

RAZOR'S EDGE



REGISTRATION * RESTORATION * PRESERVATION

VW Type 34 Karmann Ghia Registry

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Secret Members Only Web Site: www.Type34.org/restore/memonly.html

January-March 2002



Janet & Clive Richardson's 1965 346 & 1966 344 in England

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Welcome our New Members!

From November 2001 to February 2001

| | | |
|----------------------------|-------------------------------|------------------------|
| Ike Anttila | Portland, Oregon USA..... | Looking to buy a T34 |
| Gunnar Dagberg..... | Katrineholm, Sweden..... | 1969 343 |
| Bob Noe | Ledbetter, Kentucky USA..... | 1964 343 (0 312 113) |
| Tom Reay | Los Osos, California USA..... | 1964 343 |
| Prakitkol Sriphaibool..... | Bangkok, Thailand | 1968 343 (348 025 724) |
| Daniel Stanley | Atlanta, Georgia USA..... | 1964 343 (0 473 202) |
| Daniel Stephens..... | Nixa, Missouri USA..... | Looking to buy a T34 |

REGISTRY GOALS & BENEFITS: What's in it for You?

The T34 Registry is a non-profit organization dedicated to Type 34 owners & enthusiasts worldwide. Started in 1987 with only a few members, it has grown to over 950 chassis-registered T34s & 150 active members. Our main goals are: registration, restoration, and preservation. Registration involves finding existing T34s worldwide and recording their chassis numbers, photos, and details. Restoration involves assisting members with finding parts, sharing sources & services, offering supporting literature & manuals, and providing personalized advice. Preservation involves assisting members with maintaining & servicing their cars, and promoting the T34 marque into history.

Benefits of membership are many and include:

- Quarterly Razor's Edge newsletter
- Classifieds (parts, cars, services, wanted)
- Online T34 Discussion Group
- Two Web Sites
- Personalized Restoration Advice
- Personalized T34 Search Advice
- Worldwide Regional Rep support
- Personalized Email Address (@Type34.org)
- Access to Reproduction Literature
- Access to Reproduction Parts
- Access to Registry Regalia Collection

MEMBERSHIP RENEWAL: Don't Miss a Single Issue!

Annual membership into the T34 Registry is still:

| | |
|--------------------|--------|
| USA & Canada | US\$25 |
| International..... | US\$29 |

Payments for memberships (new & renewals): cash (US\$), check (US\$ funds), or electronically (PayPal). Make your check payable to "Lee Hedges" and mail it to: VW T34 KG Registry, 11410 Belshire Lane, San Diego, CA 92126-5553 USA. To pay electronically, go to www.PayPal.com and send your payment to "LeeHedges@Type34.org".

PayPal is an online electronic funds transfer service. It's fast, easy, & automatically converts currency into US\$. You can use your bank account, an online account, or credit card. Credit card payments need to add \$2 for each transaction processed (our cost by PayPal).

To find out when your renewal is due, look at the mailing label on your newsletter envelope. The upper right corner tells your expiration date (ie 200108 = expires August 2001).

T34 QUIZ: Trivial Answers

We forgot to put the answers to the T34 Quiz in the last edition, so here they are. 1 = Sergio Sartorelli, 2 = 1967, 3 = 1965, 4 = 1967, 5 = B (one), 6 = Lyon, 7 = C (1961 Porsche 356), 8 = False, 9 = True, 10 = C

(1963-64 only), 11 = True, 12 = B (1964), 13 = True, 14 = False, 15 = C (rear KG script), 16 = up for discussion, 17 = B, 18 = 1963, 19 = True, 20 = True, 21 = A, C, E

FOUNDER'S FOLLY: Looking Back & Giving Thanks

By Lee Hedges (Founder & President 1989-2002)

Now that 2001 has come to an end, I like to take a look back to remember what has passed this year and give thanks to those that have helped the T34 Registry to be successful & strong.

This year more than ever before the Registry has truly grown into an international organization and has developed a real sense of brotherhood. With the international events plaguing our world, our little group has proven that people from all regions of the world can communicate & help each other towards peaceful common goals.

Perhaps the biggest events to happen in 2001 were the completions of many members T34s after long years of hard work. **Paul Stone's** Anthracite & White 1962 Coupe, **Mike Shay's** Sea Blue & White 1965 Coupe, **Scott Perry's** Arcona White & Black 1965 Coupe, **Daniel Browning's** Cherry Red 1966 Coupe, **Wolfgang Peter's** Sea Blue & White 1966 Coupe, **Clive Richardson's** Teal & White 1966 Coupe, and others that I have failed to recall. And all of this activity has lit a fire under our Internet Coordinator **Paul Colbert**, as he has begun rebuilding his 1963 NOS engine after 20+ years of collecting parts!

Other remarkable accomplishments were several magazines featuring members T34s which always adds to the promotion of T34s in general. **Ivan Berg's** 1968 Coupe & **Ulf Johannessen's** 1964 Coupe from Norway made a beautiful combined article in VolksWorld. And I was overjoyed to get excellent coverage for my 1962 Cabrio conversion in the USA (Hot VWs), Europe (VolksWorld), & Japan (Let's Play VWs).

The highest praise must be awarded to our Registry officers & regional reps, for without their dedication to serving our membership this organization would not be as strong & successful as it is today. **Scott Perry** has worked tirelessly for many years in the most demanding positions as Newsletter Editor. **Paul Colbert** has worked daily to maintain and enhance our two web sites and to manage our online discussion group. **Doug Gray** has taken on the huge task of editing the Classified Ads and maintaining our sources which is so critical to the ease of restoring our T34s. And our **Regional Reps** (too many to mention here) have continued to dedicate their spare time to finding & registering previously unknown T34s and to helping local members with parts sourcing and events.



EDITOR'S DESK: Progressive Refinements ...

By Lee Hedges

Progressive refinements is the goal to continually making improvements over time. Now it's time for **Scott Perry** to take a much earned rest and retire as Newsletter Editor (his request). He came into the Registry with fresh ideas, boundless enthusiasm, and a desire to help the Registry continue as a strong owners organization. Over the past five years he's selflessly published our Razor's Edge and done an outstanding job! Scott will continue to help the Registry by writing a regular column with his unique perspective on our hobby.

I've taken over the role as Editor once again and we've implemented some minor changes. Our Razor's Edge newsletter format has increased size, to allow for larger images and a more professional

magazine format. We have many more contributors as well (8 this issue), with a more personalized feel. There are some new regular topics and regular commentary from our officers. We have a color edition on the Members Only web site so you can see better quality photos than in the newsletter. There will be more changes in future editions, so stay tuned and please continue sending me articles & photos.

Lastly, now that it's a new year again, most of you have your **membership renewals due**. Please check your mailing label (ie 200105 means expires in May 2001) for your expiration date. We do not send reminders, so if it's due please send your renewal NOW so you won't miss a single issue!

ROVING REPORTER: Ch-Ch-Cha ... Changes

By Scott Perry (Events Reporter, Southern California USA)

2002 looks to be exciting for the Registry. We've decided to spread out the newsletter publishing duties among several regular contributors while still encouraging member submitted stories and photos. What this means is a broader range of T34 material from many different viewpoints, not to mention the fresh new look of the newsletter. With my new digital camera I plan to be the "Roving Reporter" in the Southern California area. I'll photograph and document all the unknown T34s in this area and see if we can't get a few back into the hands of dedicated T34 enthusiasts.

I have been publishing the newsletter for 5 years, as long as I have owned a T34. It's been a great fix for my T34 addiction. When I joined I had an unbridled enthusiasm for the Type 34 and I still do! I was fortunate to join at a time when the internet was really taking off. With Paul's expert work on the Registry website and a T34 mailing list that reaches to the far corners of the globe, we are truly an international force and the single best resource for T34 information and support anywhere.

In these 5 years I have been to countless shows and swap meets checking out the T34 scene firsthand and gathering parts for my 1965 343. Without a doubt, my favorite events are those where we have Registry members coming from near and far to meet and talk T34. Great stuff! An all time highlight was our trip to Germany in 1999 where Lee, Dag and I spent 1 week all over Germany taking pictures, visiting the Karmann collection, meeting friends and fellow members and attending the Karlsruhe Show. An absolute blast and something I will never forget.



In the last year I've concentrated on taking my T34 to the next level of restoration. I had acquired all of the necessary spares to make it complete, but the paint was the glaring deficiency. I made a commitment, spent countless hours in preparation and finally painted it in the Spring of 2001, and I could not be more proud! I've since made a road trip up North to see Dirk and Larry for the Kelley Park show and traveled all over Southern California just enjoying the moment.



Scott enjoys driving his "Minnie", recently painted Arcona White & Black 1965 343 with just over 100,000 original miles and incredibly only one previous owner

For the future I look forward to more long range driving trips in and around California. I hope to freshen up my original interior with some new carpet and seat material. I would love to see more local meet activity in the form of lunch cruises and larger, special get-togethers. For me, getting together with other T34 owners and sharing our stories and photos is the best thing for me. I've made some great friends and hope to make more in the coming years. Here's to another great year and a fresh direction for the Registry!

Scott

Left: Scott checking out the Karmann Museum's Silver 1969 345 Automatic, probably one of the last T34s built at the Karmann

NEW YEAR'S SPECIAL: 2002 T34 Registry Calendar

We've created our annual calendars again, perfect for displaying in your office, garage, or workshop! There are twelve full-color 8.5" x 11" photos with monthly calendars with plenty of space to mark your annual VW shows & events.

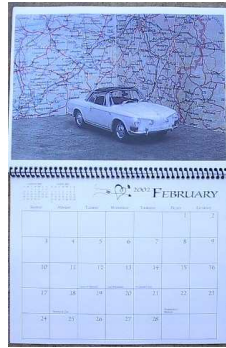
They are \$23 USA or \$27 international postpaid. To order your calendar, you have three choices for payment: cash (US\$), check (payable to "Lee Hedges"), or electronic payment.

If sending payment electronically, use PayPal and send it to LeeHedges@Type34.org

If using a credit card via PayPal, please add an additional \$2 to your payment to cover the costs of handling credit card orders (our cost).

Send your order to: VW T34 KG Registry, 11410 Belshire Lane, San Diego, CA 92126-5553 USA. Calendars will be mailed within 2 weeks of order.

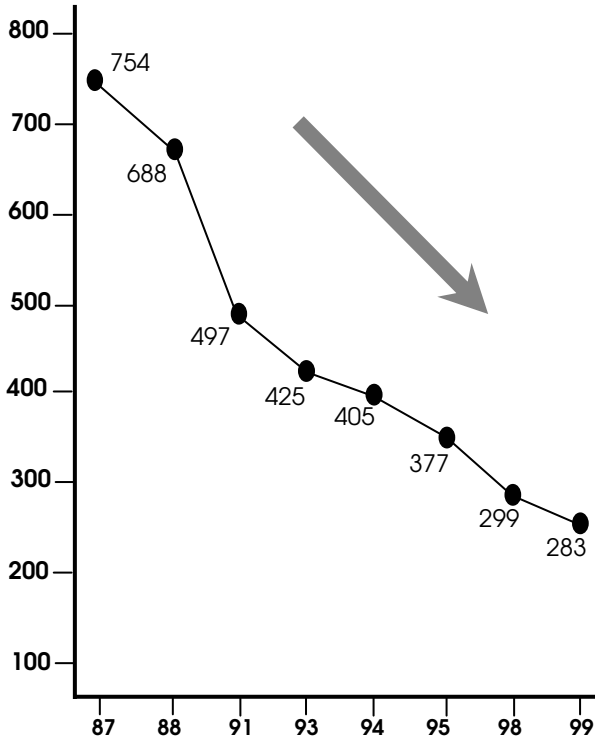
No orders will be processed after February 28th.



T34 TRIVIA: THE RISE & FALL OF T34'S WORLDWIDE

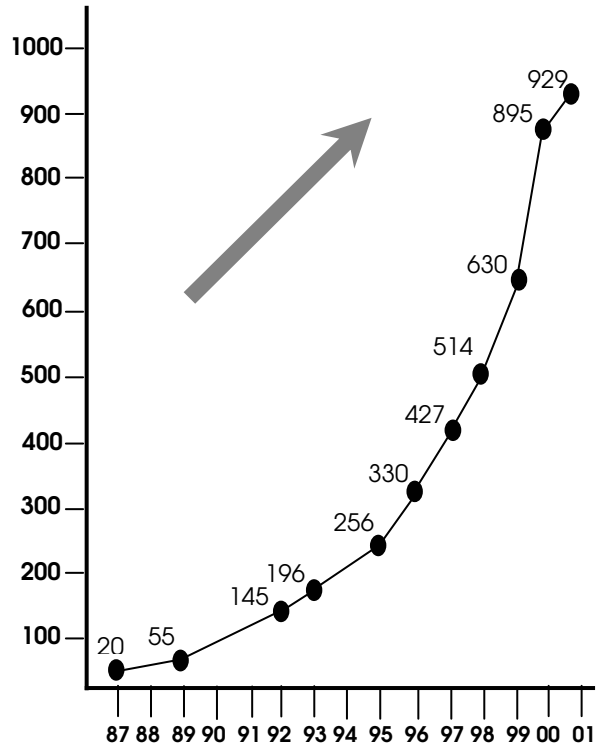
German T34 Registrations 1987-1999

This article is on the decline in T34 registrations in Germany over the past decade.



T34 Registry Growth 1987-2001

This article is on the growth of T34s registered in the T34 Registry database over the past decade.



T34 Registry Statistics

| YEAR | 341 | 343 | 344 | 345 | 346 | TOTAL |
|-------|-----|-----|-----|-----|-----|-------|
| 1962 | 1 | 95 | 0 | 1 | 0 | 97 |
| 1963 | 3 | 92 | 0 | 9 | 0 | 104 |
| 1964 | 0 | 154 | 33 | 13 | 2 | 202 |
| 1965 | 0 | 134 | 31 | 5 | 4 | 174 |
| 1966 | 0 | 103 | 21 | 10 | 2 | 136 |
| 1967 | 0 | 49 | 9 | 6 | 3 | 67 |
| 1968 | 0 | 50 | 16 | 9 | 2 | 77 |
| 1969 | 0 | 52 | 14 | 5 | 1 | 73 |
| TOTAL | 4 | 729 | 124 | 58 | 14 | 929 |



EVENT: T34 Meet in Merry Old England

Story & Photos by Clive Richardson (UK Rep, England)

The first UK Type 34 event in many years was held in September at Rutland Water in Leicestershire England. This time there was a very nice turnout of seven Razor Edge Karmann Ghias!

Manfred Veithen drove with a friend from the Belgium/German border in his Cyprus Green 1969, 1000 miles in 3 days! Mike Powell drove his very nice Sea Blue 1964. Dave & Paula Matthews with their daughter Heidi came in their extremely original Smoke Grey 1964. John Kelly

arrived in the Red & White 1967 he had recently bought from Dave Matthews. Nigel Grimshaw brought a very special black 1968 and finally Jim

Murphy miss-fired his way from Shropshire in his slightly modified 1969. With my Aquamarine 1966 we made 7. Other T34 owners included Derek Frow, Kevin Collins, and Mike Gilbert without T34s.

We all checked out each others cars, worked out how odd parts should be fitted and bought / sold a few bits before moving on to the pub for lunch. A very picturesque alehouse with a courtyard car park but a landlord who had confused "hostelry" for "hostile". Still, we all got fed (eventually) and continued to discuss our passions - and Karmann Ghias.



RESTORATION SOURCES: Powder Coating T34 Engine Tin

Story & Photos by Paul Colbert (Internet Coordinator, Nevada USA)

Every T34 engine area has years of grease, grime, dirt, and nastiness deposited in every nook & cranny of the engine compartment. This summer my big project is restoring my early T34 engine.

I was not looking forward to the task of cleaning and painting my engine tin. There was so much rust and gunk on them that it would have taken all weekend to make them look presentable using primer and glossy black paint. And this wasn't going to be a lasting solution as paint chips easily and can fall off when exposed to oil.

A common solution is to have the parts powder coated. But the grease, oil, rust, and old paint have to be removed first, before the powder coating can be applied. I would have had to remove the old dirty oil first and then find a sandblaster for paint and rust removal, then have the parts powder coated. If I made a mistake and did not remove all the grease the powder coating would not stick properly. I was not willing to take that risk, so I looked for another way to handle the problem.

PSC (Painting & Stripping Corp) in Santa Fe Springs, California USA specializes in just this type of work. For each of the 43 pieces of engine tin I sent them they performed the following:

- dipped in a degreaser solution
- chemically removed the old paint
- chemically removed the rust
- dipped in an anti-rust solution
- baked dry
- applied the powder coating
- individually wrapped each piece
- shipped 43 pieces back to my door

The total was only \$170 delivered to my door. It was a huge time-saver at a reasonable price, and I'll never have to worry about doing it twice! PSC did a wonderful job and I am very pleased with their quality & professional work. However, I found I had to call them to verify delivery of parts as well as remind him several times to ship them back to me. I'd recommend taking photos of the parts you send as verification that you sent them in case they are misplaced. If you'd like to use my powder coating source, contact Ron @ PSC.

Painting & Stripping Corporation

Telephone: 563 946 1521

10051 Greenleaf, Santa Fe Springs, CA 90670

Here's the 43 parts just **before** I packed them up, full of rust, grease, grime, and even mice nests!



And here's the 43 parts just **after** I unpacked them, gleaming in beautiful black coating!



T34 RARITY: 1969 Automatic in the Desert

Story & Photos by Everett Barnes (Arizona USA)

Automatic T34s were only available in 1968-69, and there were only 3500 total T34s built during this period. It is not known how many Automatics were built but there are only 15 existing worldwide.

Everett Barnes found this late-1969 (#349 227 720) in New River, Arizona just north of Phoenix. It is the

third youngest T34 in the world! The owner wants \$7500 for it but realizes that may be unreasonable. Everett helped him to get the rare Automatic running again and hopes the owner will renew his interest in the T34 and keep it.

(Editor's Note: Good work, Everett, keep it up!)



SHOP TALK: Preserving Your Precious Dash Pads

By Doug Gray (Classified Ads Editor, Colorado USA)

Welcome to the first edition of a column I will call "Shop Talk". A while back, I had an idea for a column for the Razors Edge, based on the "Parts Bin" type column found in national automotive publications. I thought it would be neat to have a column for the newsletter that focused on products that applied directly, or indirectly, to our cars. So after a couple of emails with Lee, here we are. I will naturally be reporting on products that I have used, or am currently using on my 64 343 project. My car is following the "resto-custom" route, so my articles will cover a broad spectrum, including stock and custom applications, and hopefully, will provide some information that will be beneficial to your project as well.

One of the nice things about my project T34 is that there was only one crack, now unnoticeable, in the upper dash pad, and the bottom dash pad was perfect. Little did I know when I bought the car,

how valuable perfect dashes were to the T34 enthusiast, so for the last year, I have gone to great lengths to keep my dash dust free, and out of the light. I have even gone so far as to cover

my dash, even though my car is garaged (yes I need therapy). After a year of reading emails about the destructive effects of auto parts store "rubber cleaners" and solvents, I think I found a product, made in Germany, perfect for using on our beloved dash pads.

Zymöl has been around for years and has peddled its wares to the higher end of the automotive spectrum for automakers such as BMW, Ferrari, and the like. Their car care products are known around the world as some of the best made. I first noticed

Zymöl Seal, in a Rocky Mountain Motorworks catalogue, and was curious, as it advertised that it was a "soft seal conditioner". After reading about the product online, I decided to give it a shot.

After all, if it works for the BMW and Ferrari guys, it should be a decent product.

The 5oz bottle of Seal retails for \$20, but can be had for \$17 at www.Zymol.com. It's not cheap, but neither are upper and lower dash pads. The conditioner has the consistency of corn syrup, and smells like coconuts. It should, it's made with Cetyl Cocoamide, which is derived from coconut oil. Best of all, it works on any automotive rubber.

The dash or rubber seal should be wiped with a damp cloth prior to application. Apply evenly with some type of lint free applicator, in one direction, and wait for 30 minutes. After 30 minutes, wipe with a clean cloth to a "soft, supple, moist finish".



Now, please don't think that if you use this on your "so brittle they crunch" seals, they will be as good as new. Zymöl Seal is not designed to perform miracles, but rather, prolong the useful

life of rubber seals by releasing trapped solvents and restoring original moisture. I applied this to my dashes and my front vent window seals and was very pleased with my \$17 investment. Zymöl advertises Seal as perfect for soft seals, those around doors, hoods and trunk lids. Zymöl Seal is derived from glycerin, a natural plant anti-oxidizing agent. For those of you wanting to keep your original seals fresh and new looking, Zymöl Seal is a great way to prolong the life of your T34s precious rubber seals, without breaking the bank.

WORK AROUNDS: Finding Replacement Parts that Work

A regular series on finding solutions to obsolete T34 parts

Early-1962 Ghia Shield

If you own an early-1962 T34 then you probably have been searching for a good condition Ghia shield that mounts above the KARMANN script on the right rear fender.



These shields are extremely difficult to find, new or used, and they have not been reproduced yet. When original ones are found they usually end of selling for \$100 or more for a decent used one!



If you can't locate an original Ghia shield, then here's a possible work-around. The 1974 Ford Mustang II and Ford Granada Ghia models both used a Ghia shield. European Fords (Fiesta Ghia, Focus Ghia, & Mondeo Ghia) also use this shield.

This shield may be available from your local Ford dealer and has also been seen on eBay for \$5 or \$15/pair from two different sellers recently.

Since the shield is plastic, the crown portion should be removed (Exacto knife works well), so it will match the T34 shield. It has an adhesive backing that allows the shield to be mounted directly to the body. The modified Ford shield is only 0.5" taller than the T34 one, so it'll fill the empty space until an original badge can be found.

Outer Window Scrapers

The outer window scrapers on T34s are (of course) unique to the marque, and have been obsolete for many years. This fact leads many owners to fabricate replacements. The problem lies in finding suitable aluminum trim that holds the rubber scraper in place, as most trim is badly scratched and damaged over the years.

It was discovered that Beetle Cabriolet window scrapers (1965-79) are a perfect replacement for the T34 ones. They are about 1" longer and therefore just need to be trimmed at the forward edge. Installation of these seals requires removal of the vent frame and door windows to gain access to the five screws used to hold the scraper in place.



Most VW suppliers carry (or can order) these window scrapers. One shop (Bill & Steve's VW Restoration Parts, 562 923 3251) in Southern California has great prices for these rather pricey parts. #151 837 475D (left) & #151 837 476D (right) are \$83.75 each. No fuss & easy installation!



RESTO RECOMMENDATIONS: **Keeping Your Cool**

Story & Photos by Clive Richardson (UK Rep, England)

Engine overheating is not a problem most owners have. The standard car has a very efficient cooling system which seems to cope well, even with long distance, high speed driving. For those that want to play and fit larger engines, we seem to run into an overheating situation with any high speed work. In fact my 1776cc overheated running around town on a very hot day.

My engine had done a little over 2000 miles, so I knew it was still a little tight, but I felt it should be running OK by now. I was sure it was getting hot just from feeling it, so I added an oil temperature (and pressure) gauge. This I first did by drilling and tapping a hole in the bottom of the dipstick tube and fitting a standard after market gauge, but I found the accuracy a bit suspect so decided to get a good VDO gauge. This came with a sender to mount in place of the oil pressure relief screw (as in the photo below) and it works very well. With this in place I found the car was running at 220 C just cruising. A bit of 60mph motorway work and it was up to 240 C, then I had to drive at 40mph for ages to let it cool down. This all made itself apparent when we had a 100+ mile motorway journey.

I found part of the problem was the engine was running too lean, which was easily cured with a couple of bigger main jets (from 120 to 140). But the engine was still getting too hot at 70mph so I had to look at a cooling system. Next step was to fit a big sump, which meant it took longer to get hot, but it still got there in the end - OK for quick trips but

not for long cruises.

I was told by my engine component supplier that you can't fit an external oil filter/cooler on a Type III engine, but the list told me different (thanks guys) and checking the Gene Berg web site showed an external oil filter kit for a Type III.

Talking to my local Gene Berg stockist, it appears the only difference is an extra 90 degree connection, so out with the engine and let's see how to fit it.

The problem with fitting external oil plumbing to a T3 engine is that the fan housing gets in the way. The tapping into the main oil way has to have the extra 90 degree fitting to turn it back to clear the fan. The take off on the front of the oil pump also has to have the angles to clear the fan housing.

The oil cooler can be mounted in various locations. I mounted mine inboard, in front of the rear wheel, near the torsion tube. I encased it with expanded mesh to protect it from stone damage, and mounted it high enough to avoid speed humps but low enough to be in the air flow under the car. It hangs from two struts fixed with self tapping screws.

I started Monday evening and by Thursday late night (only working evenings after work) it was back in and running, prior to our trip to France on the Friday morning. Janet was very apprehensive, but fortunately it all worked first time and worked well. At a constant 80 mph, in hot weather, the temperature remained below 240 degrees C.





HISTORY LESSON: **T34 TC Fastback Prototype**

VW proposed to Karmann a new variation to the Type 3 series in early 1964. The early trend was towards "fastback" styles instead of a separate rear trunk. Karmann, always interested in increasing their production range and keeping VW (their best customer) happy, began to design fastback vehicles based on the T34 Coupe. Since 1959 VW had been working on a new fastback version of the Notchback Sedan that was produced at Wolfsburg.

The first drawings of the new KG TC were seen in April 1964 and they differed only from the prototype TC by the shape of the rear pop-out

windows. The prototype was finished in September 1964, but due to VW's negotiations with Daimler-Benz the TC could not be shown to VW until November. The design was approved and was scheduled to be unveiled at the next Frankfurt Intl Auto Show.

The T34 TC featured a well-proportioned roofline and rear treatment that blended nicely together, although it had been an afterthought project. Karmann proposed a new frontal design (as the public had never really accepted the original T34 Coupe nose) with quad headlamps.



But VW surprised Karmann in January 1965 by putting the TC project on hold. One problem was the noise problems inside the TC, as the engine area was in the same space as the passenger cabin and the cost. This noise may have been the reason why VW did not include a lift-up rear hatch for the production T3 Fastback models. The failure of the T34 Coupe to establish a market for VW led to the halting of TC development as an additional model, and the Fastback was chosen instead. Other big justifications for VW were the cost of building the coachbuilt TC version, and the fact that the Karmann factory was not prepared to increase their production easily.

Karmann did not stop designing prototypes once the TC failed to attract VW. They continued their design work into a Type 14 KG based prototype in mid-1968 called the KG TC 145.

This fastback was accepted by VW for the South American market and produced from 1969-74 in the Brazilian KG factory. It resembles the T34 TC model in rear hatch & side window designs, but incorporated wide flat tail lights and no lift-up hatch, as per a Feb 67 directive from VW.

Karmann also reworked the T34 TC in late-1968 to reflect an option alongside the TC 145 for consideration. The 1965-built T34 TC was fitted with

a chassis from 1969 (#349 019 986) and was completed by September 1968. It received the new Automatic transmission & IRS suspension improvements. The dash was also upgraded at this time, with the new wood-grain dash facing added over the 1965-era dash including gauges & radio. This explains why the TC has features of both 1965 & 1969 T34s.

It features many 1965 era parts (interior panels, seat upholstery material, lack of dash KG script, ignition switch, ivory window winder knobs, & tail light bases/lenses). The nose emblem is a modified version of the early-1962 badge, with the 5 removed and a 6 replaced in the 1500 numbers inside the badge.

It features many 1969 era parts as well (lower-case automatic script, Automatic transmission, black rubber glovebox knob, silver knob gauges, rectangular radio dash

design, 4-lug rims, & IRS suspension).

In my research, I found that the Germans feel there may have actually been TWO T34 TC prototypes built, although photos of only one TC has been published. Karmann has been generous with the use of the TC in their museum collection,

having allowed it to be driven & used extensively for magazine articles and book photo sessions. It's a great piece of T34 history!



LATE MODEL TALK: Identifying the Body

A regular series by Daniel Baum (Israel)

For a car with production of only 42,000 units over eight years, the Type 34 underwent an astounding number of changes from 1962 to 1969. It would not be an exaggeration to say that there is hardly a part that the first & last T34s had in common. Of course these changes were not made all at once, but little by little, according to VWs policy of "progressive refinements".

The "late model" Type 34s are those from the 1967-69 model years and there are few owners so information is scarce. This is the first in a series of articles devoted to the late model Type 34s in hopes of enhancing the awareness of these rare models and helping owners with their restorations.

Late Model T34 Body Part Differences:

- **Tail Lights: bases:** standard base for 1967 (341 945 095B), thinner base for 1968-69 (343 945 095). **lenses:** standard lens for 1967 (341 945 229), center extended for 1968-69 (341 945 229D)
- **Reverse lights:** optional dual lights for 1967-68 mounted into bumper, standard dual lights with pre-formed indents in bumper for 1969. M-Code M47 (alone) & M249 (with automatic transmission package)
- **Rear script:** VW 1600 L for 1967-69 (361 853 687D)
- **Automatic script:** upper-case for 1968 (361 853 675), lower-case for 1969 (411 853 675)
- **Wiper arms:** std for 1967 (311 955 407A for both sides), new for 1968-69 (311 955 407B left & 311 955 408 right)
- **Wheels: rims:** same as 1966 style (4-lug) black slotted, **hub caps:** Early 1967s (up to 347 139 332) used the 1966 style hub cap (#311 601 151 B) in which the centers stick out further than the later ones. In January 1967 (from #347 139 333) the hub caps changed (#311 601 151 D) and were used thru 1969. **beauty rings:** large 8-hole slotted aluminum 15" ring
- **Side mirror:** larger diameter rectangular head (same as Type 14 KG of same era, #141 857 502A)



Above: Correct for 1967, new VW1600L script with earlier style tail light & solid red early style lens.

Production totals from the Karmann factory show the annual production of late-model T34s:

| | |
|-------------|------|
| 1967..... | 2819 |
| 1968..... | 2533 |
| 1969..... | 1049 |
| Total | 6401 |

The Registry database shows there to be:

| | |
|-------------|-----|
| 1967..... | 65 |
| 1968..... | 76 |
| 1969..... | 74 |
| Total | 215 |

With this data we can draw some conclusions about late-model T34s. With the 824 known T34s in the database, 26% are late-model T34s. Late-model T34 production was 15% of total production, so their survival rate is better than the early models. This is to be expected with newer & more modern cars featuring 12V electrical system, Automatic transmission, & IRS suspension.



Above: 1968 T34 with VW1600L script, upper-case "AUTOMATIC" script, correct tail lights, and optional twin reverse lights.



Two of the best late-model T34s are Mark Poulton's & Nigel Walker's, both from England. Mark's pristine Gobi Beige & Black 28,000 original mile 1968 344 (above) was featured on the cover of VolksWorld's December 1991 edition (see pg 23) and is an outstanding original low-mileage T34. Nigel's 1969 344 took four long years of restoration to come back to life and is the fourth "youngest" T34s existing today (349 226 870).



Below: close-up of 1968 Automatic with upper-case script and late-model tail light base (but with incorrect earlier lens).



Below: 1969 T34 with lower-case "automatic" script (but missing standard twin reversing lights).



RAREST OF THE RARE: Take a Good Look at these Goodies!

VW 1500 Hazet Tool Kit

This is the ultra rare VW 1500 tool kit by Hazet called the "Tourist" model. It was recently sold on eBay in November for \$830! Only two have been seen in 15 years, making it a dream-list item for any T34

owner. It sits inside the spare tire area and is made of plastic. You'll notice from the comparison photo that it's quite a bit larger than the Beetle round tool kit (right side).



15" Spare Fuel Can

When was the last time you saw one of these? It's a spare tire fuel can that fits all 15" wheels, and was a dealer accessory during the 50's & 60's. Today they are extremely hard to find, but amazingly this one was on eBay in November for \$138! So there are still some "true treasures" out there to be discovered!



Marchal 6Volt Spotlight

Here's a very cool accessory for your T34! The Marchal windshield-mounted spotlight plugs into your cigar lighter hole. There are other spotlights but most are the common Helphos plastic style, unlike this bakelite 50's version.

Marchal also made bulb-type Euro headlights with cool fluted glass lenses that have been seen on some members T34s (Scott Perry's 1965 & Bill Makepeace's 1964).



MAIL BAG: Online Discussion Group Emails

T34 QUEST

Jon House (Southern California USA)

T34 Wanted: complete original unmolested T34 (restored or unrestored) that can be driven anywhere, nice enough to be entered in shows, not lowered/modified, any year & model but would prefer 1964-65, willing to import from outside USA. Willing to spend the money for the "right" T34 now instead of restoring one. Contact Jon House (Southern California) with photos & details at 760 942 4470 or email JonHouseJ@aol.com

I have, in the past, made the mistake of jumping into a car search (T14 KG Convertible) and, in the process, getting burned big time. The T34 represents a very different animal in that so many folks are not aware/involved/concerned about the many (and varying) aspects---and pros and cons---of the T34's. That said, I can see how easy it would be to get in "over your head" or, by way of misinformation or lack of info and rush headlong into buying one that seems the car of all cars!

What I mean is, that I do believe that I have learned the hard way once on a much easier purchase of a very straightforward car. Now, with the advent of a new search for a car that is, I feel, quite amazing, but is anything BUT straightforward! So, I shall persevere, and learn, learn, learn, and ask any and all stupid, silly questions along the way.

But hey ... I'll be loaded with information. If I have learned ANYTHING at all from the scant two weeks I have been on the Registry email discussion group it's this: the further you go with a T34 the deeper you get!!! I am very impressed with the depth of information exchange shared between the T34 members and the willingness of this extended family to reach out and offer support: be it technical, moral or otherwise. Sometimes it's a "pat on the back" for a job well-done; the comment of an owner who's "been there" and how to solve/resolve a nasty mechanical issue on a T34; and lastly, the overtone of fun and good times you all

seem to share and looking ahead to get-togethers, adds to the experience (icing on the cake, if you will) of owning such a rare jewel as a T34. It's as if we all belong to a club that has within it's "walls" or web site, members who know that they have lucked onto a great find and want to share the joy with fellow kindred souls.

What has this to do with my T34 search? I guess, if I have a point, that in a roundabout way, I realize that the journey is just as important as the destination. I can learn, meet others, get support, have fun and search (not a stressed-out "gotta have" kind of search) but a more laid-back, Zen-like approach that says: "when it is time it will arrive and until that time ... enjoy the ride!"

PATIENCE & PAYOFF

Steve Odom (Mississippi USA)

I wholeheartedly believe that, if you have the patience, waiting for the right T34 to come along is the best thing to do. The T34 is experiencing a resurgence due to the efforts of the Registry officers. When I bought my 1969 T34 three years ago, there may have been ten cars listed in the newsletter and look at it now! And more are resurfacing regularly.

I genuinely believe that patience will pay off in dividends. A fringe benefit of looking into many T34s until the right one comes along is the learning curve on the particulars of the T34 will be shortened as you investigate the details of all the possible cars to buy. By the time you find the right T34 for you, you will know them quite well.

I waited for about a year to purchase mine and asked a million questions (to the chagrin/credit of the Registry officials!). I ended up buying my 1969

from Germany and having it shipped to the States. I haven't regretted that process for a second. I do think that if I had waited even longer, a T34 state side would have surfaced and been as good a car. So, bottom line, patience will pay!



EBAY SPECIALS: Tools, Toys, & Accessories

A regular series highlighting the treasures & prices of interesting T34-related items seen recently on eBay

| | |
|---|-----------------------------------|
| VW 1500 Round Tool Kit | \$830 |
| Early (1962-63) muffler..... | \$46 |
| Used tail lights (base & lenses), pair..... | \$50 |
| Under-dash parcel tray, used | \$50 |
| Full circle horn ring | \$300 |
| Solex 32 PDSIT carbs (2 NOS) | \$100 |
| NOS 1964-65 beauty ring set | \$120 |
| Corgi T34model | \$4 old, \$14 good, \$61 with box |
| Front turn signal bases (L&R NOS)..... | \$230 |

| | |
|--|-------|
| NOS Chrome exhaust tip | \$3 |
| 1967 T34 Color Chart | \$11 |
| NOS T3 mud flaps | \$54 |
| Siku T34 model | \$20 |
| Late T3 air conditioner (working)..... | \$108 |
| TS badge | \$61 |
| Window winder handle (1967-69) | 18 |
| Dual 6V Bosch horn set | \$50 |
| NOS 6V voltage regulator | \$9 |



T34 TALES: On the Road Again with a Trick 1966

Story & Photos by Steven Ayres (SW USA Rep, Arizona USA)

My 1966 is back on the road after a three-month R&R. I spun a couple of rods on a hot freeway in Utah on the way back from Washington DC. The engine is a 1641cc with Engle 110 cam & German lifters & 041 dual-port heads with a deep oil sump. It also has stock Solex carbs with a Bosch 010 distributor and electric fuel pump.

When my mechanic got it autopsied, we found several causes for failure at 25K miles (besides my tendency to push the envelope). The embarrassing one was the wrong oil-cooler seals: the previous builder had used the later style, which had crushed, leaving only about 5mm of flow to the cooler. On splitting the case we found that the oil pickup tube may have been riding a little high, so that was fixed and modified to scavenge deep. The smoking gun, combined with oil fatigue, was the early single-drilled crank. My mechanic and machinist had never seen one of these used in a rebuild. Keep an eye out for these.

Those factors plus 100+ temps, a long cruise and a little over-revving baked rod bearings 2 and 4. Oddly enough 3 was fine, which points firmly at oiling problems rather than overheating.

I was particularly interested in checking out the condition of the heads. This car had been getting a dependable 30-32 mpg which would normally be

a cause for concern about a lean mixture and subsequent longevity problems. On disassembly we found the combustion chambers in perfect shape, indicating an absolutely clean burn -- couldn't be better.

Having identified real problems we could have fixed the problems alone but my builder decided we should do a little more tweaking to protect the motor from me. First and foremost, we added a Type 4 oil cooler. This involved modifying a left top tin to accept the taller cooler, plus finish work, but other than that it's essentially a bolt-on modification. We moved the oil-pressure sensor to a new hole in the case just forward of the distributor. No problems with hanging up the distributor or tin there, and it's closer to the action. We also added an oil-temp sensor on the left side.

Soon I'm going to install a stock partial-flow filter system I've had kicking around in the parts bin for several years. My builder tells me this is essentially the same system that Porsche ran on the 356s for years with great success, and it takes a standard screw-on filter.

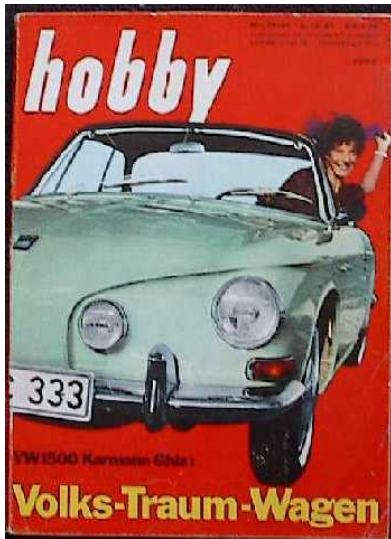
He buttoned it all up the same way he does his race motors, doing his best to bulletproof it. So I'm tearing up the asphalt again.



PAPER COLLECTIBLES: Magazine Covers (1961-2001)

The T34 was the flagship model for Volkswagen in 1961 when it was first unveiled. It was the most expensive, most luxurious, and most powerful model, and this status caused it to be featured on the cover of European magazines in the 1960's.

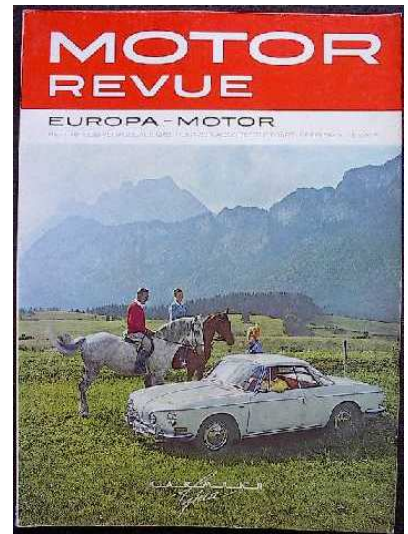
T34s on magazine covers over the years have been few and far between, so we thought a nice selection of covers from 1961-2001 would be appropriate now that the T34 turns 40!



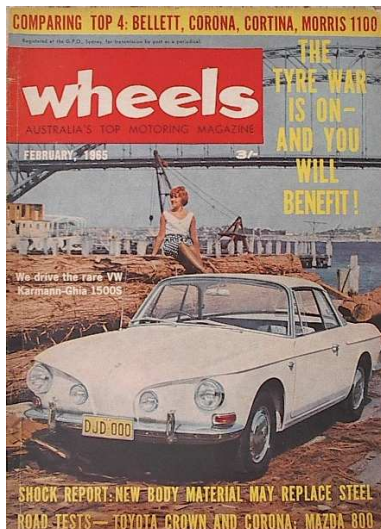
Hobby (Germany)
December 1961



Auto Motor und Sport (Germany)
May 1962



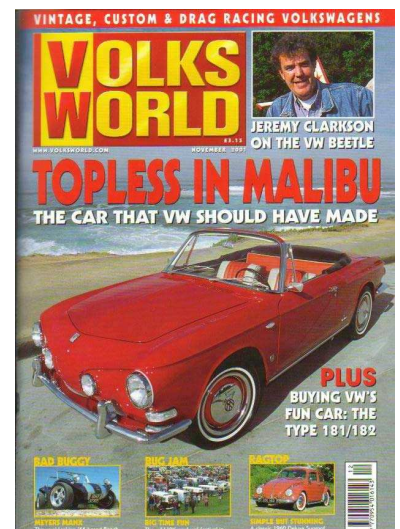
Motor Revue (Germany)
Summer 1963



Wheels (Australia)
Feb 1965



VolksWorld (England)
December 1991



VolksWorld (England)
November 2001

OWNERS SCRAPBOOK: In All Places, Styles, & Conditions!



Craig Cumming's Lotus White 1967 343
from Clovis, California USA

A badly rusted & stripped 1965 343 from
Commerce, Georgia USA selling for \$1000



Wolfgang Peter's beautifully restored
Sea Blue & White 1966 343 from Georgia USA



Larry Edson's beautiful Bermuda 1966 343
above the scenic Northern California coastline



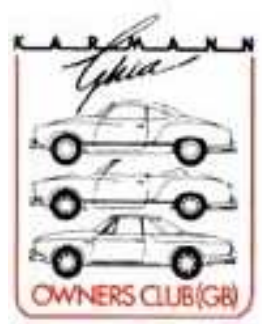
Ghin Tsurusawa's stock White 1969 344 & Rika Tsurusawa's Dark custom 1964 344 from Japan

THE CLUB SCENE:

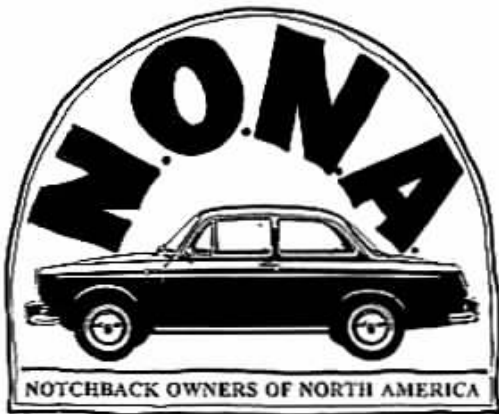
KG Owners Club – Great Britain

The Karmann Ghia Owners Club of Great Britain is a club dedicated to KG owners & enthusiasts in Great Britain & Europe. They have a huge organization with excellent spares & regional reps. They have a bi-monthly newsletter Karmann Komment that caters mostly to T14 KGs but also has some great articles by their T34 Rep Clive Richardson. For more information, visit their web site at <http://www.kgoc-gb.org/> or send your membership info & payment.

Annual memberships are: UK £15.00, Europe £17.50, Overseas/Non-EU £19.50 and payable in British Pounds Sterling. Contact their Membership Secretary Caryl Murphy by email at caryl.murphy@talk21.com or call her at +01948 830700.



Notchback Owners of North America (NONA)



NONA is the Notchback Owners of North America, a club dedicated to VW Notchback owners & enthusiasts. Ownership is not required for membership. Annual dues are \$10, payable by check to "Jason Weigel". NONA members receive the quarterly Notch News newsletter, NONA's latest quarterly newsletter, NONA's window sticker (specify blue, black, or red), access to NONA's Regalia Collectibles, and personal restoration advice from their staff & regional reps. Annual membership is only US\$10. Their web site is located at <http://www.LeeHedges.com/NONA.html>

If you would like to join, please call, write, or email NONA:

Notchback Owners of North America

c/o Jason Weigel

14021 Earle Lane, Poway, CA 92064 USA

Tel: 858 748 8662 (West Coast time)

Email: Notchboy@home.com

CLASSIFIED ADS: Get 'em While They're Hot!

CLASSIFIED ADS INFO

The T34 Classified Ads are published four times per year. To maintain the quantity and quality of cars and parts available to the members, the Registry does not charge for the submission of ads or accompanying photos. We strive to list as many sources as possible for the ads to make your restoration process easier. Members are encouraged to proactively chase down leads on T34s or parts in their area and submit them for everyone's benefit. These ads have been collected from a variety of sources and some may not be current, so keep that in mind when calling sellers. If you find an ad that needs updating or a T34 that is no longer for sale, please contact Doug Gray @ 303 646 0025 or email Doug at dnagray@msn.com to have it updated or removed. This is very important, as it maintains a "clean" classifieds for everyone and reduces frustration.

SUBMITTING ADS: You have several options for submitting ads to the Registry: Mail ads to: Doug Gray, Classifieds Publisher, 7611 Shenandoah Drive, Elizabeth, CO 80107 USA. Call ads into: Doug Gray @ 303 646 0025. Fax ads to: Lee Hedges @ 858 578 1506. E-mail ads to: DougGray@Type34.org

GUIDELINES FOR BUYING & SELLING: Unless otherwise stated, shipping costs are not included in prices quoted. Seller is obligated to quote shipping cost beforehand. Seller is responsible for condition upon receipt of buyer. If insurance is appropriate, seller is responsible for buying it. Unless expressly stated, phone calls should NOT be made outside of 9AM to 9PM in the local time zone of the seller. Once sold, items should be shipped to the buyer within 7 days to ensure timely purchase transactions. Serious problems reported by purchasers will result in the seller being removed from the classified ads listing.



T34s for Sale

1. 1962 343 (0 011 630): 52K original miles. White with checked interior. Car is complete and was running when sold to Interstate Ford in Dayton, Ohio in 1991. The car is listed at \$2500 obo and is open to any offers. Call Chuck George at Interstate Ford in Dayton, OH at 937-866-0781. (Nov 00)
2. 1962 343 (0 046 519) Needs resto. Everything is workable on the car. The most difficult problem would be the common rocker panel rust and the nose needs a little body work. On the good side: Solex single side draft carb, NOSE emblem, side emblem, perfect glass with the exception of driver side quarter, all gauges, decent body, all locks, original tranny, clean title, this car hasn't been stripped. Engine is out of the car and according to the vin# comes from a 64 343. \$1000. Phoenix, AZ. Can email pics. Ryan Rupp ryansbug0420@yahoo.com
3. 1962 343 (0 050 901): (photo above) Sea Blue & White, one-family owned since 1963, 41,500 original kilometers, all original documentation. Authentic and correct early T34 in beautiful condition. \$9445, Ulf (Germany) 49 89 430 6388 or Ulf.Reissberg@RSD.DE

4. 1962 343 (0 062 663): Vintage, Correct motor and #'s production date Aug. 28th 1962, approx. 32 oldest known. Color Anthracite Grey, white top with roof rack, Paint is 2 yrs. old, Red interior with bamboo parcel tray. Rebuilt stock 1500cc motor with side draft carburetor less than 5,000 miles on motor. Car rolls on Wide White wall Tires. All Literature and display items included with car. Have owned the car for the last 8-yr. has won many awards including 2 Best Vintage of Show. \$8,500. Paul Stone, T34 Central Rep., Enid, Oklahoma 580/242-8725 or stonie@21stcomm.com (Nov00)
5. 1962 343 (0 064 888): Partially restored & unassembled, hasn't run in 6 years. Complete less seats. Need a body man to finish restoration. Reasonable offer. Fred Frisbie (SoCal) 213 748 4742.
6. 1962 343: 1962 VW Karmann Ghia type 3, new teal green, nice paint, 6 volt, daily driver, pp. \$4500 (626) 917-7813 Southern California.
7. 1962 343: Yellow, originally red with the original engine. The car has been stored in a barn for the last two years with some attempt at restoration. Engine runs, but will need to be trailered in order to move it. I removed the windshields, lights, and bumpers for safe storage in an attempt to redo the paint and window seals. Car is located in Marlton, NJ. (20 Minutes from Philadelphia. \$1000 obo. Barry (856) 810-2271 Barrymb@aol.com (Spring 01)
8. 1963 343: original 6V, 1500cc engine, \$3000. Call my pager, 818 229 8792 and leave your number. (So Cal)
9. 1963 343 (0 087 370): Turquoise & White nice paint, original car in xlt condition, single carb, not driven in 2 yrs & bad 3rd gear but beautiful KG, \$7000 firm. Cal (So Cal) 562 439 0940. (Oct99)
10. 1963 343 (0 152 370): clean original unrestored, original engine (0 153 902), Pearl White, 59K original kilometers, parcel tray & radio, lowered but can be raised back to stock height for sale, \$15,000. Gunther Hofmans (Belgium) gunter@bbt4vw.com
11. 1963 343 (0 180 389): 1500 dual-carb (have original single-carb & air-cleaner), 6v, White w/ Red seats & Grey carpet, rebuilt engine, clutch assembly, new muffler, tires, clear front turn lenses, stock rims & hubcaps, extremely clean, restored daily driver that is all original. \$8995. Larry Wolfe (So Cal) 805 496 9885
12. 1963 343: I have had the 63 for almost 20years. Type 34 Registry's One of the best modified T34s! Rare original colors, two tones Emerald green w/ White top. Winner of several awards. Almost \$20,000 and 2000 hours invested. Have all documentation and receipt's. Many, Many spares to go with cars. This is an excellent deal. Asking \$10000 O.B.O. Dirk at dbrog28301@aol.com ph# 805-737-1553 California (Fall01)
13. 1963 343: No rust, Resprayed white, 185x15 tires (new all round), Mechanically sound, Twin carb model, Interior in very good condition (headliner original, seats have been recovered). Work carried out by Type 3 Detectives, Test wiring to and from electrical starting components. Supply and fit 12volt battery, voltage regulator used, and starter motor used. Fit 4x new fuel hoses and clips front and rear, new clutch, flywheel oil seal, clutch release bearing, and steering coupling. Changed engine oil, adjust valves, and set timing. Replaced front brake drums with good used items and fit very good used shoes, replaced one wheel cylinder seal. New front brake hoses. Asking £2995 ono UK email tim@air-cooled.net or check <http://www.air-cooled.net/imports> for more details and photos.
14. 1963 343. Project car, convertible, green and white. Custom white interior in great condition, white wall tires. Don't have time to fix, car doesn't run, believe to be minor problem, need to fix front end. Great Christmas gift for any VW or antique car fanatics. Pictures available upon request. (CA) 310 479-6282 golfkit@hotmail.com
15. 1964 343: Black restored, lowered with Porsche alloys, nice paint & chrome & original interior, rebuilt engine, transmission & front disc brakes, \$11,000. Sam (So Cal) 714 745 8476. (May00)
16. 1964 343: Manila Yellow & Black, 112K miles, good cond and driving with minor rust. Some non-standard items, \$5000. At the ArkLaTex Antique & Classic Vehicle Museum in Shreveport LA. 318 222 0227 Tues-Fri 9am-4:30pm.(Fall 00)
17. 1964 343: Red & Black, needs restoration: original rblt engine is strong, nice pan, straight body (never in collision), seats reupholstered, Sapphire radio, hinges nd to be rebuilt, all lights & bumpers intact. Car is not drivable, but the

engine runs strong, needs some brake work. \$2500 extremely negotiable. Email to lembboa@aol.com (Colorado) (Sep00)

18. 1964 343: Red & Black, \$3600, Lars (Sweden) 46 521 609 11.

19. 1964 345: electric sunroof (bondo'd over), stored since 1987, missing fog lights, \$2000 obo. Jon Mills (Lake Havasu, AZ) 520 505 3288 or email me at rivercrew@ctaz.com (May00)

20. 1964 343 (0 289 769): Black, CA car, 97,000 KM original, has slight rust in usual spots, all trim present & in good condition, has new ignition switch, starter, battery and other parts. Needs a little work to run and drive, or would be a good winter restoration project. \$1750. Norm (No Cal) 916 443 5352.

21. 1964 344 (0 342 082): Blue & White incomp, runs, gd body, \$4500. Andrew Blackhall (England) 01562 851979 (Dec99)

22. 1964 344 (0 342 103): Black, tatty & in need of restoration, some work done, headlights missing. Mike Powell, Stafs UK, 01827 62588 - Approx £1000 (spring 01)

23. 1964 343 (0 365 610): runs & drives great, 4-lug, no collisions damage ever. Nice car with all parts still intact. A little rust in rockers, \$2500 obo. Charles Boucher (TX) 903 643 2472 please no calls after 9pm, nshields@email.msn.com (Jul00)

24. 1964 344 (0 380 124): Brown, Ivory roof. Only 2 previous owners. Good condition, sills recently replaced & new engine. Dave Place, W Yorks UK. Dave@razoredge.freemove.co.uk £4750 (Spring 01)

25. 1964 343 (0 380 289): Dark Blue daily driver, owned since 1982, unusual yellow headlights, solid pan but some rust, nice interior, \$3750 obo. Mike Lee (So Cal) 323 660 9544 or mkle32@hotmail.com (Jun00)

26. 1964 343 (0 410 461): Blue & White Rally Car. One of a kind with numerous added options including a roof rack, multiple accessory driving lights, and more. Clean blue and gray plaid interior with highlights to match exterior. No motor at this time. Optional 2007cc engine and 356 Porsche brakes available. \$2500. Greg Banfill (No Cal) 707.291.7606 vwparts@vintagewarehouse.com or vintagewarehouse.com

27. 1964 343 (0 410 709): all original unrestored, stored in a barn for many years, 1500 S dual carb engine, original title, 6 volt, gas heater, lots of rust, but a nice project, \$500. Jamie or Kevin @ 423 288 6772 or email slowebug@aol.com (TN) (Oct99)

28. 1964 344 (0 435 961): Blue & White, tatty but complete & taxed/MOT SE London UK. Stuart, 0207 7930388 £1500(Spring 01)

29. 1964 343: 64 Volkswagen Karmann Ghia European Model, 1500 engine 4 speed trans, all original except paint(yellow) good condition, very rare, Have new fact seat covers for front seats, Runs excellent, \$7,500 or best offer hm. 323-278-1201 wk. 626-292-5805 Monterey Park CA (Spring 01)

30. 1964 343, requires full restoration or for parts \$450 obo. New Westminster Tel: 604-526-1856.

31. 1964 343. All original, good condition, very rare, have new fact seat covers for front seats, runs excellent, \$7500 or best offer, home, 323-278-1201, work, 626-292-5805 Monterey Park, CA

32. 1964 343. 94813 miles, \$3500, San Mateo, CA. 650-996-0460

33. 1965 344: White & Black roof, body is off the floorpan, requires a lot of work but all complete. Tel : 01264 394346 (Aug00)

34. 1965 343: Red, good condition \$4200. 864 585 3163 (Spartanburg), listed in Auto Trader Online. (Jun00)

35. 1965 343: twin carbs & domed pistons, 55,000 miles, body professionally restored, needs some work to complete, must sell, \$2000. 734 542 2098 (MI) jmcclroy@oeonline.com (Sep00)

36. 1965 343: On a '66 rebuilt pan w/ new motor, disc brakes, 2.0 liter alloys. Complete but needs paint and interior, off the road since 1969. \$2700. George (OR) 541 387 2307 or e-mail: ovals@gorge.net

37. 1965 346 (345 012 044): from South Africa & recent import back to England. Green, sunroof works, gd body but interior nds work, £5000. Gordon Davidson (England) 0113 281 2943 (Jan00)

38. 1965 343 (345 015 203): Pans are ok in front, rusty in rear, with rusty wheel well corners and rocker ends. Body is nice, dash is good. 85% complete & it runs. \$800. Fred (So Cal) 310 281 7363.

39. 1965 343 (345 048 836): dad was original owner, new engine runs good, new carbs (baby Weber's), new seats, white. Danny Zollars (Mesa, AZ) dczollars@aol.com (Jan00)

40. 1965 343 (345 090 568): car is all original and in great condition. Garaged since 1974 and has very little rust, some around the rocker panels and at the bottom of the left rear panel. The floor pans are solid as a rock and the battery box still has the original black paint. I bought it from a car collector and I have all of the restoration history on the car. Recent engine and brake system rebuild. The car drives like a dream and I really hate to sell it. This would be an excellent car for a club member to have for restoration. \$4500 firm. Brian C Carter cac@always-online.com, 252-637-4208. (spring 01)

41. 1965 344 (345 210 595): Sea Sand authentic original condition show car, featured in VolksWorld, 17K original miles, \$8000. Fung Fung (England) 01784 59186 (Dec99)

42. 1965 343: This is the car I've had since the 8th grade. Body is very rough. Many boxes of miss. parts. The pan is VERY RESTORABLE and I know someone could use it. Doug Narczewski, ofcdoug@hotmail.com, Spring Valley, Illinois.

43. 1965 343. Very clean ghia. has original 48,000 miles clean inside and out. was kept in a barn in cal. for 7 years. car has shown a few times placed first. Push button dash, 6volt. Robin Enos, robinshotrods@aol.com (850)535-9600 Vernon, Florida, USA

44. 1965 343. For sale or trade for a bug. 58k and has been hit in the rear end. I have the owner's manual in German. Sales@twistedperformance.com, Winston-Salem, NC USA -

45. 1965 343: Partially rstrd Manila Yellow Coupe, no time for it, \$6000, fresh paint, brakes, & headliner, runs great daily driver. Dan & Annette Olsen (No Cal) 530 389 2058.

46. 1966 344: Complete car except for glass: needs all including front and rear windscreens. Was a good driver before being re-sprayed and stored a few years ago. All reasonable offers considered, and car may be viewed in Glasgow, UK. Naem (Singapore) E-mail: naeembuff@altavista.net or Fax: +65 3451854, Tel: +65 9743 6370.

47. 1966 343: Dark blue & white, runs & drives superbly, body in good condition (some rust in pan), needs paint job and some TLC. Some original docs and spare tail-light lens included. (SF Bay area), \$1500 or best offer, no registration. Davenport@yahoo.com pager 888 802 2076. (Jan00)

48. 1966 343: Rust free body, low mileage, family owned, original White w/ Red interior, mud flaps. Needs some body work and a complete interior restoration. Runs & drives excellent. \$5000/offer. Ken (TX) 713 869 4656 or E-mail: kfjc@aol.com

49. 1966 343: Blue & White, good body, perfect nose, battery area rust but a nice original car, original engine runs good, original interior, \$1750, John Lipscomb, 510 527 3062 or Lips33000@aol.com (Berkeley, CA) (Mar00)

50. 1966 343 (346 000 696): Original condition, most parts there, \$1500. Doyle Yancey (Kent, WA) 253 740 3005 (Sep00)

51 1966 343 (346 006 965): Early stages of restoration, have all parts (glass/original seals, bumper parts/brackets, original door seals, seats, body parts), car runs and drives it just needs a new battery, fresh rebuilt carburetors, plus all of the door hardware and regulators. \$1800obo, Paul Hinderlie Buggin2555@aol.com, 206 824 1882 (Seattle, WA).

52. 1966 343 (346 023 434): straight body with typical rust, nds rechroming & seals & headliner, complete upholstery, good trans & engine, nds some electrical work, comes with flat 4 sprint star rims, \$3900 obo. Gabriel Campos (So Cal) 909 598 0456 or work 909 594 5611 x4345. (Mar00)

53. 1966 344 (346 025 091): White, good driving condition, right-hand-drive model, US\$7000 or AU\$11,000. Contact Paul Adams @ +02 47591008 or email: paul_adams@hotmail.com (Mar00)

54. 1966 343 (346 089 485): 143K orig miles, lt blue & dark blue roof, nice paint, perfect leather interior & dark blue carpet. \$6000 obo, Joshua Moses 282 209 0553 or email bobraspberry@hotmail.com (Houston, TX)(Dec99)

55. 1966 343 (346 174 287): Dark Blue & White, original 6V, nds repaint & pan rust, drives superb, \$3000. Dave Tjen (No Cal) 510 543 9547 or email davenport@yahoo.com (Dec99)

56. 1966 343 (346 215 480): original 6V, metallic blue with black interior, little rust & few dents, runs but stored for last 10 yrs, \$2300, contact David Reich dreich@ordata.com 541 937 3536 (Oregon) (Nov99)

57. 1966 343 (346 250 154): Partially restored and unassembled, new chrome, new paint (Cherry Red with Black roof), renovated engine, partly new rubber moldings. Dag Jarlson (Engelholm, Sweden) Tel: 0431 19733 or 0708 670677.

58. 1966 343 (346 269 042): This car was damaged a large storm in France in December, 1999. Car was in perfect original condition, with only less than

50,000 miles and one owner before us. 1600 engine, born in 1966 (registration is from the 16th of June 1966), color is "roulette grun" with white roof and black vinyl interior. The car is actually in Normandy, 50 miles west of Paris and needs to be taken on a van. FF. 7000 as is. Jean-Louis BELLAT and Nicolas BOUINIOL, Tel : 02 32 41 36 20, JLNBB@aol.com (spring 01)

59. 1966 346 (346 062 034): 1966 RHD 1584cc. Two-tone red/beige. 'Reasonably good' condition. Have assorted spares (rear bumper section / rear light cluster / seals etc). £ 3,000. St. Andrews / Dundee area. Tel 01334 464303 (work) 01382 541723 (home) e-mail martin.ryan@st-and.ac.uk.

60. 1966 346 (347 038 839): Red, partly stripped paint, engine fire. Complete except engine & bumpers. David Colson, Enfield, UK 01992 714581 £700 (Spring 01)

61. 1966 343: Needs paint. Interior existing, just needs recovering. It has a rebuilt engine in running condition. All offers considered. Contact Kevin at 310-238-0164. (spr 01) 62. 1966 Parts Car: Australian '66 344 for Parts Here is a lead on a 1966 T34 in Queensland, Australia for parts: Information: info@harding.au.com Sales Inquiries: sales@harding.au.com Web Problems: webmaster@harding.au.com Australia Telephone: Office: +61 7 3276 7477 Fax: +61 7 3276 7466 Or visit us at: 22b Reginald St. Rocklea Queensland 4106 (Summer 01)

63. 1967 343: 25,332 original miles, needs work, rust through some areas. Spare parts are in trunk. Ed Bogin @ 732 251 7582. Have \$1600 invested and would like to make that back. (Sep00)

64. 1967 345: listed online, good condition, factory sunroof, \$6500 obo. Cathy (Saylorsburg, PA) 570 992 5126 mornings only. (Jan00)

65. 1967 344 (347 099 512): Green & White, engine & running gear prof overhauled, gd driver, new baby forces sale, £3500 obo (US\$5740), tel: 01604 754064 or david.gould@havas-interactive.co.uk David Gould (England) (Dec99)

66. 1967 343: chop top, no engine, no interior, needs total restoration, \$300 or best offer, Phone (909) 683-2076 (So Cal) (Spring 01)

67. 1967 343. (seen at the Karlsruhe Karmann Ghia Show). Good original condition, original ca.130000kms., Price about 14000 DM. Place: Germany, Ulm. For details send me an email : kgtype34@aol.com. (fall01)

68. 1967 343. Exterior has been restored, front bucket seats re-covered, original engine with @ 70K miles, runs well. 1 owner, serious inquiries only. rcorpe@home, Augusta, GA

69. 1968 343: Red, xint orig interior, runs good. Very rusty & needs exterior work. Complete, only 54,000 miles on the odometer. Ron (TN) 901 837 0650.

70. 1968 343: It has been restored in the past. It is red and has done 70,000 miles. It has an original steel sliding roof and a heated rear window. The suspension is nice and stiff but the engine has had the twin carburetors removed and replaced with a single twin choke Weber carburetor. The steering is original right hand drive. The owner, Trevor Meers, can be telephoned on +61-754-505 577. He lives near Maroochydore, Queensland, Australia. AU\$14,000 (or US\$6900) (Fall01).

71. 1968 345: June 1968, body red, roof black , sunroof, automatic shifter, 54hp, front damaged, Price 3,100 DM(\$1550 US), Tel.:0049-5358-984303 oder mobile 0049171-6870438. (Fall01)

72. 1969 343: brought into USA in 1970, kilometer speedo, two-tone re-paint, turbo motor 1600 L, no rust, garage kept, luggage rack on rear decklid, strong runner, straight body and complete car. I have no garage space to keep it, must sell \$5000. Tharkar@earthlink.net 707-557-2492 (No Cal) (Jul99)

73. 1969 343: 1600cc, Zustand 4, TÜV abgelaufen, wenige Monate abgem. FP DM2000. -Selbstabholer (Potsdam, Germany), 0171/1874296. Ad listed on Germany online site. (Nov99)

74. 1969 344 (349 019 390): Yellow & Black - Full Automatic. Good mechanically, paint tired. Damian Mason, Shropshire UK 01948 663747 £3000 as is or £4500 repainted. (spring 01)

75. 1969 345 (349 063 236): Red rust-free with gd engine & interior, paint tired, \$5500. Paul Horton (England) 181 3618712 (Dec99)

76. 1969 345 (349 129 157): Redone chassis, gearbox, & brakes. Good body that needs paint and finishing. Needs chrome work as well. \$3400 US. Fabrice (Belgium) 065 7244

77. South African 343: Red/silver with black upholstery. A fine example used over weekends. Owned by a schoolteacher for 23yrs. \$5,500 includes shipping from South Africa to the USA or Europe. Contact me for further

details or photographs. Schulst@3i.co.za (further information not available at time of printing)(spring 01).

78. Cabriolet Project Car: The original hardtop has been removed from this car & original headlights have been replaced with early T1 buckets. The windshield frame will accept stock T3 glass. \$1100 negotiable contact: timjordan@sprintmail.com (Summer01)

79. Two Type 34s: 1962 Type 34 VIN 0017714 and 1964 Type 34 VIN 0473642. Both cars complete, 62 is 12 volt with rebuilt eng & trans. 64 is 6 volt eng doesn't run, but will turn over. Both have rust but both could be rebuilt and road worthy. Lots of spare/rare parts. Don't want to sell but family emergency forces sale. \$2700 must sell asap. possible delivery in SF Bay area.(California)(Fall01)

80. 343 Older repaint w/ excellent color match. Car needs mechanical TLC like some brake work, carb cleaning, new main seal, also there is a bad ground somewhere, battery won't hold a charge, the pan is solid except for battery tray. Somebody puffed the rockers, that's the worst thing about the car. very small dent in nose, doors need adjustment. I am eager to sell this car. I do need the room for another bus that's on the way. Car runs and drives and has not been restored, seat covers have been replaced. Other than paint and seat covers, car is original. Gibbs Connors, gibbsvisual@juno.com, 215.336.3323, Philadelphia, A (fall01)



Dealer Parts for Sale

1. Bill and Steve's: Repro T3 heat exchangers! New T3 under-dash bamboo parcel trays \$50! NOS 6v Fan Shroud, NOS push-button chrome trim, early '62 chrome wheel trim (holds to outer rim), T34 Roof Racks \$325, NOS sets of solid, slotted & unusual VW accessory trim rings for '62-'65 AND '66-'69 T3s @ \$100/set; NOS 6v wiper switches, 6v horn/fog light relays & 6v bulbs, NOS '62 T34 Gray shift boots, T3 rocker panel trim & clips, NOS wheel & master cylinders, brake drums (front & rear) for '62-'65 T3s...these are getting extremely hard to find**, NOS '64-only 1500S distributor caps, NOS set of domed 1500S pistons, NOS door handles, NOS T34 front hood hinges, Ivory rear seat straps, NOS rear decklid locks w/ keys, rubber boot for carb to air cleaner (311 129 581B): \$10; rubber boot for air cleaner to body (311 129 695B): \$20; pre-heat valve for single carb engine \$20; wheel cylinders, master cylinders and a whole lot more! (So Cal) at 562 923 3251 or 800 258 4VWS.

2. Neuffer - Kompetenz in Sachen Karmann: www.vw-nos.de Reproduction rocker panels, front, center & rear sections from 89 DM each!!! Repro window scrapers guaranteed to be like the originals with rubber & aluminum strip available now @169 DM each; NOS front & rear glass, NOS and repro windshield rubber, door rubber, The following parts are NOS and available now: complete foglamp assembly, bulb-style headlamp rings, rear air-deflector rubber, rear lenses, front lenses, fuel gauges, late window cranks (black), front bulb holders, door handles, bumper guards, speedos, door hinges, inside mirror, vent wing (complete), door glass, wiper motors (6v & 12v), wiper arms, blades, and much more. Call Lars Neuffer (Germany) @ 49 551 50 50 70, fax: 49 551 50 50 7 50 or Lars-Neuffer@t-online.de

3. VW-Veteranenteile: NOS door rubber, repro windshield & rear glass rubber. Repro rear lenses (solid red) @ \$42.50 each, amber or clear repro front lenses @ \$19/each. Access to many 2nd hand T34 parts...e-mail or fax with needs

(including part numbers). Joerg Beckmann: (Germany) Phone + Fax: +49 25 02 17 77 or E-mail: VWetJBeckmann@t-online.de

4. Sewfine: Stock or custom interior door panels, headliners and carpet kits for the T34. Call for their free catalog and tell them you heard about it through the Registry. Carol (CO) 303 347 0212, 303 773 8455 or e-mail: sewfineproducts@hotmail.com

5. Wire Works: Complete T34 wiring harness made from pattern of existing harness. \$268. Bob (So Cal) 310 519 8147.

Baum Tools Unlimited, Inc: Special Tools for German and Swedish Automobiles. Technical Support and Publications: 415 566 9229, Tech Services & Publications: 415 566 0694, Tech Fax: 800 848 6657, Tool Order Desk: 941 927 1414

6. Vintage Vee-Dub Supplies: Cal Look front & rear window rubber, for use without aluminum trim strips. \$45, including postage/handling. Boris (Australia) from within Australia on 02 9789 1777 from outside Australia 011 61 2 9789 1777, fax 011 61 2 9718-8704.

7. Veteranendienst Peter Fried NOS Parts: 131 601 151 Flat Hubcaps DM180, 311 837 217 door lock with keys DM280/pair, 343 837 205 Left Door Handle DM350, 343 837 206 Right Door Handle DM350, 343 831 401A Hinge Upper Left DM149, 343 831 411A Hinge Lower Left DM99, 341 953 515 Turn Indicator Lever (Black) DM250, 343 707 109 Front Bumper Center DM900, 343 707 113 Front Bumper Left Corner DM650, 343 707 114 Front Bumper Right Corner DM650, 343 707 309 Rear Bumper Center DM900, 343 707 313A Rear Bumper Left Corner DM990, 343 707 314A Rear Bumper Right Corner DM990. (Peter Fried) has some new T34 parts (NOS) for sale: Right Door \$850, Rear Deck Lid \$250, Front Trunk \$300, Front Mask (complete sheet metal piece \$1750, Main Headlight \$215, Fog Lights \$200, Headlight rings \$50, Front base w/ glass \$150, Rear base w/ glass \$200, front window seal \$100, rear window seal \$100. Other parts may be available also. Veteranendienst-fried@t-online.de (Fall01)

8. House of Ghia: Free catalog for Type 34 rubber, lenses, misc. repro parts. Ask for Jim when you call and order their T34 catalog. Some items may be back ordered 4-6 weeks so be sure to clarify delivery times when you call. Jim (Albany, OR) at 541 926 6513.

9. West Coast Classics: Top quality interior restoration from carpet to door panels, they have a T34 on site and have done complete interiors for T34s in the past...call for a custom quote. Jeff (So Cal) at 714 871 1322.

10. Type 3 Detectives: Front Brake drums NOS, \$95.00 each or \$160.00 for two; NOS type 34 dash mounted ashtray \$75.00 Call/email for currently available parts. Paul Medhurst (UK) @ (vox & fax) +44 1638 668693 or online www.wildhg.demon.co.uk/t3d

11. Welf Brandes Type 34 Spare Parts GmbH: New and used T34 parts including repro rubber. T34 Catalog: \$20 US. (Germany) 50 33 9 50 40 or Fax 50 33 9 50 42.

12. Volkswagen Sport, Inc. Some used T3 parts that fit T34s, call for current items in stock. Eric Lussier (Phoenix, AZ) @ 602 234 3598.

13. Kustom 1 Warehouse: NOS push-button chrome trim, NOS trim ring sets for 62-65 T34s \$100/set. NOS wheel cylinders (early & late); repro rear lenses \$50 ea. Can find most anything for T3s. Stuart (So Cal) @ 714 997 9893.

14. ISP West: Sealed-beam assemblies (not rings) \$150, ring sealed-beam \$100, fog light rings \$150ea, fog lights complete used \$150ea, fog light lens \$75ea, front turn bases \$175ea, clear front turn lenses \$45ea, rear tail light lenses \$100ea (early & late), tail light base \$300ea with lens, 1967 kilometer speedo (excellent used) \$100, 1962 kilometer speedo (excellent used) \$100, 12V fog light relays \$50ea, dual horn 12V relays \$50ea, bumper guard set \$500/set (late style), dome lights (trunk & interior) \$100ea, rounded 63-65 outer mirror good used \$100, bumper corners front \$250ea, right outer door handle \$150, rear view mirrors \$200ea (early & late), grab handle \$100, rust repair panels (rockers, fenders & corner pieces from Lars) \$1000/set, corner windshield clips (4), glove box lock with key \$75, rear trunk liner (large piece only) \$250, front & rear window seals \$100ea, upper dash pad used uncracked \$500ea, lower used uncracked \$300ea, rear push-button lock with keys \$125, turn signal arm \$200, fuse box \$50ea (both 10 & 12 fuse), ignition switches \$150 used or used w/ new electrical \$200 or NOS \$225, SWF early wiper arms \$100/pair, shifter knobs 2-tone \$25 used nice or solid white \$100 used nice, m cyl #021A/B/C \$175ea, m cyl #023 1966-only \$175, 61-63 or 64-65 w cyl \$225/set (4 pcs fronts only), 1966 owner manual \$100, side marker set \$60/pair used or \$100/pair NOS, side marker seals \$15ea, shifter boots \$25ea (gray or anthracite), coco mats \$200 (3 pc set in either Sea Blue or Safari Beige), domed window winder handles used nice \$60/pair & cupped-style NOS \$50ea. All parts above are NOS unless indicated, and are limited

to existing stock. He'll be going to Germany in early April for more T34 goodies! Also has other Type 3 NOS & used parts, full restoration facility, used cars, and parts locating service. Alex (So Cal) 310 637 2109 or www.vwispwest.com, contact@vwispwest.com.

15. Beetle Choose: NOS T34 parts: front center bumper \$750, rear center bumper \$850, bumper corners \$450-475, outer door handles \$250-275, hub caps \$95, used sunvisor \$75, used door hinges \$75. Romano Schmidt beetflechoose@freenet.de (Germany) (Jan00)

16. Karmann Konnection: Rechromed bumper pieces @ \$300/section, headlamp chrome rings \$85 each, misc. used parts: call with specific need. Julian (Essex,UK) 44 (0) 1702551766

17. Wolfsburg West: NOS Bosch Fanfare accessory horns (12V) \$100/set. Reproduction spray-can lacquers for VWs using the original L-codes! \$12 ea., rubber glove box stoppers \$1 ea., fuel-pump rebuild kits, etc., Ron (So Cal) @ 714 630 9653

18. Vintage Warehouse: NOS & used T34 parts. Interior mirror restoration & used parts locating are just some of our services. T34 Rally, decent offer. Type 3 trailer hitch, mounts behind bumper. Very cool!! - \$150, NOS Type 3 Ghia radio block-off plate \$50, Type 3 Ghia rearview mirror \$75, Wheels: 15" Type 3 (5 lug) \$35 each/ \$120 set, 15" Type 3 (4 lug) \$25 each/\$80 set, NOS T34 wiper motor \$60, NOS Delswift aerial/mirror combo. Bolts to top of fender \$75, Original Type 3 muffler with VW logo. Very good shape with little use \$100, NOS Volkswagen script for rear of Bus or Type 3 \$30, Vintage Warehouse, PO Box 2321, Windsor, CA. 95492 707.291.7606 vwparts@vintagewarehouse.com or vintagewarehouse.com

19. Windshields: Glass Search, Ohio - 800-848-1351, ask for Shawn, has 3 in stock which are delaminated around the outside he said they would be foggy for about 1/4 to 1/2 inch beyond the windshield rubber. \$150 (I think if you offered \$100 they'd take it) + \$75 for crating and shipping.

20. Windshields: Glass Seekers, New York - 800-345-4527, ask for Ira, has access to about a dozen windshields, \$235-255 delivered in the U.S.

21. Windshields: Hollywood Supplies, Boston, MA - 800-345-9595, ask for Candy, has 3 in stock, \$294 + \$125 for crating and shipping.

22. Windshields: Iowa Glass, 800-553-8134, ask for Debbie at ext 247 tell her you're with the registry, has 6 in stock, \$300 + \$65 for crating and shipping.



Private T34 Parts for Sale

1. Used T34 Parts: Blaupunkt AM/FM 12V 4-band black buttons with chrome covers & T3 faceplate \$150, 6V fuel gauge insert (341 919 029) \$30, sun visors without chrome (1 has mirror) \$10ea, tail light base with dents \$5, Solex carb (341 129 027C) 32-PDSIT-3 \$150, fuel sender (311 919 051) \$45, "pear" shaped outside mirror \$35, Ivory plastic inner window cranks \$10ea, ashtray \$20, hinge plugs \$2.50ea, 6V engine parts, door threshold aluminum plates \$12ea, stock chrome gearshift \$25. Many more NOS parts for sale. Call 626 256 1345. Contact Jim Maljanian (So Cal)(summer 01)

2. UK T14/T34 Parts List: VW Parts List Karmann Ghia, T1 + T3 1968 £40 EMAIL NORM @ norman.lusted@lineone.net (summer 01)

3. T34 Roof Rack Locks: chromed, case hardened steel, American made and patented. Rick (CA) 650 583 8245 or 650 619 2663.

4. T34 PARTS: Glass; Rear window \$100, Quarter glass \$45 a side right or left , Wing window \$40 each right or left Wing window frame \$30 right or left, Door glass \$75 right or left, NOS fog light lenses \$100, French model front turn signal lenses (amber fronts/red sides), Gorgeous set \$100, Decent set \$60, Vinyl door tops front, rear Nice \$25-50, Decent (one or two small cracks) \$15-30, Fair (cracked but restorable) \$5-15, Front seats, cores with covers no side moldings \$100 pair, Hoods \$50-100, Deck lids \$45-75, Doors (shell only) \$75, Luggage tray in front trunk \$15.00 (none with super premium tag), Early dash section, push button style \$75, Body parts/sections email for piece and availability. Prices do not include shipping. Arb@intexexhibits.com(Spring 01)

5. NOS Front Wheel Cylinders: NOS front wheel cylinders 1961-1963, San Bernardino, CA. These are NOS German front wheel cylinders for 1963 and these parts are obsolete, 1 car takes 4 wheel cylinders 50.00 each. mrhanover@aol.com (Spring 01)

6. NOS Rear Panel: original red-primed rear sheet metal panel in xint original condition, must pick-up in person (will not ship), \$500. Lee (So Cal) 858 578 1189 or LeeHedges@Type34.org

7. NOS Type 3 master cyl 61-66 \$75, NOS Type 3 wheel cyl front \$45, NOS Type 3 wheel cyl rear \$30. Geoff (BC Canada) 604 760 5899 or e-mail: petersonvws@hotmail.com

8. Like New T3 Pan: Never been on a car, fits all T3s (T34s may need some modification to seal rails), unsure of year, \$450. Gordon (Columbus, OH) ncsuwuff@aol.com 740 927 9495 home & 614 424 5041 work. (Sep00)

9. Right-Hand-Drive Conversion Kit: for 1968/69 type 3 Ghia, convert your T34 to right hand drive, all parts are here @ \$450 plus \$150 shipping worldwide. Also have a good used rear bumper blade (3 pcs) \$360. info@typethreedetectives.com

10. Under Dash Parcel Tray, 1 NOS bulb-style headlight, rear red lenses, door handles, 2 fog lamps and 1 NOS right vent wing window. Fabrice (Belgium) 065 7244 80.

11. T34 Front Clip: Make offer & reply to cheilan@aol.com or 215 364 1110. Frank (Allentown, PA) (Dec99)

12. NOS T34 Kilometer Speedo with all the mounting hardware and in the original box. Dated 2/65. Asking \$250. rqw@lycosmail.com or call Rafael (AZ) 520 745 5059.

13. Type 34 seats Two used T34 front seats, \$100-pair. Carol (CO) 303 347 0212, 303 773 8455 or e-mail: sewfineproducts@hotmail.com

14. Heat abate Rear Window (option M 102) Exc. shape \$150. NOS front lens (amber), Mats (Sweden) e-mail: ghia@malmo.mail.telia.com

15. NOS T34 Parts in Norway: 343 955 113 E Wiper motor 12V \$85, 341 107 301 Piston rings (40 avail) \$5 each, 341 115 303 A Tube \$15, 341 129 257 Bushings (2 avail) \$8 each, 341 129 399 Brass pins (4 avail) \$5 each, 341 129 401 Plugs (4 avail) \$4 each. Also have a lot of NOS Type III parts, and can email parts list to those who are interested. Stan (Norway) phone: + 47 38 16 75 70 or email to konfars@online.no

16. Early 1962 Front Nose Emblem: like new condition \$200. Ed Economy 562 860 1643 (So Cal). (Jan00)

17. NOS 12V Single Carb: German Solex carburetor 32 PHN-1 with new 12 volt choke, \$200. NOS German front wheel cylinders, these parts are obsolete, 1 car takes 4 wheel cylinders 50.00 ea, I have photos (San Bernardino, CA) mrhanover@aol.com (Nov00)

18. UK Type 3 NOS Parts: loads of NOS T3 parts from England seller online, contact him for prices & availability. Sjknot@aol.com

19. T34 Parts: Too many to list. Contact Clive Richardson at clive.richardson2@virgin.net:

20. T34 Rear Window Venetian Blinds: Made in Australia to fit your T34's curved rear glass. \$105. Contact Aaron (Australia) via e-mail: abritcher@ezinet.com.au

21. Repro T34 Decals: Expert repro of what most every T34 owner needs to complete that restoration. These 3 decals located in the glove box and engine air-duct are now available. Sold as sets @ \$15 with English or German text. Paul Stone @118 stull court Enid, Ok 73703 phone 580/242-8725 or stonie@onebox.com.

22. Type 3 Floor pan: restored, zero rust, red oxide and tractor chassis painted. \$50 (\$83 US). Buyer collects. Neal (England) 049 1822 445 or nr@hrwallingford.co.uk

23. Used T34 Parts: VG front bumper guard, 1 pair of good rear bumper guard, 1 quarter window, 1 rear center section, needs rechroming, maybe even some straightening. Peter (Sweden) (46) 705 12 93 46, fax (46) 706 16 93 46 or e-mail: peter.reichler@mail.ekebyskolan.upsala.se

24. Used T34 Parts: 2 Complete Sets of Glass, 2 rear deck lids: OK condition, door window mechanical parts, '62 single carb engine, needs rebuild, '65 dual carb engine, needs rebuild, Doug Narczewski (Illinois) 815 664 2712.

25. Used T34 Parts: rear deck lid \$75, right door w/o glass: \$50, rear window: \$100, '64 & earlier speedo: \$50, rear view mirror, chrome pitted, mirror xint: \$30, radio block off plate: \$25, water reservoir tank: \$20, set white seat knobs: \$15, set taillight base seals, used but nice: \$10, speaker grill, brass knob: \$15, rear seat hinge: \$5, 2 taillight lenses, used: \$20 each, front turn signal lenses (amber), L/R: \$20 each, front turn signal bases L/R: \$50/pair, rear taillight base: \$25, glove box door: \$10, H-4 light housing: \$5, 2 fog lights (no glass): \$100/pair, 3 ashtrays: \$20 each, 4 (L/R) front bumper guards: \$15 each, 2 rear bumper guards w/light assy: \$75/pair, front bumper blade: \$50 (3 pieces) rear bumper blade: \$50 (3 pieces), 2 arm rests for door panels: \$25 each, Martin (So Cal) 800/971-7016 or call my cell 626/230-8259.

26. New T34 Parts: Bulb replacement set, 21 light bulbs (except fog light bulbs) to completely restore your 6v or 12v T34 \$7, fog light bulbs: \$14.50 (6v) & \$7.50 (12v). Chrome exhaust tip \$20. Early side-draft rebuild kit: \$14. Wayne Gardner (Florida) 407 574 4537 h or fax at 407 574 2516.

27. T34 Body Parts: Rear clip (12" deep), \$50. Numerous doors, windows, & door parts. \$1 to \$50. Hoods & deck lids, \$30 to \$50. Nose center section, \$50. Inner front wheel housing (either side of spare tire) \$30 ea. Inner rocker panels (R/L), \$50 each, some rust but better than most. Front & rear windshields, \$ ask. Windshield trim, \$20 ea. Pop out windows, \$20 ea. Marker light bases, \$2 ea. Fog light parts, \$ ask (not T34 but will fit), Rear push button w/o lock cylinder, \$20. Interior: T3 parcel tray w/black net, \$40. Front seats (need rebuild) several styles, \$30 ea. Domed window winders, \$5 ea. Shift knob (2-tone or black), \$5 ea. Shift boot, \$10 ea. Pop out latches (early, mid, late), \$10 ea. Mechanical & other: Engine tin (various), \$ ask. T3 fuel pumps (rebuild able), \$10. Early T3 muffler (NORS from South Africa), \$50. T3 6 volt trans, \$75. Front end parts, \$ ask. Studded snow tires (2) \$10 ea. Many other uncataloged parts small to large. All parts are used unless noted. Larry (No Cal) 408 379 4158 or sonofed@znet.com

28. Used T34 Parts: amber Lenses for front left and right indicators, exc. \$50. Complete single side-draft carb set-up for a '62-'63 T34, Weather-strip, outer door window slot (scraper) w/chrome, used - fair condition, rubber good. \$10/each. Red rear lenses NOS, not repro \$100/ea.. Rear over riders l/r g-vgc \$35/each. Steering column. powder-coated black with repaired turn signal arm. exc-vgc. \$150. 2 solid amber/Red center (Italy/Australia) rear lenses vgc-exc. \$100. Door handle, outer right. vgc \$35. Two red/amber tail-lenses, used \$50. Fog Light Trim Rings, vgc \$30/ea. Front bumper, 3 pieces. w/o over riders, exc. \$300. Rear bumper, 3 pieces w/o guards \$250. Early taillight base, exc \$80. 2 Fog lamp lens holder s \$10/ea. 2 Fog lamp bulb holders w/o bulbs, vgc \$20/ea. 2 rear bumper brackets, gc \$10/ ea. 2 front guards, rounded tips, no dents, \$25/ea. 2 rear guards, rounded tips, no dents, \$25/ea. Armrests left and right, gc, \$25/ea. 2 fog lamp rings \$20/ea. 2 repairable early taillight bases \$15/ea. Chrome bracket for vent wing, l&r, 10/ea. 2 each padded strips, l&r, black w/chrome strip \$15/each. Padded strip, black, l&r quarter panel \$10/ea. Weber T3 dual port manifolds \$50. Solex dual carb setup, complete, includes all brackets and linkage rods, \$150. Front windshield \$125. Rear Windshield \$75. Good 6v Relays. Generator, 12V but will fit 6v fan shroud \$50. Various T3 engine sheet metal, cooling fans, 6v and 12v fan shrouds, early and late heat exchangers and other misc. pieces. Make offer. Dirk Brogdon dbrog28301@aol.com ph# 805-737-1553

29. 1965 Type III Factory Workshop Manual Set (Vol I & Vol II). In brand new condition! Includes Type 34 section, specifically, electric sunroof. \$250 obo. Email to dcckwd@earthlink.net or 603 835 6133. David Diehl

30. Two original (from a 1966 & 1969) front and back windshields. I just have to clean them to look for scratches. But they are not broken or chipped. Wolfgang Peter, Ringgold, GA wg@catt.com

T34 Restoration Services

1. Dash Gauge Restoration: will do "show quality" gauge restorations on your T34 gauges. \$150-200 for all 4. Rings polished, inner rings repainted, needles repainted, & speedo calibrated. Will accept credit cards. Foreign Speedo Inc. 2246 1/2 University Ave. San Diego, CA 92104 USA. Tel: 619 298 5278.
2. Bumper Rechroming: bumper restoration \$165 front and \$175 rear for complete 3-piece blades. The quality is excellent, the work is fast, and the price is reasonable. Bill & Steve's VW Restorations 562 923 3251 (So Cal).
3. Door Hinge Restoration: completely rebushed to work like new, \$100 total. Contact Mid South Restoration, 56 Graddy Loop, Vilonia, AR 72173 or call 501 796 4524. Laird Cumming, laird@midouthrestoration.com
4. T34 Drawing! Full color oil pencil drawing of your T34 or other VW. Takes 2 weeks for an 8x10 drawing from your photo. \$85 for 8x10 drawing, more if larger. Call David Turton at 409 564 7593 after 6pm central or email arthouse@netdot.com
5. Repro Interior Panels: want the correct "heat-seamed" look for your door panel & quarter panel pads? Any color vinyl available, great prices (under \$200 for the set of four), and fast service. Do not need your old pads, as colors can be chosen over the web site and templates are already in stock. Jose (San Diego, CA) 760 433 4716. (Did Lee's Cabrio Interior ...)
6. Repro Seat Upholstery Kits: need new seat upholstery for your T34 seats? Any color vinyl available, great prices (under \$300 for all three seats), and fast service. Colors can be chosen off the web site and templates are already in stock. Jose (San Diego, CA) 760 433 4716. (Did Lee's Cabrio interior)
7. Polishing & Plating, 1230 Saviors Rd. Unit "O", Oxnard Ca. 93033, Ph.# 805-487-5917 or voice mail 805-3391350, Owner: Robert Torres
8. Baja Upholstery, they are located in Highland Park, close to South Pasadena, Ca. The owner's name is Jesus, his number is 323-222-6109.
9. Ignition/door re-key. Can re-key ignition and doors to match all locks. Makes the tumblers, so he is able to offer what no one else can. Turnaround time is 24 hours, and will happily use UPS or Postal to ship anywhere. Axxess Auto Lock and Key, California, Tim Shirey, (661) 823-8990. He has been in business for 20 years and is a VW enthusiast.
10. VDO instrument repair: Forster Instruments Inc., Attn. John Anderson or Jeff Heal, 7141 Edwards Blvd., Mississauga, Ontario L5S 1Z2 Canada, Phone: 800-661-2994, Fax: 800-632-9943 or don.stongitharm@forsterinstruments.com
11. VDO instrument repair: Nichols Speedometer, 1336 Oakland Ave., Greensboro, NC 27403
12. Deck lid luggage racks: Randeey Pickton and his contact # is 619 561 6609. He makes the repro rack based exactly on the original rack shown in the T34 accessory brochure photo. It fits very well and looks great!

Wanted T34 Parts

1. T34 Needed! restored stock daily driver, one that is excellent and ready to roll. OK with some modern modifications such as 12v and/or upgraded mechanicals. Like to find the right car, get a round-trip ticket to check it out, and have it shipped home! Brian (OH) 513 677 9693 or email: vlocityboy@earthlink .
2. For 1966 345: all seals, tail light base & lenses, turn signal arm, & ignition switch. Jolly (Birmingham, AL) 205 999 2483.
3. For 1962 343 (0 001 561): fog & headlight assemblies (non-sealed beam). 1962-only white shifter knob, square front badge & side emblems in GOOD condition, rear vent trim, front and rear windshield rubber. Also need front clip, or sections of clip around headlights. David Lara, Post Box 1507, 3222 Framnes, Norway, Tel. +47 33 47 24 65 or david.lara@sul.com
4. For 1968 343: two sun visors & clips, two rocker trim strips, two reverse lights, shifter knob, dash lights, wiper knobs, radio, steering wheel, horn ring, lower dash pad, front and side turn signal assemblies. Fernando (Brazil) E-mail: vasone@sti.com.br
5. For 1962 343: owner's manual, VW nose badge & seal, rocker panel trim & clips, turn signal lever, "Karmann" side badge & Ghia shield, & fog light rings. Nick (MA) 508 757 4792.
6. For 1965 343: Rear decklid NOS rubber. NOS accessory picnic tray for steering wheel (like Bill Makepeace's). Original 1964 glove box calendar w/

T34 art on front. Any original T34 ads or ?? from 1965. Scott (So Cal) @ 805 583 4173 or email: ScPerry@aol.com (Jun00)

7. For 1967 343: Interior mirror, pair of sunvisors & clips, side window & door seals - prefer NOS. Craig (Central Cal) ccit@ruizfoods.com
8. For 1967 345: radio & tail lights, fog lights, interior light, and other misc. small parts. Patxi (Madrid, Spain) 915439391.
9. For 1968 344: all lenses, vent windows with frames, seals, emblems, VW1600L script, tail light base, side seat trim. Suthas (Thailand) tutmundo@hotmail.com



T34 Toys and Literature

1. T34 Toys & Literature: David Crofts (AR) 501 753 6755 until 3:30pm CST M-F or anytime on weekends.
Original T34 Sales Brochures & Manuals: Current stock includes 1963 & 1967 brochures. Gufe Fahrt magazines & other auto mags. Mark (Germany) 0 21 63 95 27 75, fax: 0 21 63 95 27 76. E-mail: automobilat@diadup.nacamar.de
2. T34 Blueprints: Reprints of the original, \$25 pre-paid plus shipping/handling. Jack (Netherlands) E-mail: blueprint69@yahoo.com
3. NOS Owner's Manuals for 1964, 1965, and 1967 T34s in various languages \$65 each, Type 14/34 original parts list book in binder \$100, Pete (No Cal) 510 278 9596.
4. T34 Cabriolet Sales Brochure: DM200 (\$100), Ralf Höhmann (Germany) Vw0183315@aol.com (Sep00)
5. T34 Owner's Manual Reprints: in booklet form, for 1500cc & 1600cc dual carb models, 42DM, German Parts Unlimited (Germany) (49)413269 or e-mail: info@gpu.de
6. Reproduction Corgi boxes. Malcolm Baxter is a Corgi enthusiast living in Australia. He has the ability to reproduce the Corgi T34 Coupe or Cabriolet box. If you own a Corgi T34 and want a nice new box, he can send you one for only \$10 postpaid. He has also made a T34 Cabriolet box for the Corgi, although there never was such a model. Excellent reproduction, thick paper box, & bright colors! Malcolm Baxter at baxterfamily@optushome.com.au



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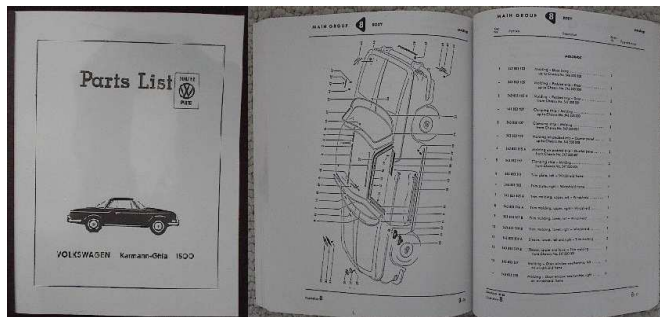
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For details on availability, shipping & insurance costs, please call 505 672 3159. Make all checks payable to "Fred Hampel". If items are in stock they will be shipped within 1-2 weeks. If they are not in stock and need to be reordered, Fred will let you know when to expect them.

A T34 Registry Email address: personalized email address (ie JohnDoe@Type34.org). Send an email to PaulColbert@Type34.org for details.

T34 Parts List Book reprint: The original dealer parts book for locating replacement parts. It contains both mechanical & body part exploded diagrams, part numbers, colors, & annual differences. 8.5" X 11" & 1000+ pages, softbound with color dividers. \$65 postpaid in USA (+\$20 shipping to intl members).



T34 Color Wiring Diagrams: full color 11" x 17" pages detailing all electrical wires & components. Three versions available: 1962-63 (single carb 6V), 1964-66 (dual carbs 6V), or 1967-69 (dual carb 12V with sunroof wiring). Each one is \$10 postpaid. Fuse box diagrams also available, \$5 postpaid. These are available for FREE on our Member's Only web site!

1964 Glovebox Reference Pamphlet reprint: small folded page reprint from 1964 designed to inform new owners about the T34, also includes a 1964 calendar, \$2 postpaid.



Owners Manual reprints: old stock reprints; 1962 German text or 1967 English text, \$10 postpaid.

Window Stickers: mounts to inside of window, available in Black or Blue, \$2 postpaid.

Coffee Mugs: white ceramic mug with black inside, logo on outside with motto, \$8 postpaid.



Registry Key Fob: white 1" round plastic key fob with Registry logo, \$2 each postpaid.

T34 Postcards: four different postcards (three color, one b&w) from original VW art & watercolor drawings, \$2 each postpaid.

Registry Newsletter Back Issues: over 40 issues from 1987-99, \$2 each (specify issues with order) or \$50 for the complete set postpaid. Hundreds of restoration articles, events, and featured T34s.





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January-March 2002



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