called Flowar. I need to change the gears, Jurgen told us. They are too tall at the present time and don't match the engine's power band. I reach 6000rpm in second gear and over 6000rpm in third gear.

During the decade-long restoration process, he amassed a variety of desirable NOS parts, which he happily used as the project neared completion. The list includes the door panels, door handles, window wipers, all the front and rear lights, a coupe mat set, as well as a Hi-Rackman antenna. CSP appreciates the excellent quality reproduction all items.

The car came equipped with a sought-after rear interior that Jurgen managed to save - he simply cleaned the seats and door panels (originally Michel Biers custom-made the grey carpet and expanded his expertise to the headliner, too). The dash retains its factory equipment, but two small VGO gauges (oil temp and pressure) now sit in front of the collector's 1800 CSP number (number 22 of 77). Also, you can't miss the excellent rear block, originally manufactured for the Australian market.

Jurgen had his ride ready just in time for the 50-year anniversary of the Type 34 near Osnabrück, Germany last summer. In an incredible case of 100-plus models, he went to receive a 'Best of Trophy in his class' - quite an accomplishment considering the high caliber of vehicles on hand. For a change of pace, he has recently started work on a 190 variant... based on the quality of his work, it looks like Ultra VR might have another potential feature car in the making! **VR**

ULTRA VW MAGAZINE 2012

"The Worshipper" featuring Jurgen Magdelyns' black 1968 Electric Sunroof from Belgium



Resto Update: Thom's 1962 in America

Thom Fitzpatrick from Northern California has been working on his early-1962 Coupe. For this edition he decided to replace the rear footwell section with the new inexpensive T3 floorpan section from ISP West (Southern California). He was able to use this section (without the outer mounting frame) because the floorpan was not rusty along that area, only on the flat floorpan behind the front seats. Removing the rusted area went pretty quickly and matching-up the pressed floorpan lines with the existing metal was the most important step so that when it was painted black again no one would be able to tell it had been replaced.

Another project was to repair the rusty heater box exhaust outlet pipes. He bought two different pieces of metric tubing; a thin piece to match the original OD, and a thin piece to slip inside. The inner piece helped line things up and added some support.



T34 WORLD

