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Welcome our New Members!

From February to May 2002

Mik Baines	Glinton , Cambs, England	Looking to buy
Michelle Drew		Looking to buy
Simon Glen	Toowoomba, Australia	Enthusiast
Tom Hay	Carnation, Washington USA	Looking to buy
Anders Hermansson	Gavle, Sweden	Looking to buy
Lou & Mariann Jacobs	Rocky Mount, North Carolina USA	
	Norrkoping, Sweden 1962 343 (
Hidenori Komai	Yokohama, Japan	
Les Kovach	San Leandro, California USA	
Joe McGill	Springfield, Virginia USA	Looking to buy
Thomas Nottelman	North Vancouver, BC, Canada	Looking to buy
Craig Quillen	Phoenix, Arizona USA	Looking to buy
Tom Reay	Los Osos, California USA	
Einstein Yco	Pomona, California USA	

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

The T34 Registry is a non-profit organization dedicated to Type 34 owners & enthusiasts worldwide. Formed in 1987, it has grown to over 1000 chassis-registered T34s and over 150 active The Registry's main goals are: members. restoration, registration, 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 margue 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/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

Memberships (new & renewals) can be paid three ways: cash (US\$), check (US\$ funds), or electronically (PayPal). To pay by cash/check, 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 online 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. The upper right corner tells your expiration date (ie 200201 = expires January 2002).

EDITOR'S DESK: Electric Razor, Blade or Both?

By Lee Hedges (Founder, President, & Editor)

We were considering offering a \$5/year discount on memberships if you choose NOT to receive the hardcopy newsletter and rather just read the newsletter on your computer. This may have saved the club some money by not having to print so many hardcopy newsletters. Here's some of our online members opinions on the subject:

Thom Balch: "My vote is to go with the print copy as it is now. A definite steal for the difference of \$5!

I can read a printed copy while having lunch at work, but would have to read something much less desirable if you went to an "electronic only" format. The Razor's Edge in ANY format is a thing of beauty & I consider it a privilege to receive it."

Dan Browning: "I think I would continue to pay the \$25 and have the hard copy (it is hard to take a computer to bed), but still be able to

get the color version in .PDF format (boy those scanned pics look good; the .PDF would be even crisper). Heck, I would even pay \$30 to enable the club to buy the needed software."

Gary Leonhardt: "I thought an electronic format would be great as it would reduce printing and mail costs. I can see members loving both a printed copy and electronic version because most of us are over the age of 30 and don't feel we "have" something unless it is tangible; hence, the printed media. The one drawback is someone may not be able to print each page with much success. Other than that, delivery time is negligible. The color gives the impression of 'life' to see the cars & people. I vote for Electric."

Jay Richards: "The 'Razor' is something that I always look forward to and appreciate more than you all know. The \$25 is so incredibly cheap for what we get and the effort that it represents. I can't imagine NOT having it to share with others." **Ghin Tsurusawa:** "I think most of us would like to have both versions. Hardcopy Razor's Edges give me a heat and gush of enthusiasm!! I love the hardcopy, since we can take it and read it whenever & wherever we want!"

From the overwhelming majority opinion, members believe that the \$25 annual membership is worth getting BOTH the hardcopy & color electronic version. Majority rules, so enjoy both!

> The color newsletter: Paul Colbert has now placed each newsletter master on our Members Only site (in the web Newsletter section). Now you can see all of the articles in full color just as they appear in the mailed edition. This is a big step for us and a big benefit for YOU!

> Now that we have a nice large format for the newsletter pages, we have a large single-

photo cover page. Last edition was the dual-T34's of the Richardson's in England, and this edition is Tom Reay's Coupe from California. Who's going to be on next edition's cover? Send me electronic photos of your T34 in a great scenic shot and you may be chosen! Images must be high-quality, large (8" wide) photos in JPG format to be used.

Gary Leonhardt in Oklahoma is trying to compile a cross reference list of parts from other VW's that fit the T34. Please email Gary directly at ghiaguru@theshop.net, or send a letter to: Gary Leonhardt, PO Box 1777, Norman, OK, 73070 USA.

This just in ... I've found a source for **repro T34 ivory domed radio knobs**! They are authentic and the right color. These have been obsolete forever.

Cost is \$35/pair + \$8 shipping to the USA. Contact Peter in Germany at Mister-Okrasa@formel-vau.com

Cover art by Einstein Yco (very cool!)





INTERNET NEWS: Wanna Surf the T34 Web Sites without the Internet?

By Paul Colbert (Internet Coordinator, Nevada USA)

Some of us are somewhat spoiled when it comes to the Internet. We have stable Internet connections with fairly fast speeds. We can go to the club web site and do a download of all those pictures and wiring diagrams without waiting. It is other members who do not have the speedy connections who have to wait an eternity for the web information to download. This is also great for the 30% of our members that have a computer but no internet access. We can help!

The Registry now has both complete web sites on a CD. You can now browse on your local computer all 125 megabytes of the Registry web sites. The speed is amazing compared to the Internet. There is little or no hesitation when browsing all the local links. If there is a link that goes to outside our web site your browser will automatically go there (unless you don't have internet access).

All funds raised by this CD sale will go to the club! Our domain and web site costs are \$200 and we need the funds!

- An internet connection is not necessary!
- It is unknown if the CD will work on a Macintosh. I do not have Mac to test it.
- Cost for the USA is \$21 includes shipping. Cost for International is \$22 includes shipping.
- Send payment to Lee Hedges.
- Members may use Paypal payment. USA members \$24 or Intl members \$25 to LeeHedges@Type34.org.





WORLDWIDE EVENTS: Japan & Southern California 11th Bug Holiday in Chiba

Story & Photos by Ghin Tsurusawa (Japan T34 Rep)

Bug Holiday is one of the largest VW events in Japan each year, held at Christmas time. This year there was a big surprise for T34 enthusiasts ... when Santa arrived in a custom made T34 pedal car! Santa "Yuto" was the son of Mr. Akira Takeuchi, owner of the nice Black 1964 343 shown beside Santa's cool ride. Akira owns four T34s in Japan and is also active with a VW parts supply shop. The T34 pedal car was made from spare latemodel T34 parts that Akira had in his garage. The black body was hand-molded and even has the T34's signature front nose design. Late-model tail lights & lenses for the rear. T34 fog lights (used as headlights) and the round VW nose emblem for the front. Even T34 side markers just behind the headlights complete this masterpiece.







Sixty-two Karmann Ghias (and five T34s) converged at the KG Treffen in Ventura, CA for the only KG meeting in North America in mid-May. The weather was perfect, the cruising was exhilarating, the beer was cold, and the show was great!

Saturday afternoon was the 60-mile Lunch Cruise thru the mountain hills, twisting curves, and spirited racing up the switchback mountain roads. The T34s handled extremely well, showing up the T14s. Saturday evening was the Treffen Dinner with 60 KG owners gathered for Mexican food & margaritas.

Sunday was the show, and KGs from all over the Western States packed the lot. The five T34s showing were: Lee's 1962 Cabrio, Einstein Yco's Silver 1963 Coupe with Porsche rims (lower right), Tom Reay's Red/White 1965 Coupe, Steven Ayres' Pewter 1966 Coupe from Arizona (lower left), and Scott McWilliams' Cherry Red/White 1966 Coupe.



T34 FINDS: They're Still Out There! Sweet Unrestored 1964 343 in Arizona

Story & Photos by Everett Barnes (Phoenix, Arizona USA)

We have several members that are looking to buy a nice original T34. From time to time nice ones become available, but if you're serious about scoring one of these you need to have your money ready, be connected on the T34 discussion group, and be prepared to act fast!

Here's a good example: A one-family owned, bought from original owner, 90K original miles, completely original & unmolested with original black & gold California license plates, complete dash, & sweet red cloth upholstery! Never wrecked or restored. This T34 was found by Everett, photographs shared with the discussion group, and then quickly sold for \$3500 to a local Arizona VW enthusiast. It may surface again, but no doubt with a higher asking price.

Things to look for in an original T34 include: original paint, no obvious signs of rust or previous metal repairs, original interior upholstery & panels, stock gauges, stock steering wheel, 6 Volt electrics (pre-1967 models), nice chrome, unmodified suspension, and runs & drives nice.

Keep your eyes open, your hopes up, your bank account full, and your Karma clean.



NEW FIND: England Unearths a 50K-Mile 1969 Automatic!

A regular series on T34s "found" recently throughout the world

Clive Richardson announced in January that he'd found an original 1969 Automatic with only 80,000 kilometers (50K miles) in England! When he shared the photos with everyone and proclaimed this rusty T34 a "great project & salvageable" ... well, we all felt a bit better about the T34 we own! Although Clive would love to own this T34, he doesn't have the time to restore this one ... so it's for sale @ only £850.



"Not running, rusty sills, left front fender, rear wheel arch & under rear fenders. All complete and original. Interestingly it has a rear window wiper & squirter! It is a lot of work, but I have seen worse cars restored and due to the rarity of the Automatic transmission option. Shipping costs are about $\pounds1500$ (US\$2000) in a container to the USA."



PROJECT STATUS: 20 Year NOS Restoration Continues ...

A regular series on member's T34 restoration projects

There are very few members that have been around since the beginning of the T34 club, when it was called the "Type III Ghia Enthusiasts Network", before Lee founded the T34 Registry, but one such

member is Paul

bought his first &

only T34 in 1982

while livina in

Orange County,

CA. He wanted

a car that was

unique ... and

he heard about

his

Master which ran

great but the

owner said was

"very hard to

He took a good

look at the 1963

34

thought it was

little rust and was

very unique, so

he bought it. He

drove it for 18

areat and was a

lot of fun. Then

he decided to

begin finding the

necessary parts

Armed with a T34

restore

find parts for".

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restorable

months.

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Karmann

parts system. With his newfound confidence he continued searching for NOS parts, pre-internet, pre T34 Registry's worldwide contacts.

In 1987 he convinced some buddies to help him

separate the body from the pan. The pan was then dipped & stripped & powder coated locally.

In 1988 Paul & his familv moved Southern from California to Lake Tahoe for his new job. Great snow, almost year-round skiing, and a remote lifestyle were the benefits. Four months per year time to work on his T34 was the drawback. With little time for resto work. Paul continued his quest NOS for parts. You can't have a used speedo next to an NOS fuel gauge now vou? can And vou can't have a rechromed elbow bumper with two NOS ones, right?

In 1989 he calls

Parts List book & his connections at VWoA he sat down at the VW dealership computer and began buying-up all the NOS parts hidden in the VW spare the University of Nevada Reno football coach and asks for volunteers to mate the body back on the restored pan. Four huge linemen lift the body onto the pan for peanuts ...





Here's the chassis with NOS everything! Tie rods, steering box, pedals, brake lines, etc! Rims were powder coated along with the fully-detailed pan.

Fast forward to 2002 ... and Paul finds rust sneaking up from the salty garage floor onto his T34. He decides that now is the time to begin the body resto, so he tows the 1963 T34 shell down to Southern California to be dipped & stripped at PSC for \$1200. That's where he's at now.



In Sept 2001 Dag Henriksen was visiting from Norway & dropped-in to see Paul's progress. The engine restoration had just been done ...

PSC will dip the body into a huge vat of Zinc Phosphate to seal the rust and then the whole body will be electrostatically primered. Once the sealing is done the body will be transported to two body shops for quotes then painted the original L87 Pearl White. This should take all summer. You'll hear about his long-term restoration again when it's painted & being reassembled ...



TOY BOX: Custom Corgi T34 Cabriolet

A regular series on collectible T34 models & toys

Collecting T34 toys is another form of obsession for many T34 owners. The nice thing about T34 toys is that there are not too many variations and they seem to be fairly easy to find now with eBay and the internet. Corgi, Siku, Struxy, Minichamps, Ichiko, KS, Praline, Model

International, & Fischer are all different types of T34 toys that are available. The most common T34 model is the Corgi Coupe.

Joe Lange lives in Alabama and has been creating customized VW models for many years. He specializes in designing modifications

that are as high-quality as the original models. When Lee called Joe and asked him if he could do a perfect replica of his Ruby Red 1962 Cabrio, Joe accepted the challenge. Lee found an old Corgi on eBay for \$8, and Joe spent 3 months working on this conversion. Joe is a stickler for detail, so when he built the Corgi Cabrio replica he went all out. The first step was to disassemble the model & strip the paint. The Corgi Coupe was based on an early-1962 with the side scripts, and Joe restored the body perfectly in Ruby

Red. For the top, he cut the roof & clear window insert leaving the windshield & vent windows. He also designed a black rear boot to match.

Joe prefers to customize models to appear like an original creation (although Corgi never made a T34 Cabrio), so

he kept the Corgi conversion simple by detailing the chromed bumpers, lenses, scripts, and adding NOS Corgi tires.

Thru the internet, Lee found a Corgi enthusiast in Australia specializing in repro Corgi boxes, and he created a special box to make it complete!





MEMBERS COLLECTIONS: Rare T34 Tin

By Ghin Tsurusawa (Japan Rep)

Collecting T34 toys & models is fun & not too difficult, since there are about a dozen different T34 variations. But each model type has different variations, so it's a real challenge to find the different versions, paint color combinations, and unique details. There are frictin-powered, batterypowered, and key-wind-up models.



Left: Black & White Ichiko "Polis" with friction-driven wheels, rotating roof lights, antenna, & Karmann rear license plate.

<u>Right</u>: Green & White Ichiko "Polizei" with rare battery powered hand-held control module, blue roof light, & red siren. This one is a \$250-300 toy ... not for the lowbudget collection!

Left: Ruby Red & Black KS, a very rare two-toned color! Boy would Lee love to own this beauty!

<u>Right</u>: Black & White Ichiko "Police" with 3 red roof lights, red siren on right front fender, cool police shield on the doors, & English text. The rarest variation of them all!



Ghin Tsurusawa in Japan has ventured into the large-scale tin T34 models! He has found six different tin T34 models for his growing collection. There are two manufacturers of tin T34's: Ichiko and KS. They are visually identical but differ in the little details. Five of the six are police models with different roof lights, logos, & languanges.

RESTO RECOMMENDATIONS: Don't Trash That Part!

By Gary Leonhardt (Oklahoma USA)

Just bought that old car you have been searching high and low for months or even years. With paper and pencil in hand you make a checklist of items that require attention; interior mirror, outside mirror, radio, bumpers, chrome rings, door latch, & gauges. Here's the part that drive me crazy about most people who buy an old car and begin the restoration – they remove a 'battered' part and toss it into the garbage!!! If you are going to do something as drastic as that then may I ask if you would take a pocket full of \$100 bills and burn them? Well, that's exactly what you are doing when you buy that clunker and start stripping it down and tossing everything into the trash.

Back in the late 70s the head honchos at VWoA went on a parts buyback spree and TRASHED scads of NOS parts. Why? I wish I knew. Because of this thoughtless action we in the enthusiast realm have a scarce supply of replacement parts for the car we wish to restore. You'd like an NOS cat's eye mirror for your T34 right? So would every other T34 owner, but unless you are willing to mortgage the house and sell one of your children this may not happen. The bottom line is enthusiasts must do research before beginning their restoration.

In the 10-plus years I have been in the auto hobby world I have learned that the only items that can't be rebuilt on an old car are broken glass, rotted rubber, and worn carpeting. There are a multitude of individuals who can rebuild, refurbish, or darn near reproduce anything. Just because you own a VW doesn't mean that the fellows at the local Chevy classic parts store can't rebuild a part. Let me give you some examples:

Radios – Sure would be nice if the radio worked in your car. Get on the Internet, chat with fellow members, and look for people who rebuild radios. It just so happens that there is a fellow in Pennsylvania who can rebuilt, refurbish, and make work, any radio from A to Z. Doesn't it make sense to pay \$150 for him to rebuilt your radio rather than pay \$500 for a used, original radio that may peter out after a year of service? Gauges – Those gauges in your ride sure are nasty. The numbers are faded, the speedo didn't spin on the way home, and the clock doesn't work. You sigh and say, "Gee, guess I'll have to search for original gauges and throw these away." Bad move. You have original gauges. Again, call around, search the catalogs, or fire up the computer and look for someone who can rebuild gauges. The price you pay to get your 30+ yearold gauges far outweighs searching for originals that may be as bad as the ones you just tossed. Besides, are you restoring a museum correct car?

Mirrors – Ah. You've got a cat's eye mirror but there are dings on the outside and the silver is falling off the back of the glass. BFY Obsolete has been refurbishing mirrors since the 1970's. For a mere \$55 or so you can send your mirror to them and in a few weeks receive something you could swear came off the new parts shelf. The dings are removed, the chrome polished, and the glass replaced. The same holds true for the interior rear view mirror. Just because the visor mount looks like a turkey's neck doesn't mean someone else can't make it look like new.

Door latches – Another misunderstood part. Darn thing is loose and won't open the door, or, the door won't shut. Take it to a local machine shop and have them take a look at it. These guys LOVE a challenge and have the proper equipment and skill to complete the job.

Chrome Trim – Unless the piece is creased, KEEP IT. Someone, somewhere, has a set of brass hammers, a leather shot bag, and the patience to bring that irreplaceable piece back to life.

Gas tanks – Get that sucker bead blasted or white blasted and then either powdercoat it, use POR15, or Rustoleum. A quick trip to a radiator shop and it will come out of the vat clean as a whistle. After that I would seal it with POR15 fuel tank sealer and there will be no more worries.

Steering Boxes – Yours a little worn? No sweat. Take it in to your local VW parts supplier and I bet \$20 you can get it rebuilt. TRW is the best and prominent rebuilder of steering boxes in the world.

RAREST OF THE RARE: Right-Side Cat's Eye Mirror

Those of you with early T34s have surely heard of the rare "cat's eye" side mirror. This mirror has an angled upper section that cuts down to give the appearance of a cat's eye. This mirror is authentic to all 1962 T34s (Model 343's only) and is difficult to find in good condition. Other 1961-62 Type III models also featured this mirror, and since they had right-hand-drive models from the beginning, the right-side mirrors were also "cat's eye" mirrors. However, these right side mirrors were never known



to exist (except in literature) until one showed-up on eBay last year!

Originally fitted to a Notchback from Norway, Lee had it converted to the T34-threads and mounted it to the RHD T34 vent frame that he got from Clive in England. If a 1962 T34 would have been ordered with dual side mirrors, this is what it would have looked like. Matching dual "cat's eye" side mirrors on the third oldest existing T34 in the world ... rarest of the rare.



PERFORMANCE ACCESSORY: Repro Abarth Muffler

Originally fitted as aftermarket an performance accessory to Volkswagens, these specialty exhausts enhanced the power, flow, and sound. and Abarth was the



restrictive than the stock exhaust and provides a throatier note to complement the performance VW motors. Priced at around \$500 plus shipping costs.

To order your own repro Abarth

leading supplier as early as 1953.

NOS Abarth mufflers are now obsolete and rarer than ever, but a German supplier is now offering a reproduction version in stainless steel for the T34. The repro exhaust is an exact replacement to the T3 muffler but has dual exhaust pipes to the left side instead of a single one. The repro muffler is less muffler, contact Axel Stauber in Hannover, Germany online at www.vw-axel-stauber.com or telephone @ +0 5543 94110 or fax @ +0 5543 941122. His email address is info@vw-axelstauber.com and can offer answers & prices about the repro Abarth muffler.

RESTORATION STORIES: 3-Year Canadian "Riviera Special"

Story & Photos by Ian Cuthbertson (Calgary, Canada)

Ian & Karen live in Calgary, Alberta, Canada and have a very interesting story involving their 1965 343 (345 128 608). Karen bought this original T34 in April 1987 at sixteen years old as her first car. The newspaper ad read "1965 VW Karmann Ghia Riviera Special C\$1800" (US\$1200). She used it for daily transportation thru High School and into her college years. It was parked soon after in favor of a more reliable car and sat untouched for 10 years.

Ian came into the picture about this time and discovered the T34 Registry. He recalls "I found the T34 Registry absolutely invaluable. The people, the support, the access to information and the parts sourcing – totally amazing. I can't imagine having tried to do this project without that resource". They decided to fully restore the Riviera Special to its former glory in April 1999.



The first to be dealt with was the pan, and there was a lot to deal with. We sandblasted the pan & frame components, and then used sections of T14 repro pan metal to repair rust problems. When complete, the pan was powdercoated a shiny black, and everything was put back together (above right). We fit new brake lines, and shocks, as well as NOS dual circuit master cylinder, steering box, T3 pedal arms. With a planned engine upgrade, we also installed a new heavy duty transmission to cope with the anticipated extra torque. A trick front disc conversion kit from Germany rounds out the package.



The first stop after disassembly for the body was a trip to the bead blaster. Ouch, where did all that rust and old body putty come from? The nose, rockers, rear wheel wells and quarter panels were all a mess once the paint came off. Although it ended up taking about 2 and half years, the work that the body shop did to fix these problems was amazing. In addition to the extensive in-house metal fabrication that they did, repro rockers (thanks Lars!) and a front clip (thanks Dan!) were used to make the car completely metal again.



When it was done, we chose an original 1965 color for the respray, Black over Cherry Red.

To give the car a little more get up and go, he shelved the stock engine and built a 1776cc engine from scratch. Dual Webers, big valve (hemi-cut) heads, performance cam, and headers should make it breathe. Electronic ignition and full balancing should make it rev. A full flow oil filtration setup, deep sump oil reservoir, & low compression



regulator parts, and dash handle chrome. They look great, and compared to purchasing NOS parts, it was a cost-effective alternative. Many parts couldn't be repaired of course, and with two years to search, I was able to find quite a bit of NOS or excellent used parts through help from Registry members and vendors, and through eBay.

This was good, because a fundamental truth seems to be that you can't have just one NOS piece on a car, it makes everything else around it look ratty. A matching T34 repro tach from Tim Dapper, beautiful repro window scrapers and flawless upper dash pad from Lars, interior carpet and headliner from Sewfine, and old look whitewall radials from Coker tire found their way onto the car. On the good used side, I was very lucky to find an AM/FM Blaupunkt with T34 faceplate, a pair of Canadian side emblems, and a T3 parcel tray that look great.

ratio should make it last.

All rechroming was done locally. Not only the bia stuff like the bumpers,

hubcaps, head & fog light rings, & door handles. also the but dozens of small things like popout window



It's finally nearing completion, as they took their inaugural drive in late May. "We originally thought that we'd be driving it 2 years ago, but oh well, the wait has been worth it. Although it was built to look stock, it was also built to be a reliable and wellperforming car."

T34 TALES: Obsessed

There are many different types of people in our T34 Registry, with many different cars and many different ideas of what their hobby means to them. Some of these people get out of control and do some insane things that make us laugh and enjoy sharing with others. Over the past 15 years there have been several owners that have earned entry into this exclusive group ... and we would like to share their stories. Their names have been protected ... but you will know who they are if you've been paying attention.



<u>Fearless Leader</u>: For over 10 years he daily-drives his T34s, then miraculously survives a catastrophic crash in his 1965 T34 ... then in less than 60 days he completes the restoration on his open-roof T34 convertible ... his wife still can't understand it!

<u>New Jersey Nut</u>: buys a rusty 1966 Coupe then a 1968 Sunroof, spends the next 5 years (& huge sums of money) piecing two cars into one 1966 Sunroof ... then decides to spend \$\$\$ on as many NOS parts (top prices) as possible ... but then abandons the project & moves to California.

<u>Norwegian Daydreamer</u>: during an unusually harsh winter season in the cold he retreats into his home and sends emails to the T34 list confusing his dreams & reality ... freaking us all out in the process.

<u>Tennessee Titan</u>: this top-shelf antique automobile enthusiast decided to buy a T34 since it was the car he drove in college, spends \$15K for an electric sunroof 1968 only to tear it completely apart for a full restoration costing at least that much again!

<u>Train Wreck Duo</u>: this elderly 70's couple from Southern California drive their smashed & crashed barely-running bungie-cord-to-keep-the-door-closed 1965 T34 weekly from San Diego to Los Angeles for medical treatment. Their "other car" ... a 1930's Talbot-Lago coachbuilt classic (left), one of about 20 worldwide!



<u>Rumplestiltskin</u>: this Nevada snowman bought his T34 in 1982 (20 years ago), drove it 18 months and then put it away ... preferring to collect every NOS part that becomes available in his steady quest to build an NOS T34. After 20 years he plans to revive his beloved T34 to life this year.

<u>Mr. Clean</u>: this German native heard a rumor from a friend that a certain prototype T34 Cabriolet would be auctioned off from an old VW dealership's assets, so he promptly outbid everyone and called his wife on the mobile phone to say "honey, don't take any money out of our bank account ... it's all gone"!

<u>Paging Doctor Salvage</u>: this Northern Californian has "saved" a dozen T34s from death, storing them in his large storage yard beside the house, and slowly "reviving" many other members T34s over the years.

<u>Mediterranean Madness</u>: fell in love with the T34 and bought a 1969 Automatic (one of a dozen worldwide) not knowing anything about them, then after getting it running again he has his wife take a video of him driving it and wants to broadcast this video to the entire T34 list.



<u>Illinois Illness</u>: begged his dad to buy him a thrashed non-running T34 (left) for his 8th Grade graduation, then stored it for the next 20 years and still has yet to drive it ...

For those of you that made the "Obsessed" list this is not a bad thing but rather an **HONOR**, so be proud of your obsession & dedication, as was intended.

EBAY SPECIALS: Almost Anything You Need! A regular series highlighting the treasures & prices of interesting T34-related items seen recently on eBay

VW 1500 "Tourist" round tool kit	\$830
Early ivory domed window handle	\$13
Used fog lights (pair)	\$50
NOS left turn signal lens (amber)	\$10
Ichicko Police Tin model	\$125
Rocker sheet metal set	\$90
Gold Corgi\$138 (MIB) & \$82	(nice)
Ivory Corgi\$18	

T34 side emblem & seal	\$97
Full circle horn ring (used)	\$202
NOS T3 fuel pump with cap	\$8
Original T34 tachometer (silver-knob)	\$581
NOS T34 rear louvre trim	\$177
Tail light seals (used/pair)	\$10
NOS bronze speaker grill	\$29
NOS T34 mud flaps (pair with brackets)	\$62



LATE MODEL TALK: Instrument Panels

A regular series on 1967-69 T34s by Daniel Baum (Israel)

The late model T34s featured a completely redesigned instrument panel. The instruments were silver instead of bronze, the switch knobs were black, and the dash had a wood-grain plastic covering. There was a small Karmann Ghia script above a new squared radio area, and there was an aluminum horn ring & horn button instead of chromed. But identifying these three years apart is quite difficult without this guide.

1967 Features:

- Black solid knobs: with no ridges or icons (lights (111 941 541B), wipers (111 955 541C), and wiper button (113 955 549B))
- Early ignition switch: same as 1962-66 but 12V
- Early lower dash pad: same as 1962-66 style

1968 Features:

- Black ridged knobs with icons: (lights (111 941 541F), wipers (111 941 541F), wiper button (411 955 549B)) used thru 1969
- Late ignition switch: angled key entry
- Late lower dash pad: flat area above ignition
- Optional emergency lights knob: red lens without white text
- Optional tandem brake warning light: red lens without white text (above lights & wiper knobs)
- Optional rear window defroster warning light: red lens inbetween speedo & clock
- Cigar lighter knob: with new icon

1969 Features:

- Black locking glovebox knob: same as Beetle (113 857 131)
- Emergency lights knob: red lens with white text & VW logo
- Fuel gauge warning light icons

There were three optional items available for 1967-68 T34s: 4-way emergency lights (M18), tandem master cylinder warning light (M50), and an electrically-heated rear window defroster (M102).

In 1969 the only optional item was the heated rear window (M102).





1967 Features:

Black solid knobs Early lower dash pad Early ignition switch Chromed glovebox lock

1967 instrument panel (missing steering wheel & clock)



1968 features shown:

Black ridged knobs with icons Flat lower dash pad Angled ignition switch Chromed glovebox lock

1968 instrument panel (missing radio)



1969 instrument panel

1969 Features:

Emergency light knob & icon Black glovebox lock Flat lower dash pad Fuel gauge warning light icons



ONLINE DISCUSSION: The Secret X34 Concept Car!

Lee Hedges: "Everyone once in a while something amazing is published in the VW magazines ... and the March 2002 edition of Hot VWs magazine has a BIG SURPRISE! There is a skilled & talented artist by the name of Michael Leonhard. He specializes in designing visions of the future. Hot VWs magazine featured a selection of his best drawings. Funny thing is ... the artists most-desirable VW is the Type 34! He spent a great deal of time & energy working up a modern design called the X34 based on the 1960's design of the T34."

Steven Ayres: "I applaud his choice even as I gag at the thought of the 34 getting the plastic-pod treatment. Heaven forfend!"

Daniel Baum: "Here's what the new T34 must have, otherwise it's not a Type 34: Loads and loads of unique parts; we must make sure they are really hard to get in about 30 years, and plan on keeping stockpiles of NOS ones while we can. We must also washer bottle that connects to the spare tire. No temp gauge or rev counter. Lots of places where water can accumulate and cause rust in about 3 years. A gigantic price tag so no-one will buy it. With those features, the X34 Registry will be a flourishing concern in 2034!"

Steven Ayres: "For myself, I think the 34's best, defining points are: 1. Economical GT performance and excellent, snappy handling 2. Distinctive, somewhat aggressive styling with sharp, flowing lines 3. Tasteful use of chrome for a more finished, refined look, befitting the top of the line 4. Comfortable, quiet, well-appointed two-seater with lots of cargo space.

What do you think? What would you like your X34 to have? If somebody's going to take on the update of the 34, it ought to be us! Who knows it better? Let's determine what's best about the 34, what really makes it what it is. At the same time we

change at least 30% of these unique for parts each model year. A noisy and smellv engine situated at the rear. А windscreen



can look at modern technology (or what's coming in the next 5 years) and see what we might want to make the 34 better."



Doug Gray: "The idea to update the 34 is not really that far fetched an idea. VW already has a modern day Karmann Ghia, however, its called an Audi TT. Think about it. Both the old and new versions share the Beetle platform, low roofline, sporting capabilities without being a true sports car. And now that the New Beetle Turbo S has the same motor as a base TT, they once again share the same engines, just like the original Bug and Ghia. But which current model would VW choose to use as a base for a 34, maybe something made by Seat or Skoda?"

Daniel Baum: "There's a good point! And the Audi IT design is about as similar to that of the KG 14 as that of the X34 is to the T34.

One more thing I forgot: There must also be an X14, which has the same name, very similar specifications, but costs half as much, so that customers will not be able to understand why they the first full-model redesign of the 34 was actually the 914, and that seems like an attractive direction. What might be an appropriate current platform between VW and Porsche? Isn't there a new Audi come out recently to top the Π ?

Following up on what I'd like to see in a new 34: Mid-engine configuration (for both handling and cargo space), Aluminum-alloy skin, unibody construction (light, no rust), Integrated roll cage, Hydrogen fuel-cell option, T-top option, Something else to keep: rear-wheel drive!"

Gary Leonhardt: "I'd like to add my 2-cents worth to Steven's suggestions. How about the famous Tiptronic transmission as an option? Sticks are fun, but I have learned through the local VW club that the autostick allows amputees to enjoy the hobby as well (eat your heart out Autostick nay-sayers!). Rather than a mid-engine design (too much cabin noise), how about giving her the power the shape

should spend money on it."

Scott Perry: "My favorite part has always been the lines of the roof and all that glass giving it the fishbowleffect. That curved dash is really sharp."

Steven Ayres: "If we were to follow the direct parallel, it'd be the Passat, wouldn't it? On the other hand, I think



seems to boast new the W10 engine! To keep it mean and handle well, toss in an AWD setup, Oh, for nostalgia, how about a modern touch to the pushbutton dash? Nice touchpads little where the old unit used to sit with gentle backlighting."

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



Einstein Yco (Pomona, California USA)......Silver 1963 343 (0 140 825): 1641cc dual Webers & 17" Porsche rims





Manfred Veithen (Burg Rueland, Belgium)......Cypress Green 1969 343 (349 103 451)

T34 Registry membership\$25Phone calls searching the classifieds\$50Upgrading to high-speed internet service to see\$35/monthT34 web pages faster & learn more about T34sBuying a fellow member lunch to get good adviceFinding the "right" T34?**PRICELESS!**



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 bimonthly 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 <u>caryl.murphy@talk21.com</u> or call her at +01948 830700.



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

CLASSIFIED ADS INFO

The T34 Classified Ads are published four times per year. All ads will be removed after <u>one year</u> from the first newsletter in which the ad appears (unless extended by submitter).

Type 34's For Sale:

1. <u>1962 343 (0 002 901):</u> needs pan repairs and paint, originally L41 black, rebuilt brakes, runs and drives well with 1500 single carb motor, interior still original, cream vinyl and red cloth. \$3000. 1966 daily driver, rebuilt brakes, new muffler, interior and paint not original, \$2500. 1967 Right Hand Drive, very solid bodywork, but pan needs work, needs to be assembled (complete project) \$1750. I would like to sell all three and could put together a good shipping deal. Email me for pics or further interest. South Africa. justinvw@lantic.net. (May02)

2. <u>1962 343 (0 046 519)</u>: 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(May02)

3. <u>1962 343 (0 050 901)</u>: Sea Blue & White, 1 family owned since '63, 41,500 km, all original documentation. Authentic and correct early T34 in beautiful condition. \$9445, Ulf (Germany) 49 89 430 6388 or Ulf.Reissberg@RSD.DE(May 02)

4. <u>1962 343 (0 062 663)</u>: 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, Enid, Oklahoma 580/242-8725 or stonie@21stcomm.com (May02)

5. <u>1962 343</u>: new teal green, nice paint, 6 volt, daily driver, \$4500 (626) 917-7813 Southern California. (May02)

6. <u>1962 343</u>: 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 Martton, NJ. (20 minutes from Philadelphia). \$1000 obo. Barry (856) 810-2271 Barrydmb@aol.com (spring 01)

7. <u>1963 343</u>: original 6V, 1500cc engine, \$3000. Call my pager, 818 229 8792 and leave your number. (So Cal) (May02)

8. <u>1963 343 (0 152 370)</u>: 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(May02)

9. <u>1963 343 (0 180 389)</u>: 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(May02)

10. <u>1963 343</u>: I have owned it for almost 20years. Type 34 Registry's one of the best modified T34's! 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 \$10,000 O.B.O. Dirk at dbrog28301@aol.com ph# 805-737-1553 California (Fall01)

11. <u>1963 343</u>: 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. (May02)

12. <u>1963 34</u>: 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(May02)

13. <u>1963 343</u>: New engine, new metallic beige paint, runs, needs interior. After 5PM. (818) 771-1280. (SoCal) Email gbless@eudoramail.com (May02)

14. <u>1964 343 (0 410 461)</u>: 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 but optional 2007cc engine and 356 Porsche brakes available. \$2500. Greg Banfill (No Cal 707.291.7606 vwparts@vintagewarehouse.com or vintagewarehouse.com (May02)

15. <u>1964 343</u>: requires full restoration or for parts \$450 obo. New Westminster Tel: 604-526-1856. (May02)

16. <u>1964 343</u>: 95K miles \$3500 San Mateo CA 650 996 0460 (May02)

17. <u>1965 343</u>: 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(May02)

18. <u>1964 343 parts car</u>: Rough, it has rust and bondo, the roof was jumped on. It still has all the gauges and the push button assembly, seats and lights, it has all the side windows but no front and back. \$300 Las Vegas, Nevada USA, GANGSTAVW62@aol.com (May02)

19. <u>1965 343 (345 090 568)</u>: 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. Floor pans are solid & 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. \$5500 firm. Brian Carter cac@always-online.com, 252-637-4208. (may02)

20. <u>1965 344 (345 210 595):</u> Sea Sand authentic original condition show car, featured in VolksWorld, 17K original miles, £8000. Fung Fung (England) 01784 59186 (Dec99)

21. <u>1965 343</u>: 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. (May02)

22. <u>1965 343</u>: Very clean, 48,000 miles, clean inside and out. was kept in a barn in cal. for 7 years. Shown a few times placed first. Push button dash, 6 Volt. Robin Enos, robinshotrods@aol.com (850)535-9600 Vernon, Florida, USA(May02)

23. <u>1965 343</u>: 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

24. <u>1965 343</u>: 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.

25. <u>1965 343</u>: Complete including original dual carb 1500 engine, original wheels & trim rings. Original glass & chrome in great shape some filler in right rear of body, nose clean. \$2500. Wilmington NC Danny Morganelli,, Phone 910-297-8470 (May02)

26. <u>1966 344</u>: Complete car except for glass. 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. Naeem (Singapore) naeembutt@altavista.net or Fax: +65 3451854, Tel: +65 9743 6370.

27. <u>1966 343 (346 250 154)</u>: 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. (May02)

28. <u>1966 346 (346 062 034)</u>: 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. (May02)

29. 1966 343: 1999 restoration on 1600 twin carb Canadian car including an everything off new paint job, suspension parts, brakes, beautiful car; hardest remaining chore will be reupholstering the seats. Runs and drives well, even put out fair heat last I drove it in January, 2000. Stored in a hangar in NW Indiana (Valparaiso) since February, 2000 while I live in Brazil, but taken out and driven around the airport every couple months. I can't take care of her or enjoy her from 4,000 miles away, so she deserves to go to a good home where she'll be regularly driven and cared for. Beautiful working Blaupunkt AM/FM/SW included; mud flaps included (but don't know if they're original); gas heater not working, but shouldn't take much work (I ran out of time); spare muffler; other various spare parts. The photo doesn't show the side markers, turn signal plastic or rear bumper - it's all there. More photos on request. Clear Indiana title. US\$3,500 The car will be available to see and buy when I return to the States the middle or end of March 2002. Michael at geurink@argo.com.br(May02)

30. <u>1967 343</u>: seen @ Karlsruhe KG Show, good original condition, original 130,000 kms, 14,000 DM (US\$7000). Ulm, Germany. For details send me an email : kgtype34@aol.com. (fall01)

31. <u>1967 343</u>: Exterior has been restored, front bucket seats recovered, original engine with @ 70K miles, runs well. 1 owner, serious inquiries only. rcorpe@home, Augusta, GA(May02)

32. <u>1967 343</u>: Has 3 new tires, and needs restoring. \$1,800 Banger2BT@aol.com. Florida (May02) 33. <u>1968 343</u>: Red, excellent original interior, runs good. Very rusty and needs exterior work. Complete with only 54,000 miles on the odometer. Ron (TN) 901 837 0650. (May02)

34. <u>1968 346</u>: 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 U\$\$6900)(fall01).

35. <u>1968 345</u>: June 1968, body red, roof black , sunroof, automatic shifter, 54hp, front damaged, Price 3100 DM (\$1550 US), Tel.:0049-5358-984303 oder mobile 0049171-6870438. (fall01)

36. <u>1969 345 (349 129 157)</u>: Redone chassis, gearbox, & brakes. Good body that needs paint and finishing. Needs chrome work as well. \$3400 US. Fabrice (Belgium) 065 7244 (May02)

37. <u>343</u> Older repaint w/ excellent color match. Car needs mechanical the 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 puttied 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, PA (fall01)

Dealer Parts for Sale:

1. <u>Bill and Steve's</u>: 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. <u>Neuffer - Kompetenz in Sachen Karmann</u>: 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 airdeflector 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. <u>WW-Veteranenteile</u>: 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. <u>Sewfine</u>: 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. <u>Wire Works</u>: Complete T34 wiring harness made from pattern of existing harness. \$268. Bob (So Cal) 310 519 8147.

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

Veteranendienst Peter Fried NOS Parts: 131 601 151 Flat 7 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. Veteranendienst-fried@t-online.de (Fall01)

8. <u>House of Ghia</u>: 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. <u>West Coast Classics</u>: Top quality interior restoration from carpet to door panels, they have done complete interiors for T34s in the past, call for quote. (So Cal) at 714 871 1322.

10. <u>Type 3 Detectives</u>: 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. <u>Welf Brandes Type 34 Spare Parts GmbH</u>: 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. <u>Volkswagen Sport, Inc</u>. Some used T3 parts that fit T34s, call for current items in stock. Eric Lussier (Phoenix, AZ) @ 602 234 3598.

13. <u>Kustom 1 Warehouse</u>: 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. 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 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 uncracked \$500ea, lower used uncracked \$300ea, rear pushbutton 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. <u>Beetle Choose</u>: 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 beetlechoose@freenet.de (Germany) (Jan00)

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

17. <u>Wolfsburg West</u>: 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., fuelpump rebuild kits, etc., Ron (So Cal) @ 714 630 9653

18. <u>Vintage Warehouse</u>: 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

19. <u>Windshields: Glass Search</u>, 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.

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

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

22. <u>Windshields: Iowa Glass</u>, 800-553-8134, ask for Debbie at ext 247, has 6 in stock, \$300 + \$65 for crating and shipping.

23. <u>Bug City</u>: NOS front fenders for sale. The part numbers are: 343 809 021, Side panel, left and 343 809 022 Side panel right. The price is \$300. Contact is Dave at Bug City, 1-888-284-2489, Connecticut (860)666-2489, or www.bugcity.com (May02)

24. <u>Baum Tools Unlimited, Inc</u>: 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

Private T34 Parts for Sale:

1. <u>Parting out a 1964 343</u>: Both doors, front/rear window with moldings (cracked windshield), all seats, all gauges minus the clock, grab and door handles (inner and outer), gas tank, brake and water reservoir, all door and quarter glass, transmission, front and rear lids, any offers for the rolling shell, it has a perfect nose. So. Pasadena, Martin Serrano, 626/441-3158 (May02)

2. <u>Used T34 Parts</u>: 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(May02)

3. <u>T34 Roof Rack Locks</u>: chromed, case hardened steel, American and patented. Rick (CA) 650 583 8245 or 650 619 2663. (May02)

4. <u>T34 PARTS</u>: 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. <u>T34 Parts:</u> 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. <u>NOS Rear Panel</u>: original primered 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(May02)

7. <u>NOS Parts</u>: 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. <u>Used Parts</u>: 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.

9. 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.

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

11. <u>Heatable Rear Window</u> (option M 102) Exc. shape \$150. NOS front lens (amber), Mats (Sweden) e-mail: ghia@malmo.mail.telia.com

12. <u>NOS T34 Parts in Norway</u>: 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

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

14. <u>T34 Parts</u>: Too many to list. Contact Clive Richardson at clive.richardson2@virgin.net:

 <u>Repro T34 Decals</u>: 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. 16. <u>Type 3 Floor pan:</u> restored, zero rust, red oxide and tractor chassis painted. £50 (\$83 US). Buyer collects. Neal (England) 049 1822 445 or nr@hrwallingford.co.uk

17. <u>Used T34 Parts</u>: 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

18. <u>Used T34 Parts</u>: 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, '65 & loder Brake Drums, front and rear (USED)- '65 Body Pan, good shape- 2 engines. Doug Illinois 815 664-2712 of cdoug@hotmail.com(may02)

19. <u>1965 Type III Workshop Manual Set</u> (Vol's I & II). New condition! Includes Type 34 section, electric sunroof. \$250 obo. Inquire at

dcdkwd@earthlink.net or 603 835 6133. David Diehl

20. <u>T34 Windshields</u>: Two from a 1966 & 1969) front and back windshields. I just have to clean them, but they are not broken or chipped. Wolfgang Peter, Ringgold, GA wg@catt.com

21. Rear window seal. Lars Repro. Perfect condition \$115. Passenger seat chrome. Very good condition \$25 Battery hold down clamp for 6volt battery. The one side with clamp/hook. Condition is very nice , has been restored with Por-15. Perfect for that "everything has to be original nut" \$15 Battery braided ground strap. Condition is event has been restored with Por- Perfect for that "everything has to be original nut". \$10 Single carb air cleaner to carb boot. With both clamps. Very hard to find one of these. Excellent condition and is still soft and pliable. \$20 NOS grab handle, redish/brown. With both chrome piece's and mounting hardware. Excellent condition. \$65 Used grab handle, black. Strap in near perfect condition with some pitting on chrome piece. With right hand chrome piece mounting hardware. \$50 NOS door handle, passenger side. Excellent condition. \$60 Used 6volt wiper motor. Excellent condition will sell with or without the rest of the wiper assembly. \$50 Front bumper. Three piece's. Good to very good condition. \$300 Engine lid with original insulation. Excellent condition and has screenprinted "open/close on top piece. Minor flaws to top insulation piece. One of the nicest I have ever seen. Taken out of 68 Squareback. Believe same as later T34. Had in my 63 till I restored original lid. \$65 Dual carb air cleaner. Unusual paper element instead of oil bath. Removed from 70 squareback. Excellent condition. \$50, Fan shroud fresh air boot. Have two. P/N 311-255-353B. Used but in excellent condition. Almost like new as I bought NOS 2 years ago, used for very short time and replaced with new set when re-painting motor. Believe I bought last three sets in world of these NOS. These are no longer available anywhere and near impossible to find in this condition. \$35 Scat chromoly 4130 1:25-1 ratio rockers with all parts and shims. Perfect condition. Less then 200 miles on them. Cost \$230 sell for \$175 OBO. Claude Buggles thin line 11/2 sump with all parts and new extra filters and gaskets. Perfect condition. Nice setup! Cost \$125 plus with extra parts, sell for \$80. Near new stock rocker assemblies. Both sides. Just a few thousand miles on them. Have lash caps to go with them. \$100 for the pair. NOS Front turn lenses L/H & R\H Hella, Not reproductions. \$30 ea. Like new Front turn lenses L/H & R\H Hella, Not reproductions. \$25 ea. Side marker lenses L/H & R\H Hella, Not reproductions. \$20ea. Used front turn signal base L\H running light style. Base In Excellent condition. The back has of base has been Por-15ed to prevent corrosion. \$125. NOS Front turn signal base R\H. Rear coated to prevent corrosion. Perfect \$150. NOS Front over-riders L\H & R/H. Rounded style, perfect condition. \$120ea. NOS Rear over-riders L\H & R/H. Pointy style, perfect condition. \$150ea. Early shift coupler. Round style in excellent condition. \$15. Late shift coupler. Square style in excellent condition. \$10 10. NOS Grey shift boot. Very thick rubber and really beautiful. Front interior drain tube. Runs from vent behind dash to floor. Perfect condition \$30 . Rear lid lock with 2 keys. Good condition. \$40 Original style silver wiper blade. SWF made in Germany. Good condition. \$10 . Used fan shroud fresh air boots. Restored with Por-15. No tears, usable \$15ea. Used rear lens. Amber & red in fair condition. \$10ea. Fog light lens in fair condition. Scuffs can be polished out. \$25 Front pointy style overriders. L/H & R\H no dents, needs re-chroming. \$30ea. Driver side outer door handle, fair condition. Can be re-chromed. Have two. \$20ea. Passenger side outer door handle, fair condition. Can be re-chromed. \$20. NOS inner door latch assembly. P\N 311-837-015 \$100 . NOS inner door latch assembly. P\N 311-837-016 \$100 . NOS push button switch chrome trim plate. Very good condition. \$25 Rear glass. Very good condition. \$50 Driver door glass. Fair condition, some scratches. \$25 Driver's window winder mechanism assembly. Very good condition. \$40 Rear rubber floor mats. L/H and R/H 1 very good the other torn and repaired with Por-15 \$25 & 20. Tailpipe for stock muffler. Used and in Fair condition, \$15. NOS Clamp for tailpipe. \$5 Horn 12v Bosch. Bumper mount style. Works fine. \$15 NOS Push button to push-pull retrofit kit with correct original tulip knobs. Complete with switch mounting plate & escutcheons. \$200 Push button switch 6volt in very good condition. All buttons work and button covers are in good shape, no cracks intact and readable. \$100. Reproduction horn button. Has gold inlay and is in perfect condition. \$ 15 New Osram 12volt fog light bulbs still in box. \$15ea. Two NOS headlight beauty rings. \$110ea. KPH speedometer 0-150kph. Brass knob style in very good condition \$ 65 Fuel gage with brass knob. Can make 6 or 12volt on request. Very good condition with perfect trim ring. \$75 MPH speedometer 0-90mph with brass knob. Excellent condition with perfect trim ring. \$80 Clock with black face. Works well. Removed from 70 type 3. \$35 MPH large style black face speedometer with trip meter. From 70 type3 \$100. Door threshold plates. Two in good condition, needs polishing. \$12ea. New in box Sealed beam headlights. Two 12volt Sylvania halogen cool blue's. 65/55 Watts street legal \$15ea. Front L\H & R/H turn signal base seals. Used in very good condition. \$100 set Front L\H & R/H turn signal base seals. Used in good condition. \$75 set Push button switch covers. 1 washer, 1 wiper, 1 running lights and 2 headlight in very good condition. No cracks and are readable. \$15ea. Horn rings. One Flat finish in very good condition and one shiny finish in good Condition. Shiny ring has some very minor surface pitting. Flat \$25 Shiny \$15 . Bellows clamps. Two large and one small clamps. Very good condition. \$726 . Sun-visor, offwhite. No tears and in good to very good condition. \$35 Chrome fresh air vent slides and dash cover plates for early Type 3. Perfect \$100. Speaker grill cover with mesh for 70 Type 3. Perfect condition. \$20 I have other type 3 parts for sale also Contact Dirk Brogdon at diorcg28301@col.com or call me at 805-737-1553 8am -9pm

T34 Restoration Services:

1. <u>Dash Gauge Restoration</u>: 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. <u>Bumper</u> 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. <u>Door Hinge Restoration</u>: 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@midsouthrestoration.com

4. <u>T34 Drawing</u>! 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. <u>Repro Interior Panels</u>: 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. <u>Repro Seat Upholstery Kits</u>: need new seat upholstery for your 134 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. <u>Polishing & Plating</u>, 1230 Saviors Rd. Unit "O", Oxnard Ca. 93033, Ph.# 805-487-5917 or voice mail 805-3391350, Owner: Robert Torres

8. <u>Baja Upholstery</u>, they are located in Highland Park, close to South Pasadena, Ca. The owner's name is Jesus, his number is 323-222-6109.

9. <u>Ignition/Door Re-Key</u>. 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. Axcess Auto Lock and Key, California, Tim Shirey, (661) 823-8990. He has been in business for 20 years.

10. <u>VDO Instrument Repair</u>: Forster Instruments Inc., Attn. John Anderson or Jeff Heal, 7141 Edwards Blvd., Mississsauga, Ontario L5S 1Z2 Canada, Phone: 800-661-2994, Fax: 800-632-9943 or don.strongitharm@forsterinstruments.com

11. <u>VDO Instrument Repair</u>: Nichols Speedometer, 1336 Oakland Ave., Greensboro, NC 27403

12. <u>Deck lid luggage racks</u>: Randee Pickton 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!

13. <u>NOS and second-hand Blaupunkt radios</u>. Michael, England M.Tough@RMJM.com (May02)

Wanted T34 Parts:

1. <u>Hubcap Wanted</u>: original good condition (no scratches or dents or rust) early flat hub cap for T3. I just need one to complete my T34! Please email RalfHoehmann@Type34.org. (May02)

2. <u>For 1966 345</u>: all seals, tail light base & lenses, turn signal arm, & ignition switch. Jolly (Birmingham, AL) 205 999 2483. (May02)

3. <u>For 1962 343 (0 001 561)</u>: fog & headlight assemblies (nonsealed 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@sgul.com(May02)

4. <u>For 1962 343 (0 001 776)</u>: early Silver-Beige sunvisor set & NOS early aluminum rear view mirror. Please email LeeHedges@Type34.org or call/fax 858 578 1506. (May02)

5. <u>For 1962 343</u>: 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. (May02)

6. <u>For 1965 343</u>: 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 from 1965. Scott (So Cal) @ 805 583 4173 or email: ScPerry@aol.com (May02)

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. (May02)

9. <u>For 1968 344</u>: all lenses, vent windows with frames, seals, emblems, VW1600L script, tail light base, side seat trim. Suthas (Thailand) tutmundo@hotmail.com

10. <u>For 1968 343</u>: 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(May02)

11. <u>For 1968 34</u>. Windshield wiper (2 sets), L & R vent wing glass hinges, L and R Side Mirror, Rubber for all glasses (Front, Rear, L and R), Tail Light (full Set), Bangkok Thailand, Prakitkol Sriphaibool codeboss@hotmail.com (may02)

<u>T34 Toys and Literature:</u>

1. <u>T34 Toys & Literature</u>: David Crotts (AR) 501 753 6755 until 3:30pm CST M-F or anytime on weekends.

2. <u>T34 Blueprints</u>: Reprints of the original, \$25 pre-paid plus hipping/handling. Jack (Netherlands) E-mail: blueprint69@yahoo.com

3. <u>NOS Owner's Manuals</u> for `64, `65, and `67 T34s in various languages \$65 each, Type 14/34 original parts list book in binder \$100, Pete (No Cal) 510 278 9596.

4. <u>Original T34 Sales Brochures & Manuals</u>: Current stock includes '63 & '67 brochures. Gute Fahrt magazines & other auto mags. Mark (Germany)0 21 63 95 27 75, fax: 0 21 63 95 27 76.E-mail: automobiliat@dialup.nacamar.de

5. <u>T34 Owner's Manual Reprints</u>: 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 Cabriolet lf Coupe or box. you own a Corgi T34 and want a nice new box, he can send you one for only \$6 + postage. He has also made a T34 Cabriolet box for the Corgi, although there never was such α model. Excellent reproduction, thick paper box, & bright colors! Malcolm Baxter at baxterfamily@optushome.com.au

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

To order regalia items, send request & check to:

Fred Hampel Registry Regalia Coordinator 136 Monte Rey S Los Alamos, NM 87544 USA

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 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. 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.





VW TYPE 34 KARMANN GHIA REGISTRY

11410 Belshire Lane, San Diego, CA 92126-5553 USA Tel/Fax: 858 578 1506

April-June 2002



FIRST CLASS MAIL