

RAZOR'S EDGE



REGISTRATION * RESTORATION * PRESERVATION

VW Type 34 Karmann Ghia Registry
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Main Web Site: www.Type34.org

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1500 1500S 1600 1600L



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THE LAST NEWSLETTER: Lack of Support Leads to a Free T34 World

With this issue of the Razor's Edge newsletter, you hold history in your hands. This will be the last edition. While the T34 changed very little over its lifespan, many other things have. The newsletter has been in constant publication since the late 1980s and with great success. We've shared our stories, literature, personal photos and technical advice through the years. In the early days of the internet, the newsletter was the main mode of communication among members and it was instrumental in getting them to refer to the new Type 34 website. Most have done just that and today it is the single most comprehensive archive of T34 knowledge in the world. The internet is the main hub of activity for the vintage VW world and our beloved Type 34s. With the declining support of the membership in terms of submitting articles and renewing of dues, the online experience has taken the central role and with this final issue it will become the braintrust of all things related to the marque. It is by far the best way to accommodate the Type 34 world as it exists today.

The Registry has always been based on 3 principles: Registration, Restoration and Preservation of Type 34s. The best tool we have for this today is the internet website. It is real time and reaches all corners of the world. Until now it has been only marginally accessible to the casual T34 owner and enthusiast. This is going to change. With this final newsletter we will no longer have a need for dues and with that, access to the Registry website and archives will no longer need to be regulated. With an 'open' group it will encourage any and all T34 enthusiasts to join the fold. This should lead to a marked increase in daily activity. More exposure of T34s in general will lead to more

interaction among owners and enthusiasts. With that we should see more cars being registered, parts being listed and T34s put back on the road.

An interactive and easy to use registration section will be implemented as well as increased server speed to accommodate everyone including the dial-up user. We'll have the familiar forums as well as a daily mailing list to whoever is interested. At some point, virtually all of the information contained in the newsletters will be available on the website. Most of that information will be in full color as well. By registering on the site, enthusiasts and owners will be notified by e-mail whenever any important event happens in the Type 34 world. Member input in terms of stories and or photos will still be encouraged as well. These days it is much easier to take a few photos and post them then ever before. Personal owner galleries will serve to highlight each owner's experience...in full color no less. Everyone will be encouraged to participate and share their T34 story whether they are an owner, looking to buy or just an enthusiast.

Yes, this is a huge change. The newsletter has been a great tool (I still have every issue from 1988 in my living room magazine rack) but like many before it, the time has come to put it to pasture and embrace the new. The Registry has always supported the Type 34 marque and it's best interest. It will continue to do so. Look for a bigger and brighter future for owners and enthusiasts worldwide. www.type34.org

Your T34 Registry officers: Lee Hedges, Paul Colbert, Scott Perry, Scott McWilliams, and Doug Gray

EDITOR'S DESK: For the Last Time...

By Doug Gray (Parker, Colorado USA)

I must admit as I sit down to write my last column, I have no idea what I want to say. The thought of the T34 Registry changing over to a free organization with no written newsletter feels eerily similar to the day after I graduated from high school. I woke up on that warm June morning and thought "now what"? For the prior 18 years of my life, I knew exactly what I was going to do every day, well at least Monday thru Friday anyway. It's funny how complacent one can become when they know what to expect. I think this is what frightens me the most about moving to an all on-line club with no one real person in charge of the so-called ship. But then I think of all

the on-line clubs out there that are flourishing and growing at a much higher rate than our beloved T34 Registry. I mean, have you seen the number of people that go to thesamba.com each day? It's staggering to say the least.

Now, I'm a realist and don't expect the

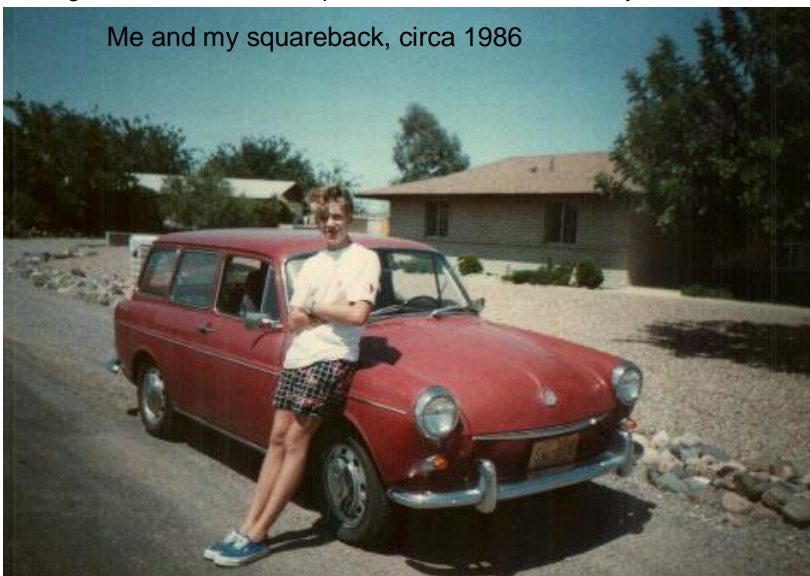
Registry to begin approaching the numbers posted on the samba, but I do think there is room for improvement over our current membership numbers. There are several sites I visit each day in addition to the Registry site such as NewBeetle.org, Vwvortex.com and TDIclub.com. When I look at the worldwide participants on those sites, I start feel better about our decision to change to a free Internet only club. On those sites, the information about those particular cars is exchanged freely, and oddly enough, it seems to work. When a particular thread gets off topic, the members get it back on topic, without the need for a central figure that acts

as the "site police". I think this is important, because an interesting dynamic occurs anytime one person is put in charge of directing the flow of information. The person in charge of policing the site soon becomes the target of hostility, and ultimately hard feelings develop between "management" and the members. Having a free membership will also allow the casual T34 owner to come and go from our club when he or she wants to without having to worry about whether they're membership is current. I've often felt that we miss out on the expertise of this type of enthusiast simply because life away from their VW has them occupied,

and they can't always be an active member. And then there is the enthusiast that has always been fascinated with our beloved T34's, but not enough to join the Registry. Having a free site will allow this person to gain information, and hopefully, will inspire them to jump in feet first, and purchase a T34.

You

know now that I look back, I remember feeling pretty secure in high school, living at home with my parents, driving my squareback, and not a care in the world. That all changes the day you graduate, and head off into the unknown. On the other hand, I really like the life I have now, some 18 years later, and wouldn't trade places with that "safe me" for anything..... I think one day we'll all look back and say the same thing about the old T34 Registry and be happy we moved on from a paid membership to one of unlimited possibilities.



Me and my squareback, circa 1986

ON THE COVER

After more than 20 years of working on it, Paul Colbert's 1963 gets a fresh coat of Anthracite & Pearl White!

COLOR NEWSLETTER

This color newsletter can be found online at: <http://www.type34.org/newsletters/1Q2004.pdf>

END OF AN ERA: A Change in Format & Leadership

By Lee Hedges (Founder, President, & Editor 1989-97 & 2002)

When the T34 Registry was founded back in 1989 the internet & email was not available. We communicated our stories, restoration tips, parts sources, and events through the Razor's Edge newsletter. Many things have changed in the world today to enable the world community to become better connected quickly & easily & inexpensively. Email through our personal computers allow us to "talk" instantly and share photographs. Web sites allow us to store information critical to restorations, photos of events & parts, and discuss the trials & tribulations of our T34 hobby. The newsletter has become a publication mainly for our non-internet members, to keep them in the loop (of which these members are just 15% of the total membership). But the newsletter is also 95% of our annual expenses and it is a tremendous amount of work to compile, format, and polish to perfection. And we've noticed over the past couple years that our membership has slowly but gradually declined to 60% of what it had been for the past 13 years. Fewer members means fewer dollars to pay for our fine newsletter. So these issues were discussed amongst our officers and it was the majority opinion that we stop printing the newsletter and open the club up to the world to increase activity with all that love the T34.

It makes me deeply sad to lose the newsletter and our club organization, as it was a top-rate publication and so full of information & details. It has also been our main identification, something that showed the world that we were serious about our hobby. But the web site is the storehouse for our information now, clearly the greatest site in the world for "all things T34". It makes me mad that the declining membership may be due to T34 owners feeling the \$25/year membership fee was too much and that they could find what they needed for free on the internet. I feel it began with Daniel's email group, open to all T34 owners and outside the control of the T34 Registry. But the T34 Registry team has made a decision, the right decision for all (except those without the internet), and we must

change with the advances in technology. I sincerely hope that by offering an open free T34 world to everyone that the result will be more T34s on the road.

Where will it go from here? Scott McWilliams & Paul Colbert will be leading the modification of our web site to make it an open site for all and with Scott Perry's help these three will be the main decision-makers from now on. I will become, like all of you, just a T34 owner, and no longer responsible for the T34 Registry. This newsletter will be the last Razor's Edge published in hardcopy format. There will be no more membership dues, and the minimal expenses of running the web site will be covered by donations from T34 owners that value what they are now getting for free. There will be an email discussion group established in addition to the

archived forums. And there will be classified ads postings with photos available to all. These changes should make your T34 hobby experience complete. If you are one of our non-internet members, I encourage you to get a computer with internet & email access. It will change you life, as it has done for all of us.

Lastly, I would be remiss if I didn't offer my sincere appreciation to the few members that have kept the T34 Registry alive for all these years. **Derek Frow** of

the KGOC-GB was always there to provide insightful support & ideas from the very beginning in 1989. **Scott Perry** was instrumental in reviving the newsletter back in 1997. **Paul Colbert** took on the design & development of our first web site, working tirelessly to transform our organization into a worldwide entity. **Scott McWilliams** stepped in recently to offer his talents at web design and radically improved our internet offerings to keep us modern. **Doug Gray** singlehandedly kept the T34 Registry from dying last year when he took over Editor duties of our beloved newsletter. And **Fred Hampel** took over the regalia and relieved that part of the club responsibility. All of these guys put in countless hours of their lives to make your T34 Registry experience more meaningful, and we all owe them a great deal of respect & appreciation.



ONE MEMBERS OPINION: **An Electronic T34 Registry!**

By Paul Colbert (Webmaster & Online Membership Services)

News items!!! The hardcopy Razor's Edge newsletter has ended, T34 owners must now be connected to the Internet in order to join our network, and Lee is stepping down from over a dozen years worth of work (thanks, Lee!). These are huge changes that affect our little world and you will find several articles with these subjects in this newsletter.

Not having fresh-willing members to pick up duties was the primary cause of the demise of our newsletter. Many people "took" more than they "gave" resulting in an unacceptable workload for the officers. The officers are now retiring leaving it up to T34 owners to fend for themselves on the Internet for their T34 needs.



Scott McWilliams has offered hundreds of dollars of server space and web traffic to keep the organization going online for free! And Doug & I will take on the Regalia items. It is now up to EVERYONE to participate in our online community.

Want a web site with fresh content? Submit your own articles, forum responses, emails, and photos! Don't rely on the former Registry officers to provide content on the web site. They have been doing it for years already.

Stay involved and keep the club alive!



INTERNET NEWS: **The Times, They Are A-Changing ...**

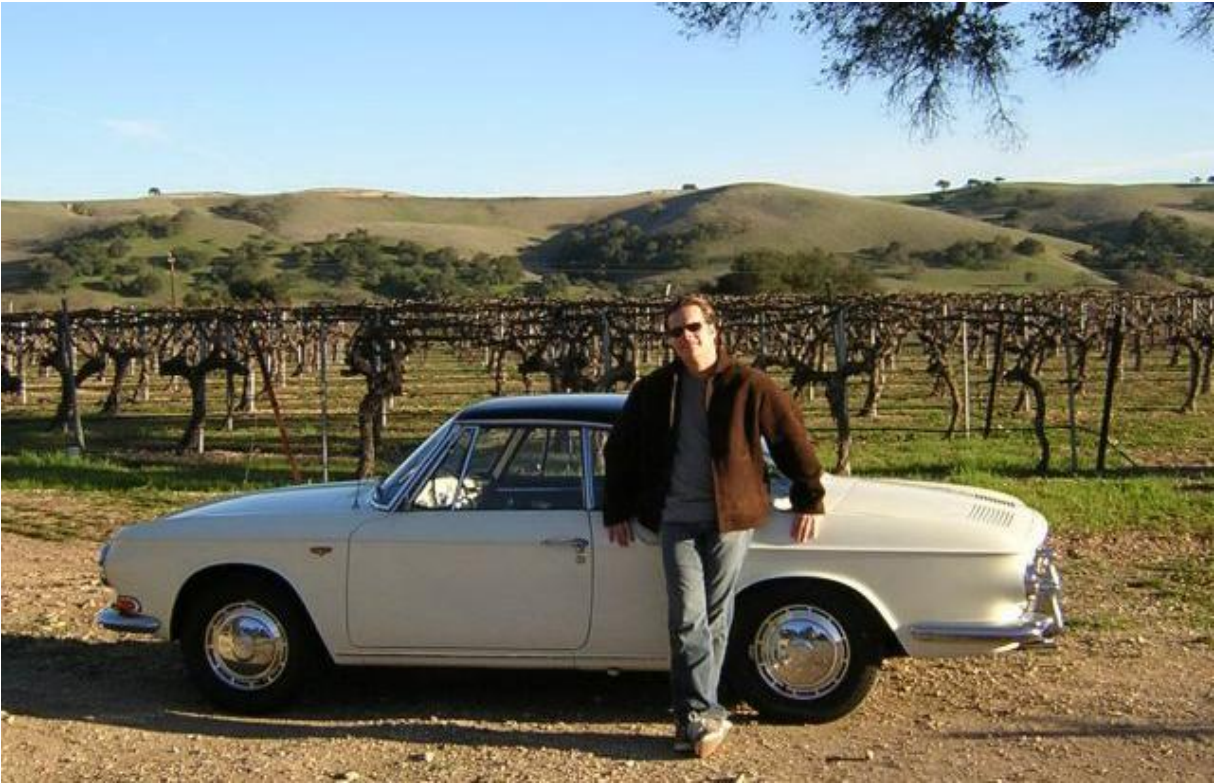
By Scott McWilliams (Webmaster)

I've been part of this Registry for around three years now. During that time, I've tried to help out where I could. Part of that help has been working on the website. As you may know, we did a major rework of the website about a year ago. The new site allows for people to actually interact online, as well as having the deep technical archives from the previous site. We also added a photo gallery so everyone could add photos of their projects, toys or dream cars to the site. Needless to say, the new site has been a huge hit. Besides the Registry members that are joining in the fun, we've been able to interact with non-members as well.

Now that paid memberships are gone this will be an even LARGER experience. We have over 400 people registered on the site now, and there will be even more when we open up the site to all of them. That's more people to share tech tips with, more people to swap parts with, and more people to talk VWs with.

In honor of this new chapter in the Registry, I am yet again redesigning the site to make it even MORE user friendly. I am also adding in a Classified Ads section to make it easier to buy and sell your Type 34 parts. Another new addition will be an old friend...we're bringing back the Mailing List. For those of you that prefer to get updates via email, you'll be happy to see the list back. For those who prefer the web-based Forums, those will be improved and upgraded as well. Use them both! Also, keep your eyes peeled for a new Registry logo. Shirts, hats, stickers and more will be available soon. All proceeds will go to helping improve and maintain the website.

I'm looking forward to this new era in the Registry for the greatest car VW ever built! I'll see you online!



EVOLUTION: **Farewell Old Friend**

By Scott Perry (VP & Past Razor's Edge Editor 1997-2001)

Things are evolving. Just like they were when I joined back in 1997. The website was in its infancy, the newsletter was on life-support and things were in a precarious state of not one or the other. It was a time when both needed each other. The newsletter was becoming stale and the website had a chance to feed some life into it in terms of content. The website had virtually no exposure and needed a way to reach the membership that was largely offline. Hand in hand they faced it together and things flourished.

In those first 5 years I published the newsletter we tripled membership and registered another 500 T34s. The content was fantastic since I had great support from longtime members and new ones alike. More events were scheduled and with the burgeoning website we hit an all time high in terms of Registry presence and activity. I enjoyed compiling the pictures, words and original literature images to tell the the Type 34 story from different perspectives. After 5 years I handed off the publishing duties to enjoy the experience from my lounge chair for a change. It was all that I hoped for. I simply loved the experience!

Having said that, I am very excited about the new direction we are headed. The newsletter has been a great medium over the years but, especially in the last few, the content is dated by the time it hits the printer. Much of it has been previewed on the website (in color) or tossed around by members in the forums. The internet website and it's 'real time' medium has taken center stage in terms of getting the content around. It is simply a better medium in today's day and age. And with the elimination of dues and members-only access to the website, I expect to see a great spike in activity.

I am proud to have been newsletter publisher ('97-'01) and played a part in the resurgence of the Registry in these last 7 years. I still have every issue from 1988 in my living room magazine rack. A big thanks goes to Lee, Paul, Doug, Scott McWilliams and all those that helped. Nobody could be a bigger supporter of the newsletter than I, but it's time for change and to take that success even farther. I look forward to this new age for the Type 34 Karmann Ghia Registry.

2003 RETROSPECTIVE: Looking Back to Give Thanks

The year of 2003 seemed to go so quickly. It's important to give thanks and remind everyone just how hard some of our members are working for the T34 Registry and to increase the awareness of T34s.

Reproduction T34 Seals from Thailand: PoP in Thailand has made an extraordinary effort to reproduce some very difficult to find seals for us at very reasonable prices. Vent window seals, turn signal seals, tail light seals, headlight seals, bumper brackets, front and rear window seals, & more! Be sure to buy these seals now before he stops repro'ing them! Email him at cbutpet@yahoo.com and be sure to thank him for helping make these available.

New North American T34 Record! The VW Classic weekend saw 28 T34s in one event to shatter the 1991 record of 22. Many owners drove & towed their T34s to this huge event to make it possible including Ian Cuthbertson coming 3300 miles from Canada, Rich Mason & Doug Gray from Colorado, Paul Colbert from Nevada, Everett Barnes & Yancy Everhart driving from Arizona, and even the Richards from Hawaii flying over to drive a T34 to the events! Scott McWilliams bought a new 1964 Sunroof just in time for the event and worked overtime to personally ensure 5 more T34s were there including getting Larry Edson's T34 from Northern California. A truly historic event!

Doug Gray takes over Editor duties: there is no bigger job in this club than building each Razor's Edge newsletter from scratch, finding stories & photos, hounding owners to send details, maintaining the classified ads, and organizing everything into our beloved quarterly newsletter. The Registry has had three Editors in the clubs 14 year history and Doug has made his first year an outstanding start! Without an Editor the club would surely die a quick death, so we're very fortunate & thankful to have Doug take control of this essential element of the club. Thanks, Doug!

Tom Reay's 1965 345 Restoration: there are very few T34 owners that take their restorations seriously, down to separating the pan from the body, media

blasting, and fully restoring every detail to like-new. Tom bought a very nice original 345 and transformed it into one of the world's best T34s all within a short time. Hard work, persistence, and a bit of luck has made Tom's restoration a bright & inspiring example of what can be done with a T34 restoration. Good work, Tom!

KG International in England: the 2003 KG Intl was the site for T34 owners from five countries coming together for a weekend of friendship, adventurous driving, and new experiences. Lee & Jon House (USA), Andy Holmes, Clive Richardson, Derek Frow, Stephen Wright, & Mark Poulton (England), Daniel Baum (Israel), Graham Filmer (Scotland), and Michel Blondin (France) all got a chance to meet each other and share a memorable weekend in England. In this

world of conflicts & sadness it's great to know T34 owners from around the world can come together in friendship & camaraderie. And being fortunate to not only see but drive Andy Holmes' amazing 1965 344, test Clive & Janet's two T34s, & Mark's 1968 was a thrill Lee & Jon won't forget!

New Web Site & Forums:

Scott McWilliams put in a huge amount of effort to revamp our beloved web site by modernizing the look as well as adding a new Forums feature to

enhance discussions. Paul Colbert also spent many many hours transferring all the old web site articles, photos, & info onto the new site. Both of these guys worked tirelessly to upgrade our electronic daily fix ...

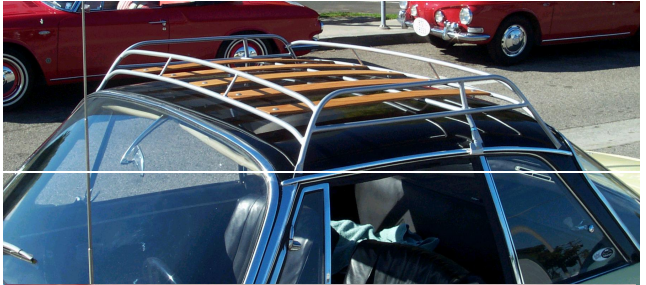
New Original Cabriolet found! Another 1963 convertible surfaced in Germany late this year and it's the most authentic of the five known original Cabriolets that exist today. Karmann only built 10 Cabriolet's in 1963 so this is a major discovery! Thanks to Jorg Fischer for sharing it!

New Original Owner! Rose Vardanian bought her 1965 T34 in Germany, drove it for a few months in Europe, and then brought it back to California. There are very few original owners left and she's still driving hers! She joined the Registry in June 2003.



PARTS BIN: What's New & What's Coming

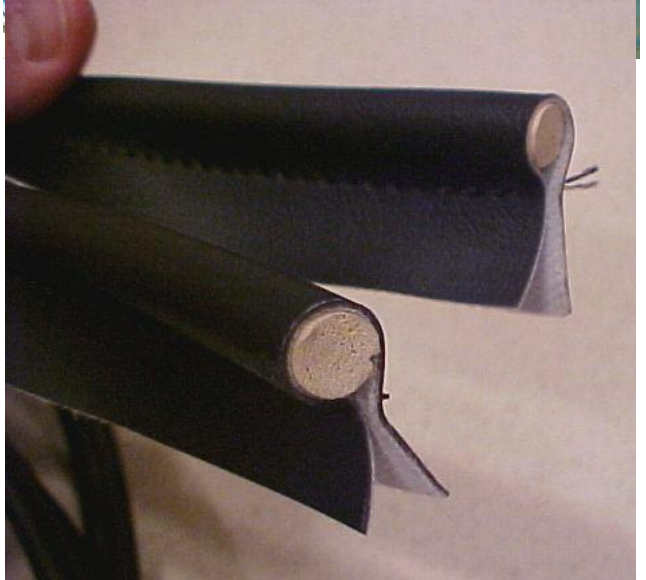
Einstein of eycorack.com not only loves Volkswagens, he loves to make racks for them. Originally, he only made racks for the VW bus, however it was only a matter of time before he started to reproduce vintage roof racks for T34's. The T34 racks are made out of cold rolled steel, powdercoated silver with oak wood slats. Unlike other designs, eycorack's are light-weight and accent the roof line of the Ghia. Special care was also taken in the design of the clamps. The Rack pictured on Dan's T34 goes for \$350.00 (plus shipping and handling). You can visit Einstein online at www.eycorack.com, or 909-317-6168

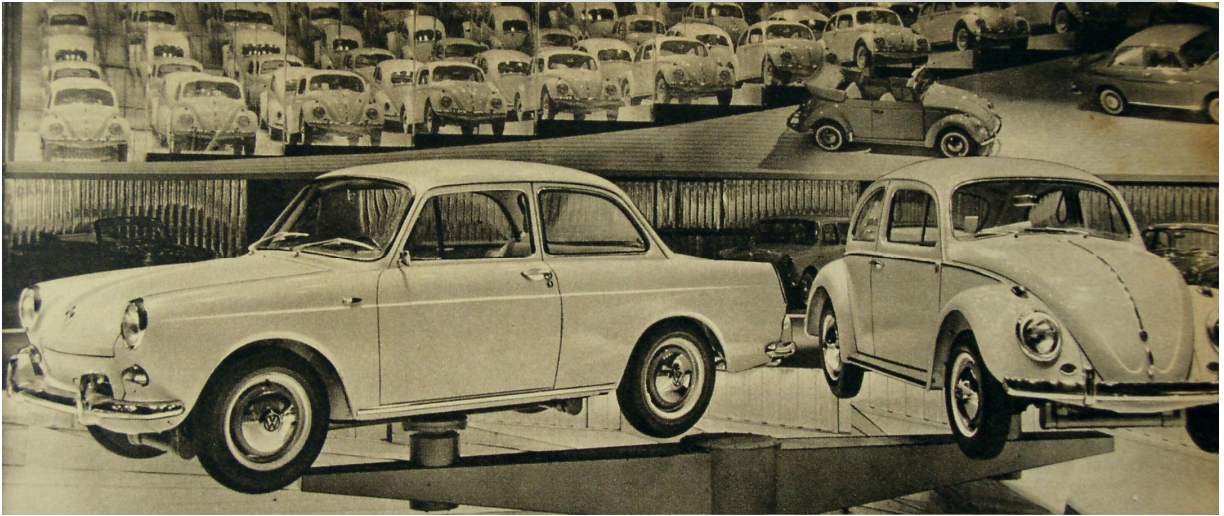


BREAKING NEWS

Our friend PoP from Thailand has informed me that he is putting the finishing touches on several obsolete seals including the rear pop-out seals, door seals, inner front turn lens seals, and door handle seals. As with all of PoP's seals, these will be of the highest quality and reasonably priced. We'll keep you posted. PoP's contact information can be found in the classifieds section of the newsletter.

So you've finished your interior, and you're stuck with a dilemma, what to do with your old door pillar seals? In the past, most people would just reuse their old crusty ones, but now there is a solution. Sewfine has had these in their inventory almost as long as they have been in business. Sewfine refers to these pieces as door pillar windlace, are meant to replace part nos. 343-831-711 A, 343-831-712 A, and 343-831-725 A, located on the body pillars that run from the top of the doors down to the floor. At \$39.95 for a set, it's a bargain, and they are available in many colors, but as you can see, I chose black. www.sewfineproducts.com





History Lesson: **Public's First Look at the VW 1500 Karmann Ghia**

The T34 was designed by Carrozzeria Ghia in Turin, Italy in 1959-60. The pre-production T34s were built by Wilhelm Karmann in Osnabruck, Germany in 1961. VW was extremely secretive of the VW 1500 series program. VW even kept the Notchback & Variant design work in a sealed-access covered-window building that had been burned in a factory accident. No photos were released to the press until early 1961 when VW offered several b&w photos of the three VW 1500 models. VW wanted to build the anticipation for the unveiling as well as gauge the reaction to this significant change in VWs market strategy. The official unveiling was to be at the Frankfurt International Auto Show (IAA) in September 1961.

Volkswagen's VW 1500 display at the IAA was simply stunning ... Beetles & Notchbacks & Variants all positioned above the crowd with mirrors reflecting all the angles. There were even a couple Notchback Cabriolets on display and the public was allowed to open the doors and climb inside for a closer look-see! But no T34 models in the Volkswagen booth.

The VW 1500 Karmann Ghia models (Coupe & Cabriolet) were in the Karmann display right next

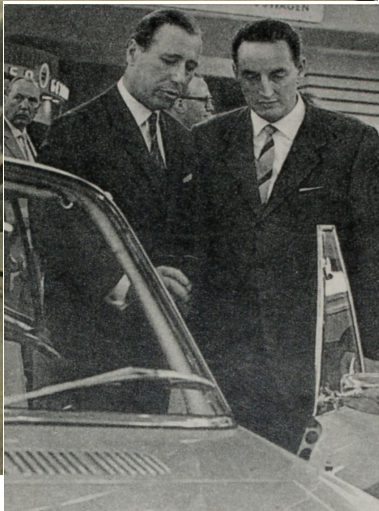
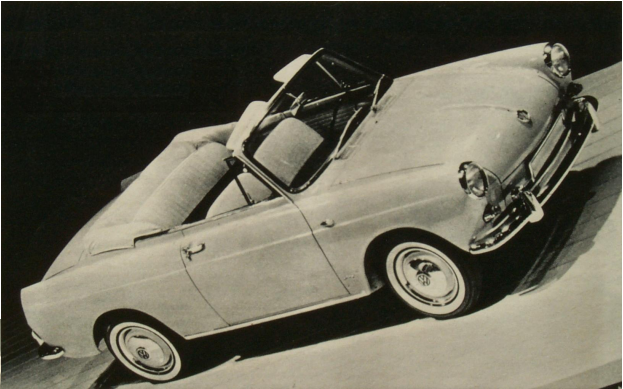
to the Notchback Cabriolet, 1200 KG models, and the new Porsche 356 Hardtop Cabriolet & Coupe. The T34 Cabriolet was on an elevated rotating round platform a foot above the crowd so everyone could get a good look but not touch. The T34 Coupe was on the floor and both featured a rear license plate reading "KARMANN" to clearly identify the coachbuilder.

The reaction to the new T34 design was one of excitement, wonder, and controversy. The frontal design was the most unusual of all VW models and the rear treatment had round tail lights. The beltline styling line was relatively common amongst other manufacturers like BMW, Pontiac, and Fiat. But the engine size was unanimously deemed underpowered



compared to other models in its price range. It was placed into the “economy sports car” class due to its engine size & performance, (the reason VW changed to dual carbs in 1964 to provide more power). Overall, however, the press had very nice things to report about our VW 1500 Karmann Ghia by Volkswagen.

Two of the primary leaders responsible for the T34 development, Wilhelm Karmann & Luigi Segre (lower right), spent some time at the Karmann stand inspecting the T34s on display and discussing the various design elements and production-related issues.



Road & Track magazine (USA) did a nice article showcasing the new cars at the 1961 Frankfurt Show and the T34 Coupe (above) & VW 1500 series cars were featured with huge photos on the first pages.



<u>MODEL</u>	<u>1962 PRICES (\$)</u>
Type 14 Coupe	1734
Notchback Sedan	1600
Beetle Sedan	1185
Peugeot 404 Coupe	1833
Type 34 Coupe	2198
Triumph Spitfire 4 Mkl	2199
Chevy Corvair Monza	2272
Type 34 Cabriolet	2375
Ford Mustang 6cyl	2500
Porsche 356 Coupe	3463

MEMBERS RIDES: 34 Carat Gold RazorEdge in England



to be a one-of-a-kind killer custom creation, one that Jo would be proud of for many years to come.

They found a LHD 1963 Coupe that had been imported to England from the USA (the least amount of rust possible) and bought a RHD parts car for the dash conversion process & proper English driving position. She enlisted the help of Simon Emery & crew at The Paintbox to do the painstakingly difficult task of repairing the rust and applying the Pagan Gold fade-away paint. Simon also helped to design this creation with many American street-rodder features. Fade-away paint is known to be the single most difficult feature to do well on a custom car. They filled the side markers & front turn signals as well as stripped off all

Joe & Jo Gallagher in Essex, England have owned several VWs over the years but never a T34. When Jo decided she wanted to build a street rod custom car she wanted a car that was spectacular, attention-getting, and unique ... and settled on a T34, a car that has style & flair all its own. Now this project was not going to be a daily driver or half-assed job, it was going



the scripts & trim. The body & paint work was done in just 9 weeks, including the lower 8 inches of metal replaced all the way around the car!

Subtle custom features include an original Hurst shifter with white cue ball, one-piece bumper blades, white undercarriage & interior, polished Rader wheels on 145/165 whiteline tires, louvred belly pan, 1959 Cadillac influenced tail light lenses, pinstriping, and a cut steering wheel.



Under the rear decklid lurks a race-ready 2007cc engine with 45 Dellorto carbs and a race-built tranny. Jo plans to race this car on the strip after the show circuit. Street rodder styling & power to match!



The results? Best of Show award at the prestigious VolksWorld show in England and this VolksWorld cover shot ... and well-deserved too! Congratulations Jo & Joe! Well done! Your custom 1963 definitely is the top custom T34 in the world!

ANOTHER BUMPER ISSUE!

LOOKING BACK AT THE LIFE OF THE VW BEETLE 1938 TO 2003

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RESTO STATUS: Paul Colbert's 20+ Year Restoration ... Progress!



After towing my 1963 down to the VW Classic (from Lake Tahoe, Nevada) to help break the record (above) I brought it to Jimmy Braxmeyer's VW Restorations in San Diego for paint and body work (below). Glowing recommendations from Lee and Jon House were the primary reasons for choosing this shop since I'd seen what Jimmy had done with Jon's T34. Prior to this stage it had been dipped in a hot chemical tank stripping off all old paint, bondo, and rust. This process revealed many "restoration tasks" which were covered up by years of previous body work.



Jimmy and his crew separated the body from chassis and put the body on jacks enabling them to easily access the vehicle from all angles. Many hours have been spent straightening body panels, block sanding, and fixing rust damage. Jimmy is indeed a perfectionist and will not let something be done incorrectly. Exactly what I was looking for ...

One panel, the rear apron (above right), could not be worked to his satisfaction. He made a request for a NOS one and Lee was able to deliver this rare part

within a day or two. It is great having friends to help out when you are 500 miles away! While Lee was there he was able to take some excellent color photos of the progress. You can see them on the web at <http://www.tahoequilts.com/ghia>



In January the rear apron was installed. It is hard to believe that, in six months, a finished vehicle will be in my garage just waiting for me to put it together. I am looking forward to having it at this year's VW Classic to show everyone the progress.

Project update: Feb 5th, 2004:

Jimmy took the helm and has begun applying the paint to the finished body! He made a request to use German Glasurit paint (the same paint Karmann used to paint it 40 years ago!) rather than a domestic brand. He likes the way it dries on the body because it does not leave small evaporation holes in the paint and gives a deep lustrous finish.





This most expensive part of my 20+ year project is extremely exciting. After all this time it is finally coming together quickly. With luck, I plan to pick it during the June VW Classic weekend and tow it back home.

Lastly, I would like to thank Lee for helping with this pre-assembly stage & garage storage. Managing a restoration project from 500 miles away is next to impossible and I would have missed many details if it were not for his generous offer to help.

Choosing the color was especially tough. I have a restored Brick Red & Ivory interior and wanted an original exterior color which came with that scheme. After much feedback from various individuals, Anthracite with a Pearl White top was chosen. This was perfect for me ... nice and conservative yet makes a bold statement with the red/ivory interior upholstery.

While the painting process is going on Lee has offered to order & install the thin-white-wall Coker radial tires. The painter suggested the freshly-painted T34 sit for at least a month before touching it, giving the Glasurit paint time to cure properly. After the paint cures West Coast Classics will handle the German square weave carpet kit and a local trim shop will install the headliner I got from Lars Neuffer in Germany.



The final stage of the project, assembly, could take about a year or more. The T34 was entirely stripped down to the shell and needs to be completely resembled just like at the factory 40 years ago. The rebuilt engine also needs to be "debugged" and tuned to run in high altitude. The coolest best part I get to do by myself ... slapping on the NOS parts I have been collecting since college.



AN ENGLISH FABLE: A Tale of Adversity and Woe

By Chris Wright (KGOC-GB, Newbury Berkshire, United Kingdom)

I bought this Sea Blue 1964 344 (0 435 190) in April from club member Mike Powell who ran it for 13 years. I've been a member of the KGOC-GB for quite a few years, previously having restored a '68 T1 Ghia and I provide a technical telephone support for members problems. After several Beetles, I restored and ran a LHD 68 T1 Ghia for 7 years and eventually swapped it for a rare all-steel Australian coachbuilt replica

Hebmuller in 1996. It was fun collecting and backdating this to original-age parts, but I got the 7 year itch last year and started to look around for a new interest. My wife persuaded me that if I got anything else, it would have to be another Ghia as I still supported the UK Club members with their techy queries and she couldn't stand the thought of me starting again learning about another make. I thought a T34 would be more interesting and a more modern drive quality than another T1 so I bought Mike Powells' basically-sound 64.

It only has 62K miles on the clock and all the history to prove it. It had some bubbles here and there so I knew I'd need to do some bodywork on it. The problems were all on the left, the bottom corner under the headlight and edge of the nose, rear of front wing near the A post, door and rear wing round the torsion bar

hole. The only bad surprise was the hidden cross member under the spare wheel well, which was completely rotted and quite difficult to reproduce.

I'm a reasonably good sheet metal worker but have no skill or equipment for welding, so I did the entire cutting out and fabricating, riveted the patches in place, and a friend welded around them for me. After all this, the entire car except the roof was re-sprayed. This part of

the restoration work took 4 months. It looked fantastic and I was well pleased with it.

Interior-wise, it was very good. I just did some seat repadding/seam-sewing, new carpets and re-bushed a door hinge. It had never even had a radio fitted until 2 weeks ago when I put a 60's Blaupunkt in. Only deviation from original is a

(hopefully temporary) starter button fitted in the cigar lighter hole, because the only replacement ignition switch I can locate is £135 (\$225), which is outrageous! The key switch still works but I have to press this button to fire up. At least it won't cause any more damage.

A new clutch and oil seals were fitted also and it drove really well. Then it started to leak oil from the (new) flywheel seal so I took out the engine and fitted a silicone seal, but even after that it still leaked a bit.





****A warning to others, these air intake bellows are slightly deeper at the bottom than the top. If you fit them the right way up (with the rectangular blocks to the bottom), they fit easily. The other way up and they are too short to fix properly.*****

This was easily fixed and there didn't appear to be any long-term damage to the engine, but the oil was still pouring out. What to do next? I was getting desperate! 2 different flywheels and 4 oil seals suggested that something else that was causing it. I suspected back pressure on the oil due to a broken piston ring or something, but couldn't be sure. In the end I decided to cut my losses and have a new engine fitted. After all, the rest of the car was looking fantastic and I was planning to keep

A week later, I decided to drive it to work for a nice 80-mile round-trip run. Doing about 65-70mph along the Basingstoke bypass, the rather dodgy old ignition/starter switch must have made contact by itself, firing the starter and holding it there. (I didn't know what was causing it at the time, all I knew was there was this horrendous grinding, screaming noise). By the time I was able to stop, the engine was locked solid and I had to get the car recovered to a friend's garage. Over the next week, they took the engine out and found the starter had chewed the flywheel up completely. Moral: Don't risk it if your starter switch gets a bit shaky, change it before it goes completely wrong!

Type 3 Detectives supplied a secondhand 200mm 6 volt style flywheel and another silicone seal and I had a spare starter motor, so we got it back together. It ran OK but the oil just poured out, worse than before. The garage took the engine out again and fitted yet another silicone flywheel oil seal very carefully and my long-suffering wife drove me to collect it. By 2 Junctions down the M4 towards home, it was overheating badly, and the oil light came on, they hadn't refitted the (new) air bellows properly. It was also still leaking oil!

it for years, so why not? At least I'd get rid of all the worries and suspicions about the old engine.

That's when I found that 6 volt single-port type 3 engines aren't easy to come by. Type 3 engines have different castings to T1 engines and are not so common anyway, but early 6 volt ones are quite a bit different to their later 12 volt twin port relatives too. The 200mm flywheel with 109 teeth for the 6 volt starter is



now quite rare as it was only used for about 4 years in the '60s. The 6 volt engine crankshafts were slightly different to the later '12 volt' ones too. But changing the car over to 12 volts to match a new twin port engine would cost a lot extra, so I didn't want to go down that avenue. (Add it up; it's not cheap, especially for a T34!).

After much ringing round, the only company who could help was Volkspares. None of the other remanufacturers could help without waiting months for a 'special'. I'd had a couple of Volkspares engines in the past and they had both been very good, so I plumped for a 1600 single port engine with heads designed to run on unleaded. I decided to have it fitted by a Volkspares approved garage rather than do it myself. It's a lot more work to swap all the bits over on a T3 than on a T1 engine and I'd already spent several months working on the car. Also, I thought it would help with the warranty if there were any problems). I chose Beetlelink near Farnham to do it, as they were near my work and there were no aircooled-experienced garages near my home. Driving the 50 miles there, I lost over half a litre of oil, so I felt that I'd made the right decision.

It took Beetlelink 2 full days to fit it, partly because the



old and "new" engines were subtly different. i.e.: The brand new heads didn't have the same fin shape for the thermostat as the old heads and a new bracket needed to be made. I went to collect it, started it up and it shook like a leaf in a storm! The flywheel was way out of balance. Beetlelink agreed that it was unacceptable and removed it.

Volkspares sent down a replacement flywheel and the engine came out again. Unfortunately, this one also vibrated a little bit so they agreed to get the previous

one fully balanced and a few days later it was refitted. Great, no vibration, engine seemed smooth but it was leaking again!! After some discussion, Volkspares suggested to use the supplied paper gasket versus the silicone variety. So they fit the paper gasket on the end of the crank in place of the tin one and reset the endfloat, fitted the standard seal and lo-and-behold, after a good long run and a long tickover with a sheet of cardboard under it, no leaks! After 2 weeks of messing around, they called me very happily to say I could collect it. I arranged the lifts to get me to work the next day.

Then, disaster!!!! Beetlelink called me at work the next morning. They'd had a break-in



overnight and the thieves had stolen some stuff including a can of Nitromors paintstripper which they'd poured over two customers cars, mine being one of them. The bonnet, boot, and roof were all wrecked. If I ever catch them, they will suffer the same fate as my car did. Or worse!

I borrowed a car and drove out there and gave my statement to the police and drove my car to Aldershot to the insurance approved bodyshop. It seemed to drive OK, even if it looked a mess! After a week's delay, Beetlelink's insurance agreed to the estimate.

NJR of Aldershot stripped the car, bare-metaled about 70% of the body and started the refinishing process. Once straight with the minor dings and joints re-filled, it received a coat of etch primer, followed by 4 coats of polyester spray filler, then 4 coats of primer, all blocked down between each. One coat of wet-primer and 3 top coats in the original colours of Sea Blue and Blue-White, and the polishing and refitting began.

It took them about 21/2 weeks of solid work and it cost over £2100 (\$3500), of which some £500 was the cost of the paint. They finished it 2 days before Christmas and it looked like a brand new car, the finish was so good and straight, so different from the sad mess that I took there a month before. After the 50 mile drive home I checked the new engine and found just a drip of oil from the area of the junction with the gearbox. Oh no, maybe the flywheel oil seal wasn't quite right still?

I called Volkspares and they were very helpful, inviting me to bring it in for them to look at. As it's 80 miles to Sydenham and I was running in, I left home at 5:30am. While they were showing me round their factory, (very interesting), their workshop whipped the engine out and found no leaks from the flywheel oil seal (Hurrah!) so the oil drip must be running from elsewhere. They checked and tightened all the other nuts on the engine. I ran it for a few miles to check and it was fine so I set off for the traffic of the South Circular road. After 80 miles and 3 hours travel home, it was still dry as a bone. Yippee! Whatever had caused the drip, it's all sorted out at last.

Words of wisdom to other owners fitting flywheel oil seal: They MUST fitted squarely right back in the case against the shoulder, NOT flush as some manuals suggest. Check the hub of the flywheel isn't ridged and worn and is very smooth. And most importantly, the rear hub of the flywheel MUST BE WELL OILED to protect the seal from burning on start-up. Silicone seals especially, tend to grip and tear or burn if started up dry. I learned this gem of wisdom the hard way after 9 seals and 4 flywheels! The leaks seem to be gone for good now.

In spite of the pain of the oil dripping and vandalism disaster, I'd like to thank Beetlelink for their perseverance when a planned one-and-a-half-day job turned into a two-and-a-half-week nightmare. I can imagine how they must have felt, ringing me to give me



the bad news of the vandalism after all the previous hassles. I'd also like to thank Volkspares for their support to Beetlelink when faced with the flywheel problems. They took action immediately and also picked up the extra cost of labour time without hesitation, which makes them 'good folks' in my book.

I hope to use it as my daily driver when I retire from work in 2-3 years time so I've spent lots of time removing rust, treating and painting and "waxoyling" the underside to make it last a long time. It's not to be a never-used show car (although I may well show it from time to time).

The next job is to start collecting difficult-to-get spares to keep it on the road in the future. 6 volt bits are getting rarer by the year and I'd also like to get some spare glass etc.

Keep the faith.....



A LOOK BACK: Australian Mobilgas Test in 1966

Back in the 1950's & 60's VW was actively promoting itself in the new Australian market. There were annual Redex, Ampol, and Mobilgas trials around Australia to evaluate cars in extreme conditions. In the 1950's the VW Beetle won these Tests (1955-58) and gained tremendous respect for reliability, ruggedness, and value which resulted in a huge surge in sales.

In 1959 the new company Volkswagen Australia was formed and the factory began outputting Beetles, Type 2s, and Type 3s. They never built Karmann Ghia models simply because they did not have Karmann's coachbuilding expertise.

The Mobilgas Test of 1966 was a grueling endurance & reliability tour around Australia. It was considered to be very hard on cars and few competitors even finished the event. Most manufacturers entered cars mainly for the publicity these runs generated. The cars were tested from the city to the outback. This test ran from Melbourne Victoria to Adelaide South Australia to Rockhampton Queensland for a total of 3000 miles. Every make of car participated and fuel was supplied by Mobil to promote Mobilgas petrol at the time. Manufacturers helped with service support crews and



vans stocked with tools and parts en route. The main objective was to complete the entire Trial route with minimum loss of points. By the 1960's Volkswagen was so dominant that the Trials lost general public appeal. The Volkswagen team for 1966 consisted of the models that were available at dealerships. The T34 Model 344 Coupe that appears in these photos is a 1966 model year (aluminum rear view mirror & 4-lug hub caps) and was driven by a pair of ladies.



RESTO ADVICE: Original Carpet & Headliner Resoration Tips

Replacing the carpet & headliner in a 40 year old T34 is a must-do and most would think it's an easy task, but if you're after the very best we're going to share with you what we did to make the most authentic carpet & headliner possible.

There are two sources for T34 carpet kits in the USA: Sewfine in Colorado and West Coast Classics in Southern California. Since Jon wanted the very best for his 344 we decided to meet with West Coast Classics' Lenny Copp for a more hands-on approach. By far the most important thing we did to create an authentic carpet kit was to **save & reuse the original carpet trim pieces** (pedals, heater vents, tunnel, rear vents, foot rest pads). We asked Lenny to cut them out of the old carpet and sew them into the new German square weave carpet (see their sample colors at <http://www.classicvws.com/sq.htm>).



Jon chose the black carpet to give the closest match to the original black cloth edge trim. Lenny's crew was able to remove the rubber trim pieces, clean them, and sew them into the new carpet to produce an incredible authentic look to the carpet! You'd swear we used NOS carpet trim but the original trim was just so nice.

West Coast Classics has the carpet templates for the 1964-66 T34s with the dual heater control on the tunnel and can make your carpet kit the same way if you want to send your original carpet rubber trim pieces to them. Turnaround was 3 days. Price is around \$800 but if you want the best then there's no substitute for German square weave & authentic trim & cloth edging.

For the right look it's also important to use the original tar board pieces for insulation, sound deadening, and proper lay of the carpet.



As for headliners, we've seen several different styles of headliner pillar replacements, some using the perforated headliner material, some using solid vinyl, and some with painted pillars. Early T34s (1962-65) used the Silver-Beige color headliner material while the later T34s (1966-69) used the Cloud-White color (slightly more cream colored). T34 pillars were originally fitted with a grained off-white vinyl on both front & rear pillars.



Lars Neuffer (<http://www.karmann-ghia.de>) in Germany is offering new T34 Coupe headliners with pillar materials for \$140 + shipping. And SewFine has them for \$90 + shipping as well.

Jon had Jose cut a new headliner from stock VW perforated material. Nice-guy Paul Colbert sent his headliner set (from Lars) so we could make a template of the pillar pieces and match the grain & color for the solid vinyl pillar pieces. Jose installed the headliner & pillar pieces and now Jon's T34 has authentic carpet & headliner to match the original seats & interior panels.



Jose used a heat-gun to warm the headliner so it would stretch & remove all the wrinkles. This process took 3-4 hours to get it right. Although the C-pillar originally had a cardboard piece under the material we found it really didn't need it with the new cloth-backed pillar material Jose used.



DO IT YOURSELF: Fuel Tank Restoration

It's gonna happen sooner or later ... after 40 years of use rust particles will begin to form inside your fuel tank and you'll need to restore it. Restoring the fuel tank can be done for \$70 over a long weekend in an easy 4-step process: 1) cleaning & coating the inside of the tank, 2) repainting the outside of the tank, 3) replacing the old parts, and 4) checking electrical connections.



BUYING PARTS: From POR-15 (www.por15.com or 800 457 6715) buy their **Fuel Tank Kit** (below right) including Marine Clean (cleans residue & gunk), Metal Ready (removes the rust and leaves a zinc phosphate coating for the sealer to bond to), & US Standard Fuel Tank Sealer (forms a liner inside the tank filling-in any pinholes and cracks) for \$53 total with shipping. From Home Depot or any hardware store buy four new **bracket bolts** (M8-1.25mm x 20mm) for \$3 and **Camper Mounting Tape** (1.25" x 30 feet) for \$5 which is a compressed foam seal for the rim of the tank. From your local VW supplier buy a new **fuel tank kit** (screen filter, gasket, nut, & tube for \$8), fresh **fuel hose** (\$1.50/foot), a 3.25" piece of **fuel tank breather hose** (10mm inner diameter), & a **fuel sender gasket**. A new **Type III fuel sender** will cost \$75, so check your

used one first (see "Testing Your Connections" paragraph). And get some **rubber gloves** to be safe.

If you'd prefer not to do the cleaning & coating yourself, you can have a radiator shop do the work for about \$180 + tax. It's only money, right? It's your choice.



RESTORING THE INSIDE: Remove the fuel tank from your T34 then remove the sending unit from the top and the tube fitting from the bottom (and the remains of what

once was the cylindrical screen fuel filter). Add a metal chain inside the empty tank and thrash it liberally to loosen off any flaky rust, then dump the debris out and you'll be surprised by what's been inside! Mine had leaves, a nail, lots of rust, a mostly-dissolved metal mesh filter, and even a petrified wasp (above)!

Day One: Combine Marine Clean with hot water in the tank for a couple hours to degrease, empty the brown sludge, rinse with the pressured hose, & let dry overnight. **Day Two:** seal off the openings with tape before pouring in the Metal Ready. This can sit all day if the tank is really rusty but it needs to be agitated regularly but no overnight treatments. I rotated the tank to cover all surfaces, let sit for a couple hours, then drained back into the container (reusable), rinsed with a gallon of hot water (not a high-pressure hose) and then let dry for several hours. **Day Three:** add the Sealer and rotate the tank to cover all areas. You've got 20 minutes before the goo begins to set, then drain and let dry 24 hours, fully cured in 4 days.

RESTORING THE OUTSIDE: While the tank is drying, remove the rust and old paint on the outside of the tank with sandpaper. Paint the exterior surfaces first in a rust-preventative primer and then with a couple coats of gloss-black premium paint. Paint the four tank



brackets with silver for a new look. The tank will be covered anyway with the cardboard mat & vinyl lining, but it'll look nicer and you'll know you did a complete job. Finally, sand-down your old fuel cap and paint it glossy silver and add a couple coats of clear-coat.

While you've got the tank out, check out the condition of your steering box (see other article for details on this simple adjustment), tie rods, steering damper, master cylinder, & front brake hoses. These are difficult to reach when the tank is installed so it's best to do it while the access is easy now.

After stripping off the old foam insulation from around the perimeter of the fuel tank area, cut the new foam strips and stick them into place (above right). Leave spaces for the four mounting brackets.



Connect the new bottom drain metal tube & fuel hose before installing the tank. Once installed, connect the fuel hose to the main fuel line on the car. Install the new gasket under the fuel sender unit and connect the sender wire. Now you're almost done.

TESTING YOUR CONNECTIONS: to check if your sender is working properly remove the sender wire from the sender on the tank and with the ignition key ON touch the sender wire to a ground bolt on your T34. If the fuel gauge needle shows a full tank then your sender connections are good.

Replace the sender wire on the sender and it should register on your fuel gauge if there's fuel in the tank. If not then you may have a grounding problem. A bouncing fuel gauge needle is also a grounding problem. This is caused by poor grounding of the sending unit-to-tank or tank-to-body. You can spend an hour cleaning the electrical connections & metal contacts at the bolts, or you can simply run a short wire from the fuel sender to under one of the gas tank mounting brackets. This wire will be hidden by the cardboard tank cover as well as the trunk liner and the problem will go away.

*Special thanks to **Steve Makepeace, Ian Cuthbertson, Paul Stone, & Paul Colbert** for their expert advice!*



TECH TIP: Valve Adjustments Done Easy

Scott Perry (Simi Valley, California)

In the last edition I wrote a simple article on how to change your own oil. That was easy and probably saved you a few \$\$\$\$. Great, you're feeling handy now. This edition we'll cover the procedure for a valve adjustment. This one isn't too tough either and after a few times it'll be old hat. With this and all procedures, I assume you have a basic knowledge of your motor and it's components. Be sure to have a workshop manual some type so you'll have diagrams to refer to and different perspective if needed. These manuals can be found anywhere and are essential. A hand-held shop light, drop cloth, parts tray, radio and a cold drink are also very helpful to me.

What we'll be doing here is adjusting the clearance between the valves and the rocker arms by way of a small screw and lock nut. Too loose isn't good and too tight can lead to a hot engine and burned valves. The proper clearance is .006" and you will need a feeler gauge for this. Your local auto parts store will have this along with some good cork-rubber valve cover gaskets. Have a few gaskets on hand at all times. They are cheap and you will always need them. I buy mine and all tune-up parts on eBay so I never have to search around. Pick those items up and let's get to work.

Ok, the engine needs to be cold so make sure you've let it sit overnight. Remove the engine cover and spread your oil-catching blanket underneath the engine and have some sort of parts tray where the oily stuff can rest. This procedure calls for rolling around underneath each wheel-well area so I have a set of coveralls and old shoes so it's not a filthy exercise I cannot recover from. The valve covers are right above each heat exchanger on either side of the engine. Take a large screwdriver and remove each cover by working those metal bails downward. Once they slide down it releases the pressure on those covers and with a little coaxing they will come off and away from the head. Oil will drip here but your drop cloth will catch it. Just lay them on the tray or metal pan and we'll visit those later.

In front of you on either side of the engine you'll see the rocker arms staring right at you. See the small screws

on the upper end of each arm? Those are the adjusters and the nuts wrapped around them are the locking nuts which hold them in place once you've set them. As you turn that screw in or out it changes the clearance between the rocker arm and valve itself. That is what this procedure is about!

Now that we are familiar with the head and valves, let's get back on top and look down on the engine. We adjust the valves for each cylinder at it's firing position. To do this we need to know how the heck we determine what cylinder is where and how we know it's at the firing position. As you are staring down at your motor, the cylinders on the right side are #1 in front and #2 closest to you. On the left side it is #3 in front and #4 closest to you. These numbers are actually

stamped on the sheetmetal above those cylinders. Memorize this as you'll refer to it for the timing procedure and in general diagnosing in the future.

What we need to do is rotate the engine to each cylinder's firing point to adjust the valves for that cylinder. We do that by turning the generator nut clockwise while the car is not in gear. This is much easier to do with the spark plugs out but that isn't

always practical unless you are changing the plugs (every 12,000 miles). Undo the clips on your distributor cap and pull it off. Your rotor turns with the engine and as it crosses any given spark plug wire on the cap, it fires that cylinder. On most Type 3 distributors the #1 cylinder firing position is marked on the distributor rim with a notch or groove. Turn the engine over with your wrench until the rotor points to that notch and verify it corresponds to the #1 wire on your cap and the three bridged marks on your flywheel. These marks can be seen through a timing hole in the fan shroud, Shine your light in the hole and you'll see the little marks clustered together on the top of the flywheel. They should be staring straight up at you. With these marks and your rotor pointing to the #1 spark plug wire, you're good to go. My distributor's notch doesn't correspond but I know what cylinder it's firing based on those flywheel marks and the fact that it point to that #1 wire.



So, let's start with the #1 cylinder and adjust the valves. Crank it to the firing position as determined above. Crawl underneath the car to that cylinder with your .006" feeler gauge in hand. I always push on the rocker arms on the knurled end to feel the clearance first. It's a very small area so it's no more than a light click. I'm so used to the sound of .006" of clearance that I can feel if they are in adjustment without the gauge. For our purposes, we'll do it the right way. The clearance we need to measure is between the "nut" end of the rocker arm and the top of the valve (see diagram). Your .006" feeler gauge should slide through that area with a slight drag or resistance if they are right. If it needs adjustment (a few always do), we do it by first loosening the locknut which frees the adjuster screw to turn in or out. Sounds easy but it's bit of a trick. As you loosen and tighten the locknut, that screw turns a little and every slight turn affects the clearance.

I loosen the lock nut and turn the screw in or out until the clearance is just perfect with the .006" gauge. Once it is, I hold it's position with a tiny screwdriver on the adjuster while I tighten down that locknut. Not over tight but 1/8 turn past tight. Then I check it again. Every adjuster has

a mind of it's own and it's just a matter of feeling how the two work together. Inevitably, the locking of that nut changes the clearance a bit so keep doing it until you have .006" clearance when the locknut is tightened up. Once you've done these 2 valves, go back up top and rotate the engine to the next cylinder and repeat. You do this by rotating the engine so the rotor goes exactly 90 degrees clockwise and points toward the #4 cylinder plug wire. Verify this by resting the cap back on the distributor and checking that the plug wire does in fact go to the #4 cylinder. The firing order for our motor is 1-4-3-2 so that's the order in which you'll be adjusting the different pairs of valves.

The first time you do this you'll feel like it took forever and your knuckles will probably be scuffed. It gets much easier as time goes by, trust me. After a few valve adjustments you'll be an old pro. An old rule I learned is "better loose valves than tight ones" You

might not get it exactly right the first time but if you must err, do it on the loose side. Extra clearance in there will only make for clatter. Too tight and you might heat the head up too much and burn a valve.

Now all of your valves are adjusted, your locknuts are tight (important!!!) and we're ready to install the valve covers again. Take a clean rag and clean the inside of those valve covers so there is no running or dripping oil. Be sure to clean the flat area around the edge where the gasket sits. This is important as it effects how well your seals will work. If some fool glued the old gaskets in, make sure you remove all of the glue residue or oil will slip past it. There is no need for glue, these are a pressure fit and I've never had a problem as long as I've used the good cork-rubber gaskets. Fit the new gaskets into your clean happy valve covers (they only fit one way). Now, clean the surface of the head where the valve covers attach. Make sure there

is no oil or debris here before you slip these guys back on. Once on, take your big screwdriver and roll that bail up until it clicks in position. Wipe the heat exchanger below the valve cover of any oil so you can see if the new one leaks. Done! Do the other side in the same way and we're almost home...

We're back on top of the engine now, replace the fan pulley cover and re-attach the distributor cap. Make sure you remove your tools, books, beer bottle, whatever so that all is as it should be and replace the engine cover. Start the engine and let it run for a bit to check for leaks. Leaks happen once in a while but not often. If they do, it's a bad gasket or the mating surface between the cover and head isn't right somehow. If so, investigate. It's most likely a bent cover, loose bail or a bad seal.

When done with a tune-up, this procedure will result in an easier starting, happier engine. VW motors respond very well to routine tuning. When done independent of the tune-up it won't be noticeable unless you've had some noisy valves but you can be sure you're protecting your engine. Normally at every 3,000 miles, only a few valves even need adjusting. Good luck!



STEERING BOX ADJUSTMENT: Taking Up the Slack

So you've been driving your T34 for some time now and you've noticed that the steering wheel is a bit sloppy, loose, and it doesn't have that "new car" feel. But what can you do about it that doesn't involve a \$500 repair shop bill? While you've got the fuel tank out (you were gonna do that anyway, right?) it's a great time to make a simple adjustment to your steering box.



The steering box is that square box that's at the end of your steering column with four bolts holding it down and two nuts on top. It's probably dirty from years of crud building up (above). The 15mm nut that's at the very center of the steering box is the adjustment screw. If you look closely you'll see a slotted tip held down by that 15mm nut. Remove the nut and clean the grime out of the area with degreaser & a wire brush first. Once it's clean (right) you'll be able to adjust the slotted tip (adjusting screw) **CLOCKWISE** to tighten the steering box & reduce the slack in your steering wheel.



My T34 had about a 3-inch play in the steering wheel before I felt resistance. I knew it was not set correctly because when driving it felt loose at speed on the freeway. After turning the adjusting screw all the way clockwise until it stopped there was only a 1-inch play, which is what the Workshop Manual says is correct. If you still have too much play then your steering box likely needs to be replaced (ie big repair bill). Once the fuel tank is removed this job is only a 5 minute job. Tighten the nut back down and you're done.

While you're in there, take a few minutes to remove the ground wire going from the steering box to the front beam. Clean the connections well and then install the wire again. This should help to keep a good ground.

HOW TO: Inner Turn Signal Seals

By Everett Barnes, Phoenix Arizona

I bought a new set of front turn signal-to-body seals from PoP in Thailand. They installed easily and look great but when it came time to reinstall my lenses, I found rotted original inner seals. I bought a 12" x 12" square of 3 mm soft neoprene rubber from my local rubber supply house. I had an NOS seal as a pattern so after tracing out the original pattern on the new rubber, I used a metal ruler and a new razor blade to make the straight cuts, then followed up with a sharp pair of scissors for the corners. For the lens mounting hole, I used my electric drill and a 1/4" drill bit. Once the seal was ready and test fit, I applied a small amount of contact cement and glued the seal in place.

Good as new!



HOW TO: New Horn Block-Off Plate Seal (1965-69)

Since horn-block off seals are no longer available (NLA), I was able to fashion a similar replacement using a pre-1968 Bus rear window seal. I chose a Kombi seal from West Coast Metric as it was the smallest and cheapest to buy. I cut it to length, then



stripped, primed, and painted with a spray can of color-matched paint from my local auto paint store. I found it easiest to install the plate into the seal first, then install the complete plate and seal into the body from inside the trunk. Slide your drain hose through the drain plate hole and you are done.



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

CLASSIFIED ADS INFO

To maintain the quantity and quality of cars and parts available to the members, the Registry does not charge for the submission of ads. We strive to list as many sources as possible for the ads to make your restoration process easier.

SUBMITTING ADS: go to www.type34.org for details

T34s For Sale:

1. 1962 343 (0 008 285) It has one NOS front fender welded on the car and a gas heater. Price around 2000 us dollar. Oslo, Norway. karmannghia@chello.no [Jan03]

2. 1962 343 Blue & White, great restoration project, needs rear quarter panel > & floors, dash is perfect, bumpers OK, asking \$1800 obo. Daniel Scribner (Vermont) 802-442-8073 or email scriberv@yahoo.com. [Nov03]

3. 1963 343. Must sell for medical reasons. Far too much to list. Over \$4000 invested in the engine. Thousands of dollars worth of spare parts, original type 3 repair manuals and VW tools included as part of the deal. High-resolution pictures available on request. Asking \$12,000 trades possible. Contact Dirk at dbrog28301@aol.com or Telephone # 805-737-1553 for more info. [Jan03]

4. 1963 343. All original car, used as daily driver, very good condition, 10 months MOT 5 new Firestone tires. 00356 9925 8771, Mellieha, Malta, Malta. [Nov03]

5. 1964 343: (0 410 709) Purchased in 2001- Parts never un-Packed Price \$ 1500.00 Engine disassembled (3 jugs missing) everything else seems to be there including carbs. Complete interior seats, everything, all needs to be re-done, but complete nothing robbed. Original AM Radio, Gasoline Heater , Wheels, Will Roll, Knobs, All Glass No Damage. Some Manuals, Title, Some records, Lots of Rust, but definitely re-buildable. I will consider delivering. Billie, Batesville, Mississippi, 662-563-1170 [Jan03]

6. 1964 343 (0 447 560), rusty project but good overall shape, needs floors & > restoration, engine runs, interior needs to be redone, \$2200 obo. Alan (West Springfield, MA) 413-739-5994 or email skyfungus@aol.com [Nov03]

7. 1964 343 Pearl White, stored 15 years, nice, fairly complete, 90% rust-free (except battery area), runs & drives great with no leaks, Calif plates & title, \$3900. Thomas Nottelman (Vancouver, Canada) 604 904 4465 or email thn@telus.net [Nov03]

8. 1964 343, \$7500 559/229-3521 or 559/431-7124 Location is in the Fresno, CA area. [Nov03]

9. 1964 343. It's currently non-op in Calif. Original black plates & 6v. Very nice Emerald green paint job. Working Frankfurt radio. Everything works and drives like a charm. Original 5.60 black wall Continentals and rare Green coco mats, \$6500. [Nov03]

10. 1964 T343: 64 with a push button dash. Cibie headlights with separate yellow tubes surrounding both the high and low beam bulbs. Clear headlight lens that turns yellow when the bulbs light up through the yellow tubes. I brought it over from France in 1982. I have every gas receipt since '82 but have too many cars/projects, so I have probably driven it 6 or 8 thousand miles (Europe and So Cal). Needs work, I have some spare parts available (some NOS). My friend took some pics a long time ago, and if you email me, I can fwd them to you. mkle32@juno.com Mike

11. 1965 343 (345 115 815): original unrestored driver in good condition, Beige with Black roof. No time or \$\$\$ for complete resto. Nestori Brück (nestori@taivas.com) \$7000 (Finland). [Aug02]

12. 1965 343(345 007 838) project or parts car, rusty & hit but lots of good parts, \$600. Chris (Winston, NC) cdavidledbetter@yahoo.com [Nov03]

13. 1965 343(345 077 277) Cherry Red & Black, all parts removed for repainting & included, needs restoration, nice interior & dash, 6V, dual carbs, black & gold CA plates, \$2400 obo. Chad Corey (Escondido, CA) 760-738-8951 or email sinclair_gas@sbcglobal.net [Nov03]

14. 1965 343(345 167 800) Electric Sunroof model, no rust, needs full resto, includes 64 parts car, \$5000. Dan McKellip (Bayfield, CO) 970-884-2659 vwmckellipvw@gobrainstorm.net [Nov03]
15. 1965 343. Rebuilt 1500, rebuilt gauges, 50% new rubber seals, new floor pans with car, new headliner with car. \$2000 obo. Contact Carole at Sewfine, 800-SEWFINE, or 303-347-0212.
16. 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 -
17. 1965 343: Partially rstred Manila Yellow Coupe, no time for it, wheel cylinders, master cylinders and a whole lot more! (So Cal) at 562 923 3251 or 800 258 4VWS.
18. 1966 Type 34 Ghia- Project Car. Has been in some sort of accident; nose and rear have Bondo. Bumpers are good. Lots of parts. All reasonable offers considered. Medford, Oregon. (thpeoplcke@aol.com) 541-282-0730. [August, 02]
19. 1966 343 Arcona White, clean, runs good, & kept in the garage, \$5500 or > make offer. Kelly Agner (Redding, CA) @ 530-246-0988 or agner@c-zone.net
20. 1969 Sunroof: one family owned from new. Oriole Yellow with fabric folding sunroof. Full history and documents. Fully restored 5 years ago including new front wings, sills and engine. 61385 miles. Last used in 2000, no MOT due to owners illness. One of the last cars produced - offers around £5,500. Susan Ferdinand +44 1423 331401 - Car in York area, UK. Email adrianferdinand@tiscali.co.uk

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. Doug Narczewski, ofcdoug@hotmail.com (Illinois) [May02]
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: VWVetJBeckmann@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. 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 trims 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

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 ... call for a custom quote. (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. 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 tai 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 uncacked \$500ea, lower used uncacked \$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 .

14. 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

15. 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

16. 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. For the budget minded, \$150 (I think if you offered \$100 they'd take it) + \$75 for crating and shipping.

17. Windshields: Glass Seekers, New York - 800-345-4527, ask for Ira, has access to 12 windshields, \$235-255 delivered in the U.S.

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

19. Windshields: Iowa Glass, 800-553-8134, ask for Debbie at ext 247 Registry discount, 6 in stock, \$300 + \$65 for crating/shipping.

20. NOS front fenders for sale. The part numbers are: 343809021, Side panel, left and 343809022 Side panel right. The price is apparently \$300 each. The person to contact is Dave at Bug City, 1-888-284-2489, (Bug-City), inside Connecticut (860)666-2489, or www.bugcity.com

21. Original style radio face plates: The chrome surrounding piece we offer for \$ 55.00 plus postage. The knobs we offer for \$ 12.50 each plus postage, either ivory or light grey. Autoradio Wagner Tel.: 0049 214 61421 Fax.: 0049 214 66050 Email: autoradio-wagner@t-online.de

22. Reproduction T34 rubber seals: PoP from Thailand. Currently reproducing front turn seals, headlight seals, front and rear window seals, front pop-out seals, side marker seals, bumper over-rider seals, and taillight seals. Working on others. Email for prices and availability. cbutpet@yahoo.com

23. Show quality knob repro's. Window crank repair knobs, \$47 set. Dash knob sets of 3 knobs are \$45. Brezelwerks 978-649-7710.

24. High quality billet aluminum sunvisor clips. John Copello, the same person that rebuilds door hinges. Clips can be anodized in many colors. \$40/pair. metalworks@volcano.net

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)

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

3. 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: peteronwvs@hotmail.com

4. 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.

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

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

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

8. 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. Stan (Norway) phone: + 47 38 16 75 70 or email to konfars@online.no

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

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

11. 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 Colbert, paulcolbert@type34.org, 564 Chiquita Ct. Incline Village, NV 89451

12. 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

16. 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.uppsala.se

13. Used T34 Parts: 2 Complete Sets of Glass, 2 rear deck lids: door window mechanical parts, '62 single carb engine, needs rebuild, '65 dual carb engine, needs rebuild, '65 & older Brake Drums, front and rear (USED)- '65 Body Pan, good shape- 2 engines. Doug (Illinois) 815 664 2712 ofcdoug@hotmail.com

14. 1965 Type III Factory Workshop Manual Set (Vol I & Vol II). In brand new condition! Includes Type 34 section, specifically, electric sunroof. \$250 obo. Inquire at dcdkwd@earthlink.net or 603 835 6133.

David Diehl

15. Glass. Two original (from a 1966 and a 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. [may03]

16. T3/T34 Parts For Sale: Passenger Seat (Adjustment Knob is broken) - \$50, Door Sill plate (from 1966) - \$20, Nose Panel (not complete - has foglamp buckets) - \$70, Rear Quarter Window - \$10, Rear Glass - \$50, Quarter Window Posts - \$10/ea, Spare Wheel Cover - \$15, Decklid Latch Assy - \$5, T3/T34 Early Style Gas Tank - \$30, Jack (needs cleaning) - \$20, Engine Bay Grilles - \$10, Dash Grab Handle (Black) - \$10, Rear Bumper Center Section (needs work) - \$10, Gary Leonhardt (405) 640-7607 (cell phone, I message) Home: (405) 573-0938, www.theshop.net/kgman. [may03]

17. Type 3 ghia front seats. Good frames, need new upholstery, no trim pieces. \$75 for the pair. Contact: Email: Location: andy abull@qwest.net (Portland, Oregon) [May03]

18. Type 34 door hinges: john copello, metalworks@volcano.net

T34 Restoration Services

1. Dash Gauge Restoration: will do "show quality" gauge restorations on your T34 gauges. \$150-200 for all four. 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: \$165 front, \$175 rear for complete 3-piece blades. The quality is excellent, the work is fast, & price is reasonable. Bill & Steve's VW Restorations 562 923 3251 (So Cal).

3. Door Hinge Resto: completely rebushed to work like new, \$120/set. Contact John Copello, 16880 American River Drive West, Sonora, CA 95370. 209-536-1449.

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

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. Jesus, 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. 24 hour delivery and will happily use UPS or Postal to ship anywhere. Access Auto Lock and Key, California, Tim Shirey, (661) 823-8990. 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.strongitharm@forsterinstruments.com

11. VDO instrument repair: Nichols Speedometer, 1336 Oakland Ave., Greensboro, NC 27403

13. Locksmith: Can re-key door locks, cut keys, etc. Hays, Kansas. skreed@ruraltel.net, www.midwestwagens.com, 785-623-4281

REGALIA COLLECTION: Literature, Stickers, Mugs, & More!

To order regalia items go to www.type34.org

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.

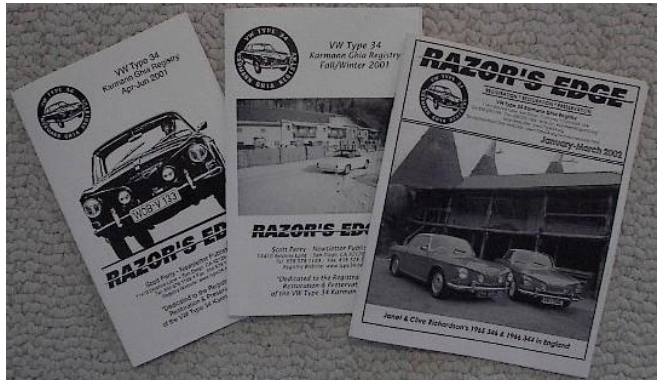
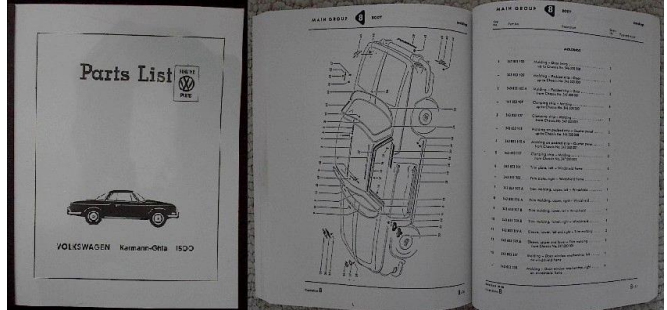
Window Stickers: mounts to inside of window, available in Black or Blue, \$2 postpaid.

Coffee Mug: 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.

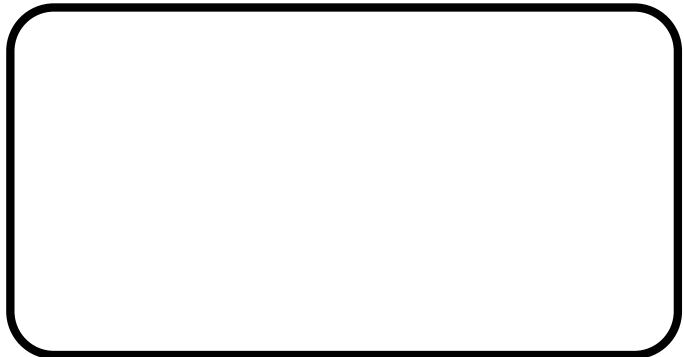
Registry Newsletter Back Issues: over 40 issues from 1987-99, \$2 each (specify issues with order) or \$50 for the complete set postpaid. Hundreds of restoration articles, events, and featured T34s.





VW TYPE 34 KARMANN GHIA REGISTRY
6068 Paseo Pradera
Carlsbad, California 92009-2241
USA

January-March 2004



First Class Mail