

RAZOR'S EDGE



REGISTRATION * RESTORATION * PRESERVATION

VW Type 34 Karmann Ghia Registry

6068 Paseo Pradera, Carlsbad, California 92009-2241 USA

Main Web Site: www.Type34.org

April - June 2003

1500 1500S 1600 1600L



VOLUNTEER STAFF

FOUNDER & PRESIDENT

Lee Hedges
6068 Paseo Pradera, Carlsbad, CA 92009-2241 USA
Tel/Fax: 760 931 9118
Email: LeeHedges@Type34.org

INTERNET COORDINATOR

Paul Colbert
564 Chiquita Court, Incline Village, NV 89451 USA
Tel: 775 831 5722 Fax: 775 832 7285
Email: PaulColbert@Type34.org

RAZOR'S EDGE EDITOR

Doug Gray
7611 Shenandoah Drive, Elizabeth, CO 80107 USA
Tel: 303 646 0025
Email: DougGray@Type34.org

VICE PRESIDENT

Scott Perry
538 Hooper Avenue, Simi Valley, CA 93065 USA
Tel: 805 583 4173
Email: ScottPerry@Type34.org

INTERNET DISCUSSION FORUMS

Scott McWilliams
Webmaster@motifstudios.com

REGALIA COORDINATOR

Fred Hampel
136 Monte Rey S, Los Alamos, NM 87544 USA
Tel: 505 672 3159

TECHNICAL ADVISERS

Larry Edson (Northern California) 408 379 4158
Tim Dapper (Northern California) 925 820 1587

WORLDWIDE REGIONAL REPS

NORTHWEST USA

Larry Edson
Campbell, CA USA
Tel: 408 379 4158
Email: LarryEdson@Type34.org

CENTRAL USA

Paul Stone
118 Stull Court, Enid, OK 73703 USA
Tel: 580 242 8725
Email: PaulStone@Type34.org

SOUTHEAST USA

Steve Odom
1101 Windsor Drive, Hattiesburg, MS USA
Tel: 601 261 3905
Email: maysodom@netdoor.com

SOUTHWEST USA

Everett Barnes
2721 East Cholla Street, Phoenix, Arizona 85028 USA
Email: everettb@thesamba.com
Tel: 602.787.8356

WESTERN CANADA

Ian Cuthbertson
15808 - 6th Street SE Calgary, Alberta, T2X 1J4, Canada
Tel: 403 862 1575
Email: ian@Type34.org

EASTERN CANADA

Ronald Buckley
RR# 1 1519 Hwy 358, Port Williams Nova Scotia,
B0P 1T0, Canada
Tel: 902 542 1815
Email: orectory@fox.nstn.ca

BELGIUM

Jurgen Magdelyns
Bremstraat 1, B-1981 Hofstade-Zemst, Belgium
Tel: 3215 621388 Fax: 3215 611033

UNITED KINGDOM/ENGLAND

Clive Richardson
4 Church Farm Cottages, Collier Street
Tonbridge, Kent, TN12 9RT United Kingdom
Tel: 01892 730366 Fax: 01892 730365
Email: Clive.Richardson2@virgin.net

GERMANY

Jens-Peter Schwenkhagen
Lauhstrasse 14, D-89079, Ulm, Germany
Tel: +49 7305 919470 Fax: +49 7305 919471
Email: Jens@Type34.org

FRANCE

Franck Boutier
27 Rue St Laurent, Julien de la Liegue
27600 Gaillon, France
Tel: +332 3253 2259 Fax: +332 3253 3440

SWEDEN

Lars Bengtsson
Wollmar Yxkullsgatan 35-11
S-118 50, Stockholm, Sweden
Tel/Fax: +46 8 845474
Email: LarsBengtsson@Type34.org

NORWAY

Dag Henriksen
Mellomboelgen 47A, N-1157 Oslo, Norway
Tel: +47 21905014 Fax: +47 22198769
Email: dagb@chello.no

FAR EAST/JAPAN

Hideki "Ghin" Tsurusawa
227-1 Kawaharagaya, Mishima-shi
Shizuoka-ken, Japan
Email: GhinT34COJ@Type34.org

NEW MEMBERS: **Welcome to the T34 Registry!**

From March thru May 2003

Yancy Everhart.....	Gilbert, Arizona, USA.....	1963 343 (0 166 781)
Eric Benjamin.....	Cherry Hill, New Jersey, USA.....	1962 343 (0 058 382) & 1967 343
Rolf Henriksson.....	Stenstorp, Sweden.....	1964 343 (0 291 233)
Derek Hong.....	Lincoln, California, USA.....	1964 345 (0 263 754)
Howard Higgins Sr.....	Linn, Missouri, USA.....	1966 343 (346 042 280)
Dan Ross.....	Ontario, California, USA.....	1964 343 (0 410 458)
Benedito Gleria Filho.....	Sao Paulo, Brazil.....	1968 343 (348 214 176)
Roy Kohrogi.....	Torrance, California, USA.....	1963 343 (0 119 975)

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 1000 chassis-registered T34s and over 150 active members in 25 countries. The Registry's main goals are: registration, restoration, and preservation. Registration involves finding existing T34s worldwide and recording their chassis numbers, photos, and details. Restoration involves assisting members with finding parts, sharing sources & services, offering supporting literature & manuals, and providing personalized advice. Preservation involves assisting members with maintaining & servicing their cars, and promoting the T34 marque into history.

Benefits of membership are many and include:

- Quarterly 32-page Razor's Edge newsletter
- Color Online Newsletter
- Classifieds (parts, cars, services, wanted)
- Online T34 Discussion Group
- Two Web Sites
- Personalized Restoration/Search Advice
- Worldwide Regional Rep support
- 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, 6068 Paseo Pradera,

Carlsbad, CA 92009 USA. To pay electronically, go online to www.PayPal.com and send your payment to "LeeHedges@Type34.org". Please add \$2 for all PayPal payments, the fee charged to us.

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 200208 = expires August 2002). There are no renewal reminders.



Workshop
Ways Photo
Print VW
T34 Registry VW

VW 1500 Karmann Ghia Coupe 2.2 liter
Karmann Ghia 1500 Coupe
Coupe 1500 Karmann Ghia
Volkswagen 1500 Karmann Ghia Coupe

Attribuzione: lavoro
Reproduzione consentita con il permesso
Reproduzione autorisée et gratuite
Reproduzione gratuita



Workshop
Ways Photo
Print VW
T34 Registry VW

VW 1500 Karmann Ghia Coupe 2.2 liter
Karmann Ghia 1500 Coupe
Coupe 1500 Karmann Ghia
Volkswagen 1500 Karmann Ghia Coupe

Attribuzione: lavoro
Reproduzione consentita con il permesso
Reproduzione autorisée et gratuite
Reproduzione gratuita



Workshop
Ways Photo
Print VW
T34 Registry VW

VW 1500 Karmann Ghia Coupe 2.2 liter
Karmann Ghia 1500 Coupe
Coupe 1500 Karmann Ghia
Volkswagen 1500 Karmann Ghia Coupe

Attribuzione: lavoro
Reproduzione consentita con il permesso
Reproduzione autorisée et gratuite
Reproduzione gratuita

EDITOR'S DESK: **Springtime is Here!**

By Doug Gray, Elizabeth, Colorado USA

Springtime is a glorious time. The snow starts to melt, and the days start getting warmer and longer. For most of us outside the desert southwestern United States, spring is time of renewal. A time to dust off the old VW, and get going again. Whether that means getting your car ready for the upcoming show season, or just tuning it up for those great summer night cruises, something about warmer weather brings out the enthusiast in all of us.

It's been an especially snowy winter here in Colorado and much of the U.S. as well. This was especially needed, as 2002 was Colorado's driest year ever. Yes EVER! At times it seemed that it might never snow or rain again. Working on a Type 34 is much the same. Just when you get that last little thing fixed, something else now needs attention. Just ask Daniel Baum. I swear that guy could have purchased three Type 34's with as much time and energy as he has put into his 69. But something about these wonderfully difficult cars keeps us coming back for more. Maybe it's the challenge of completing a car that most VW enthusiasts would never attempt. Maybe it's the way our cars make us feel about ourselves, or better yet, maybe because it's just plain fun.

One thing is for sure, if you are patient with your car, your car will reward you with countless hours of enjoyment, whether you are currently able to drive it or not. You see, for those that stick it out, Type 34's teach patience. Whether it's patience in waiting for that rare part to appear on Ebay, or patience in trying to understand that rat's nest of a wiring harness that the blockhead of a previous owner left you, warmer weather seems to help melt away the frustration of the previous winter. The winter in which you swore you would finally complete your T34, no matter how cold it was outside.

Now if it would only stop snowing I could put that new-found patience to work.



CORRECTION:

Last month we ran an article about a rare fog light option which uses blank fog light lenses in lieu of real working units. While this option does exist, it turns out that the car in the article does not have this option. Rather, it has stock fog-lights painted silver on the inside of the lens. Thanks to Daniel Baum, who talked with the owner of this car, and passed the info on to us.

ON THE COVER:

Larry Edson's beautiful Bermuda & Cobalt 1966 Coupe participating in the 5th American Karmann Ghia Treffen in Ojai, CA. Larry's T34 won 2nd Place in the Late T34 class at the show too! Congrats, Larry!



CONTRIBUTORS:

Phillip Millwood, Tom Reay, Lee Hedges, Scott Perry, Everett Barnes, Jorg Schneider, Derek Hong, Yancy Everhart, Johnny Bilek, Doug Gray, Daniel Baum, and Frederic Gubanski.

TYPE 34 RADIOS: **Everything You Ever Wanted to Know**

By Johnny Bilek (California, USA)

Since a lot of the Registry members are in the US, there needs to be a little clarification on radio bands. There is more to radio than AM and FM. AM (Mediumwave, 530kHz-1650kHz, today goes up to 1710kHz), SW (Shortwave, 1711kHz-30000kHz), L (Longwave, 100kHz-395kHz), and FM (Frequency Modulation, 87MHz-108MHz, or sometimes only up to 104MHz). Depending on what part of the world your car was sold to, or where the radio was purchased, there can be many different bands. The symbols L, M, U and K are the German language equivalents to Longwave, Mediumwave (broadcast AM), FM, and Shortwave respectively. Sometimes you'll see M mixed with AM and FM. In this case, M stands for Marine (a part of the shortwave band).

Longwave (L): Longwave isn't really used in the USA anymore. Most of what you can pick up are beacons broadcasting their ID in morse code. Here on the West Coast I can pick up a few beacons, specifically 333kHz. On a good night with really good "skip" conditions you can pull in Longwave stations from far away. Member Larry Edson has picked up South America from Northern California. Try it sometime you might be surprised!

Shortwave (K): The World Band. Want to hear what's happening in Germany, Great Britain, or even the Voice of America? This is where you'll hear it. Different parts of the world receive different bands in the Shortwave band better than others. If you look at different radios, you might notice that the frequency coverage on the Shortwave band is different from radio to radio. My Blaupunkt Frankfurt has a Shortwave band from about 3000kHz to 7000kHz. You might even notice something like 25m

31m 49m on the Shortwave scale. Some areas in the 60's still used the old "meter" designations (still used to some extent today) instead of the frequency numbers. Shortwave radios in general aren't very popular in the US and almost unheard of in American cars. Shortwave listening in the United States is usually limited to hobbyists (like me).

Mediumwave (M): Ah, the old broadcast AM band. This is what most cars had. You would be pretty hard pressed to find a car radio without AM, unless it's a add-on FM unit, then you'd have AM in

the stock position, FM under the dash.

FM (U): As technology got better, FM became more popular. FM has a far superior frequency range for music than AM. But, FM signals only travel line-of-sight. If there is a mountain between you and the transmitter, forget it! AM bounces all over the place and is usually very easy (especially at night) to get in if you live in rural areas. Shortwave (which is really AM) travels farther. In the US,

FM was for talk and classical music until the 1970's. Usually only high-end cars (like ours) had FM. The FM band in the US is between 87MHz and 108MHz, and has been that way since the 1940's. Europe's FM band (in the 1960's) ran from 87MHz through 104MHz. Some of you might notice that the scale runs from right to left, instead of left to right like we are used to in the US. Sometimes, you'll see the scale on one band run from left to right, and one run from right to left on the same radio. Go on, take a look! That's usually because of the design of the tuning capacitor(s) in a multi-band radio. All 3 bands on my Frankfurt run from left to right.

As far as I know, Volkswagen only installed Blaupunkts in Type 34's. For that matter, I think the Type 14's did too.



THE LATEST NEWS: New Parts & New Resources

One of the greatest improvements one can do to any vehicle, classic or not, is to **upgrade the stock lighting**. This has always been a challenge for the 6 volt electric system enthusiast, because of a lack of products on the market. Registry member Phillip Millwood recently found these gems at Classicgarage.com, and they seem to be the answer for 6 volt T34s weak headlights.

Here is the ad: "Give your older car that originally had curved headlights, new life while providing additional sight distance over ordinary sealed beams. 7" round H4 headlamp comes with H4 60/55w 6v bulb, \$25/bulb. Made in India to European specifications." Classic Garage (845) 940-1900



And speaking of tools to help electrical systems, here is a tool I recently purchased from Performance Products. While they cater to the Porsche crowd, this item is perfect for the T34 enthusiast. As we all know, the trick to keeping an old electrical system working properly, is

keeping the contacts as clean as possible. This tool has all of the brushes necessary to do just that. The large circular brush is perfect for cleaning out the large bulb sockets found on the front and rear turn indicator bulb housings, while the small circular brush works wonders on dirty gauge bulb housings. The two brushes do a great job of cleaning dirty fuse box connectors. At \$10, it's a bargain. www.performanceproducts.com or 800-787-8794.



Front vent window seal update: We finally have good news! PoP, our repro source in Thailand, has completed the front vent wing seals and is offering them to Registry members for \$95 per pair. This price includes certified shipping to anywhere in the world! That's a great deal for an obsolete seal!

There are two different vent seals: early & late. What? You didn't know there was a difference between early and late vent wings? Neither did I, so I asked for some clarification.



The difference in the height and length of the lower vent wing metal is clearly visible. Early style is on the left, late style on the right.

From the pictures, you can see the early vent frames (1962-65), compared with the later models (1966-69). Late model frames (right) are longer & need thicker seals than the early ones.



Also available from PoP are **front & rear window seals**. These seals are exact reproductions of the original seals. Designed to accept the chrome molding strip, these seals are manufactured at a automotive seal plant in Thailand using the same rubber found in today's automobiles, which is designed to resist damage from the sun, as well as from pollution. Rich Mason and I purchased a set, and the rubber extrusions are an exact replica of OEM rubber. These seals are put together very well, and are a bargain at \$130/pair (compared to \$200 elsewhere). PoP can be contacted at cbutpet@yahoo.com



For those of you with early cars (1962-65), a resource for the **single circuit master cylinder** has been found. Geoff Peterson in Coquitlam, BC, Canada has master cylinders as well as NOS **front wheel cylinders** for 1962-63 T34s for very reasonable prices. Master cylinders are \$100 plus shipping, and front wheel cylinders are \$45 each. Geoff can be contacted at peteronvws@hotmail.com and let him know you saw his ad in the Registry newsletter.



Some more good news for those of you hoping to find some of those cool **coco mats** for your T34! **Tom Reay** from Central California has found a new source for custom-made coco/sisal mats! This company allows you to design your own coco mats in a variety of colors for \$110/pair. Just make a template on paper of the size you want and send it to World Upholstery in Central California. Call 800-222-9577 for details. Colors: tan, black, black & red dots, black & gray dots. Tom's first set are the short mats (below) but for his 1965 sunroof he plans to order the longer style (same price) that goes up to footwell on the passenger side & under the pedals on driver side. Thanks for the source, Tom!



JÖRG'S MEMORIAL: Restoration of a Best Friends 1966

Jorg Schneider (32) lives in Obermauerbach Germany with his wife & 2 girls. He owns a 1962 Porsche 356 Cabriolet and has now taken on a new project for his best friend. Here's his story ...

"My best friend Siegmär (right) owned this 1966 T34 (346 099 422) and just before he died (September 2001) he asked me to "take good care" of his car. So I postponed my 1951 Split Window Beetle resto to take care of Siegmär's T34. When I joined the T34 Registry I learned there are only 10 T34s worldwide from 1966 Model 345, so it is in memoriam to my best friend that this T34 restoration is done."



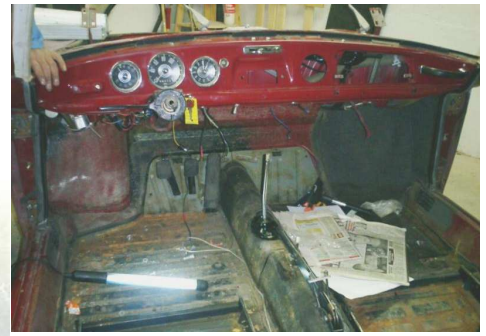
December 2002: the inspection process begins and reveals previous body damage & poor repairs, lots of rust, and a big decision ... do I remove the body from the chassis?

January 2003: with the help of my friend Jama, we disassembled the T34 and we decided to separate the body & chassis to do the job right. And I

contacted the previous owner to discover the story behind the fender damage.

February-March: They built a steel frame to support the body when we lift it off the chassis to prevent any flexing of metal. I bought the NOS & repro metal parts from Axel Stauber (below). This is NOT going to be a fast or inexpensive restoration!





And then we bought beers for the "lift off" team and separated the two pieces. Then the hard work began ... and we got to work removing welds, cutting panels, & welding the new pieces into place. So far 55 hours & Euro 2200 into it."

Stay tuned for more painting & reassembly ...



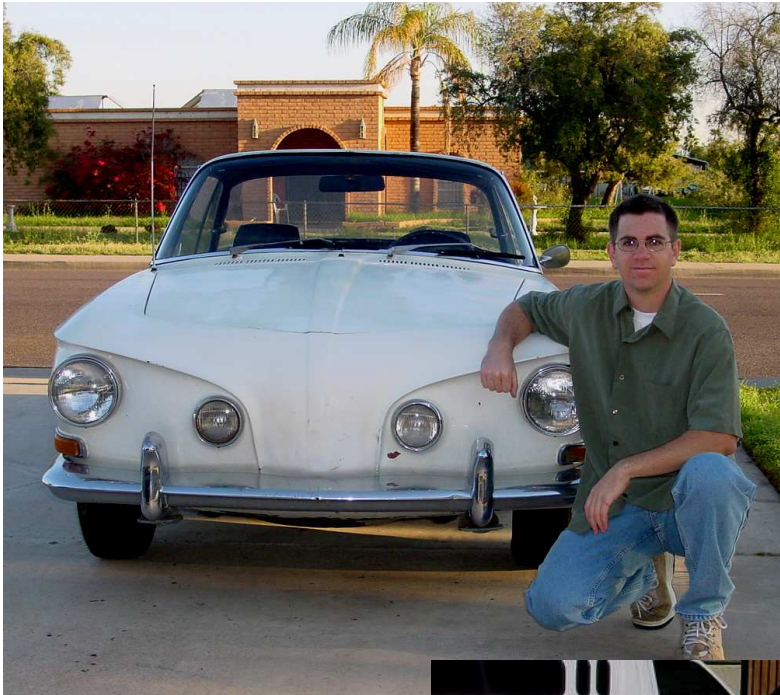
NEW INTERNATIONAL REP: **SouthWest USA** Introduction

By Everett Barnes, Phoenix, Arizona

Hi, my name is Everett Barnes. I am 32 years old, married, and have been a VW enthusiast since I bought my first VW at 17. I have owned approximately 25 VWs over the years, a majority of which were Type 3s. I had always had an interest in the Type 34 but never seemed to find one for sale in my price range when I was looking. Unfortunately, I did not know about the club until right before I first purchased a Type 34 in August, 2001, when I found one on eBay. No one bid on the auction but the second owner and I struck a deal

and flew to El Paso, TX where I tuned the car up, repaired a few things, and drove the 450 miles home to Phoenix, AZ.

I quickly joined the club and began learning about the Type 34. I eventually sold that first Type 34 with the intention of buying a nice original one I had located. That didn't work out but I continued searching for Type 34s in my area and recently joined the ranks again with the purchase of another project '65 Type 34. I hope to do my best



		
Fahrzeug-Identitäts-Urkunde der Stiftung AutoMuseum Volkswagen		
Everett Barnes		
Kunde/Customer/Client:		
Fahrzeug-Identifikations-Nr.: Vehicle Ident. Nr.:	345 048 836	
No. d'identification du véhicule:	VW Karmann Ghia Coupé	
Modell/Model/Modèle:	0 718 247, 54 bhp	
Motor-Nr./Engine No./No. du moteur:	L 582 arcona white	
Farbe/Colour/Couleur:	cannot be identified	
Extras/Options:	14 October 1964	
Gebaut am/built on/fabrique le:	15 October 1964	
Ausgeliefert ab Werk am: left factory on: delivré de l'usine le:	Raffey, Hamburg	
Bestimmungsort: country of destination: pays de destination:	31 March 2003	
Datum/Date:		
Chr. Heide		
* roof L 41 black, upholstery aero black		

Everett and his newly acquired 1965 T343 in the dead of winter in beautiful, sunny Phoenix, Arizona.



PLAN AHEAD: “Thank Your Lucky Stars” Emergency Kit

If you drive your T34 then imagine driving down your favorite isolated stretch of winding road and having your T34 stop running unexpectedly. NOW WHAT? Now imagine paying the tow truck driver \$100+ to bring you back home because you didn't have the right part, tools, or info to get the T34 on the road again yourself. We've all been there (or soon will be) and have wished we'd only had that \$7 cable or \$2 fuel line or a screwdriver to take care of the necessary on-road repairs that are bound to happen with a 40 year old car.



We've taken a poll amongst five T34 drivers and developed a list of the tool & parts you will need to be prepared for such an unfortunate incident. If you added them all up they'd still be way less than one tow back into town, so be prepared now ...

TOOLS:

- pliers/vise grips (clutch/accelerator cables)
- wrenches: 8mm (accelerator cable nut), 13mm (battery & valves), 21 & 27mm (generator)
- dual-tip screwdriver
- jack
- Scissors/knife (fuel line & wire)
- adjustable crescent wrench
- flashlight & new batteries
- blanket/towel/jumpsuit/rags
- valve clearance tool (0.3mm/0.12")
- sockets: 13mm (fuel pump) & spark plug

PARTS:

- 1 quart oil (\$2)
- spark plug (\$1)
- points (\$2.50-\$5)
- clutch cable (\$7)
- accelerator cable (\$7)
- fuses (\$1)
- 3" fuel line (\$1/foot)
- fuel pump (\$19)
- generator/fan belt (\$7)
- 2-3 hose clamps (\$1)
- electrical wire (\$2)
- fuel filter (\$1)

One call to our local VW parts shop (Bill & Steve's 562 923 3251) and the whole kit was \$50, but your local shop should be able to do the same thing for about the same prices. If you don't have a small tool box, put all the tools into a long sock and store them in the spare tire area. Put all the parts into a zip-lock baggie. Now, write down these spec's (below) and put the list in your parts baggie, then put it in the spare tire area with your tools. Put the flashlight in your glovebox. NOW you're prepared and nothing will ever happen to make you thank your lucky stars that you have this emergency kit!

Spark plug gap = 0.7mm/0.028"

Valve clearance = 0.30mm/0.12"

Clutch pedal play = 0.5-0.75"

Generator belt play = 0.5"

Points gap (@ highest lobe) = 0.4mm/0.16"



Next ... do you know how to change a broken accelerator or clutch cable? Do you know how to change/adjust the points? Can you change your fuel pump?



EVENTS: American KG Treffen

When Lee & Scott went to Germany for the KG Classic in 2000 they were so amazed at this huge all-KG event that Scott asked "why don't we have one of these in the USA where there are tons of KGs?" And that's how the American KG Treffen was born. Scott Dempster of KG Parts & Restoration took on the hosting duties and this year was our 5th year! This event features a whole weekend of activities for KG enthusiasts. This year we had eight T34s of the 60 KGs total from as far away as Arizona, Mexico, & Northern California.

Larry Edson (1966 Coupe): "If I could only choose one VW show in SoCal each year my vote goes for the KG Treffen. Saturday is really my favorite because I love to cruise. Lunch is a relaxed affair at a restaurant out in the country. They have a big grassy area for us to line the cars up and another grassy area under the oak trees where we ate at

picnic tables. After lunch comes my favorite part - the cruise - and this year I took "point". We caught Highway 33 which heads up into the mountains through gorgeous canyons & tunnels. As point man I could go as fast as I wanted and Lee struggled to keep up with me but we had to slow down every so often to let the Type 14s catch up. I like to let them catch up in the straight-aways and then attack the corners where I get my thrills."

Lee Hedges (1962 Cabrio): "I love the KG Treffen simply 'cause it's just for KGs and those quirky loveable KG freaks that seem to drive KGs. The Lunch Cruise is the best part for me, fun in the sun driving your T34 with miles of KGs ... an experience you'll never forget and one you'll lust for each May! Driving up Highway 33, screeching your tires as you pull the tight corners in 3rd gear pushing your T34 the way it was meant to be driven ... heaven!"



Scott McWilliams (1965 Coupe): "Things kicked off on Saturday at Barber VW in Ventura with 32 KGs (4 T34s!) ready to cruise! We all headed up the mountain with no troubles (except that those slower "other" Ghias kept getting in the way. After lunch, Larry Edson led a group of thrill-seekers further up the highway for some curve driving to test out that German suspension. One of the highlights to me was walking through the huge KG warehouse searching for T34 parts. Imagine a whole warehouse of just-KG parts! I got one of their new indestructible steering wheels too! The show started up on Sunday with a mostly Type 34 crew helping everyone get moved in thanks to Scott Perry, Terri & Tom Reay, & Larry Edson. Strictly Vintage 2s fired up the BBQ cooking bratwurst and hot dogs for everyone to munch on. And our new source for repro rubber showed up with vent wing rubber. This stuff looks like the real thing, and at \$95 per pair they're affordable too."



Scott Perry (1965 Coupe): "The Treffen is an event I look forward to all year. It is a weekend full of events tailored just for Karmann Ghias. There is a kinship among owners of the same make and this event definitely has that atmosphere. I enjoy meeting new friends that I can count on seeing year in and year out. Saturday's lunch cruise is undoubtedly my favorite part. 30 of us wind up through the mountains surrounding Ojai to a great Italian lunch spot. The food is great and we are treated to outdoor seating. Ojai's cool breezes cannot be beat. This wonderful exchange of stories and catching up sets the tone for the weekend. Saturday's dinner is especially nice because we pass around picture books, enjoy a few drinks and talk Karmann Ghia all night long. At Sunday's show talking with the other T34 owners that don't come for Saturday's events is great. Walking among all the KGs and checking out the little details is always nice."





Dirk Brogdon drove down with his daughter in his beautiful Emerald & White 1963 racer and ended up going home with a new pair of repro vent window seals!



Larry Edson's Bermuda & Cobalt 1966 Coupe won 2nd Place in the Late T34 class, coming all the way down from the San Francisco area in his Bera-powered T34.



First Place in the Early T34 class was **Einstein Yco's** sleek Silver 1963 Coupe (left) with modern oversize rims, custom red interior, and unique gauges & steering wheel. Silver really does the T34 right and the crowd LOVED it!

TECH TIP: The Importance of Staying Grounded

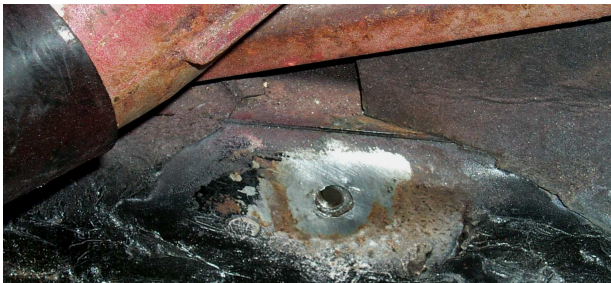
By Lee Hedges (Carlsbad, California USA)

If you own an original 6-Volt T34 (1962-66) then you know how important it is to keep your electrical system healthy to get as much juice as possible. In this article we will show you how to R&R your ground straps to get the best grounding possible.

There are four ground cables/straps on your T34. Proper grounding requires clean tight connections with good ground straps. If your T34 is anything like mine it has never been attended to and is caked with gunk. The only tools you'll need to R&R these straps & connections are a flathead screwdriver, wire brush, some degreaser, and a clean rag. And you'll want to buy a new 15" negative battery ground cable (\$5 from your local auto store) or you can buy an original braided copper strap (111 971 235C) from your local vintage VW parts supplier.



Begin with the easiest strap to access ... under the rear seat connected to the negative battery terminal. This 12" cable is a copper braided flat strap held down by a 13mm bolt into the body. Disconnect the battery and remove the battery strap. Use your wire brush to scrape away the gunk around the area where the strap attaches (see below). Install the new cable & tighten it all down.



Next ground strap is the one that goes from the positive battery side to the starter and it's red. Wire brush the battery connection end, then jack up your T34 and climb under it to access the starter motor (below). Remove the nut, clean the connections, then replace it and tighten it down.



The 3rd ground cable is the nastiest since it's located on the transmission housing (below). It's caked with grease & grime so use the screwdriver to scrape off the gunk then remove the nut and clean the area really well. Clean the cable as best possible & then tighten it down.



The last ground cable is the hardest to access, located on the end of the steering box. It may be easier to access by removing the fuel tank, but that's a lot of work. Smaller hands can get the wire brush up in the tight area to clean the connections.

There you go ... a 60-minute job. Buy a new 6V battery (\$35 at your local auto parts store) and you'll have the best possible ground connections & brightest electrical system since your T34 was new! My T34 has never started so easily ...

PROJECT SPOTLIGHT: **Another Electric Sunroof Saved**

By Derek Hong (Lincoln, California USA)



After about 3 months of searching the internet, I found this car on The Samba.com. The car was in Lake Havasu, Arizona, it has been sitting for the better part of 16 years. I was waiting for my tax return to come in and had already been in negotiation with the previous owner for the car. Everything came together all at once, Friday 21, 2003 I received my return then I made arrangements to borrow a trailer from a friend, so I went to his house and got it, took it back to my shop and aired up the tires.



Murphy's Law kicked in and one tire leaked real bad out of a crack in the tread and one tire was all dry rotted. I could just see myself in the middle of the high desert of California stuck on the side of the road with no one to help me. I then rented a truck and trailer in Lake Havasu, so my wife (the best friend a guy could have) and I loaded up our 2 English Pointer dogs in our Honda Accord and got on the road for a 9 hour trip from Lincoln, California to Lake Havasu.



We spent the night in a Best Western hotel, couldn't sleep much (too excited). Up early (5 a.m.) waited till 7 to call owner to look at the car. We got there and it was awesome, the car was better than I hoped for. Not perfect but in my mind pretty close. After shooting the bull with the owner for a while, we picked up truck and trailer and loaded up car and family for the 12-hour trip back. Best trip I've been on in a long time.

My wife says my other cars (1966 bug and 1965 Type 14 Karmann Ghia) looked depressed when I opened up the garage to tuck the new baby in. It's pretty hard to work on my other cars first with such a great car just waiting in the wings. Lee Hedges informed me that there are only 14 known 1964 sunroof cars left, cool.



Someone had put bondo on the sunroof to seal it up because, as far as I can tell, the seals on the sunroof were worn out. I've started removing some of it but am just getting started!



The picture below will bring back memories for most of us. Who knows how many projects have started out with a trailer!



NEW MEMBER: Yancy Everhart Adds a T34 to His Collection

"I found my 1963 343 (O 166 781 Ruby Red & Black T34 on TheSamba.com in February 2003. After a few calls to the previous owner in Los Gatos, California, I offered to buy the car. It hadn't been driven in two years but I was told that it was drivable when parked. I flew to San Jose with my dad one Saturday morning to drive the car 700 miles back to Phoenix, Arizona. The previous owner picked us up at the airport and in a few minutes we were cleaning cobwebs off the car and putting towels on the seats. The car started quickly, but the generator wasn't charging, so a quick trip to the local auto electric store for a new 6-volt generator and we were on our way across the desert! We had to replace the front tires in Bakersfield since they were separating - I later found the receipt for the thin whitewalls only to discover that they were installed in 1981!



In 1982 it was repainted Porsche Red (brighter than the Ruby) and the roof was still Black. It's so faded now that it is hard to tell it isn't the original color. The original interior is still there, and a previous owner installed new cloth sections on the seats. The interior is ready to be replaced, and I am looking for some original style cloth for the seat inserts and the bottoms of the door panels.

The car is supposedly from South Africa, and was shipped to California in 1964, although that info is pending the factory birth certificate verification.



I have been looking for a T34 for a few years, but the rarity of them made me think I would never have one. I have been into Type 3's since I was 16 and bought a 1971 Squareback sans engine. I built an engine the summer between my junior and senior years at High School and I've been hooked ever since. The '71 was nice, but I wanted an early stock Squareback. In 1995, I finally found an original owner 1966 Squareback in Monterey, California. I bought the car from the original owner and drove it home. I still have the '66 along with the same vintage sunroof Type 1 that I found sitting on an Indian reservation for 12 years. I drive the sunroof Sedan daily to keep the miles off of my Variant. I was soon itching to own another Type 3, as I wanted a Notchback and a T34 to round out my collection. Now I have the T34, and can't wait to revive it to its original state! "



PROJECT UPDATE: **Spring Cleaning**

By Scott Perry (Simi Valley, California USA)

Scott Perry has been very busy already this New Year. He recently had his seats restored and while he was at it decided to do some spring-cleaning under his rear seat.

"Here are a series of pics of my 100K-mile battery area. I addressed this problem while the seats were out of the car, making it a much easier task.



I used a wire brush on the area and discovered that the surface rust was minimal (thankfully). I cleaned the area and then vacuumed the battery area. I painted the battery tray with flat black Rust-Oleum paint. The battery terminals were scrubbed with a wire brush, and now she's good to go. I had no rust-through, so it was all pretty straight forward."



Scott has been restoring one item at a time and with just over 100,000 miles (above) on his original interior it was time to get the seats redone. But he was very particular about how they would be redone and wanted only the original style (flat, low, & tucked). He found a local upholstery shop named Jack's Upholstery near where he grew up. He talked with the owner, selected a fabric that would look great with his new Sewfine carpet kit and said goodbye to his old seat material. A couple days later they were done.



Now Scott's new seats look fresh and ready for another 100,000 miles of service. He reports that the attention to detail is first rate. The shop commented on the amount of detail in the seats compared to other VWs. Hmmm, that sounds familiar in all aspects of the T34.

TECH TIP: Ch-Ch-Ch-Change Your Oil

By Scott Perry (Simi Valley, California USA)

I do all of the maintenance on my T34 but I am by no means a master mechanic. I've had 15 years experience and the results speak for themselves in a happy, healthy T34. I find working on the Ghia keeps me in touch with how it's feeling and what it needs. This article focuses on one of the T34's most basic needs... oil.

Ok, I try to have the essentials on hand so I'm always ready for a quick change. First, I bought an 8 quart plastic container to hold the used oil in. Find one with a screen so the drain nut will just drop right down and not get lost in the murky depths. I keep oil change kits on hand although I only use them every other oil change. I use 30w Castrol year round but your temperature might call for a different grade. A T34 holds 3 quarts but I always have 5 on hand ... 1 for the workbench, 3 for the oil change, and 1 for the trunk. My T34, like most VWs, uses some oil between changes so I am happy to oblige. I use old socks or shop rags to clean up any spills and always run a drip pan beneath the Ghia to catch the odd drip here and there. Lastly, I have a complete set of metric sockets, drives and wrenches as well as screwdrivers of various sizes.

Ok, oil change day is here. It doesn't take more than 30 minutes or so. I always check the oil level when the engine is cold to get an accurate reading. Run the engine for a few minutes to suspend any sediment so that it will drain out with the oil. I make sure the ground is well covered beneath the engine to catch the inevitable spill. Directly under the engine in the center is the 13mm nut. Loosen it with my socket wrench and slowly work it loose with my fingers until it falls out and the oil runs into my pan waiting directly under the drain hole. Once it starts running I give it a good 10-15 minutes to drip drip drip dry.

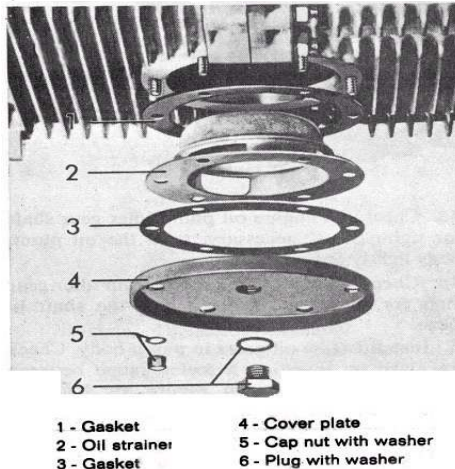
The following step I do every other oil change. When it's down to a super slow drip I loosen all of

the 9mm nuts around the edge of the drain plate and remove them. Once these are off that plate will work its way loose with a little help from you but be careful not to damage the threads on those studs. Note how it looks as it's coming off and how those gaskets fit and in what order. Once that is off and in your hand you can remove that screen and clean it with gasoline or solvent until it's a fresh clean screen. Make sure it is perfectly clean with no bits of anything on it. You'll see what gets replaced here, the two cardboard gaskets and all those washers. When you fit this back on the engine DON'T overtighten those little nuts. Go until they are finger tight and then another 1/2 turn. You'll get a feel for this and they don't need to be wrenched

on. Nor does that sump drain nut...it goes on finger tight then a 1/2 turn. DON'T overtighten it. Ok, all done down here? Make sure or the new oil will end up on your floor when you add it in a minute...

You are back up top now with the engine lid open, make sure the flexible rubber oil filler hose is good and then add the 2.5 quarts of the new oil. Next, start and run the car for a minute while checking for leaks underneath. I've never had any leaks here but

I still check every time just in case. The shut it off and let it sit for several minutes before checking the oil again and making sure she's full to the upper mark on the dipstick or close. Don't overfill here. You are done. I take my old oil down to the recycle place when the container hits 8 quarts (usually 3 oil changes). I have the car lubed with every tire rotation (7,000 miles) so that doesn't get neglected. At every oil change I check the fuel lines, fuel filter, nuts, bolts and pretty much everything under the hood. I also do a valve adjustment which I'll cover in a different article. All this self-tuning is easy, it saves money and time but best of all it puts you in touch with the T34 at it's most basic level.



RESTO SOURCES: **Pop-Out Window Seals R&R**

By Lee Hedges (Carlsbad, California USA)

Ever go to open your pop-out quarter windows and the **WHOLE WINDOW** falls out of the car, swinging by the pop-out latch alongside the fender??? That's a common problem with T34s and an easy one to fix. All of the parts required are available & inexpensive for a total replacement cost of \$55.

There are four seals you need to replace: 1) plastic hinge blocks (3 per side) 343 847 319 that keep the window onto the B-pillar bar, 2) rubber hinge seals (2 per car) 343 847 327 that keep the window tight on the B-pillar, 3) the two seals 113 847 205 & 113 847 207 (per window) that keep the pop-out latch securely fastened to the window. And while you're at it, buy a new pair of chromed pins/buttons (311 847 229) that you can see rusting away from the outside of the quarter window (Bill & Steve's 877 VW RESTO \$5 each). If your pop-out latch ivory knob is deteriorating, then replace it (KGP&R \$10) while your ordering parts.

Sourcing these seals is easy through most any VW parts supplier like Bill & Steve's or KG Parts & Restoration. You just need to ask for the right part #s and don't tell them it's for a T34. The clear plastic hinge blocks are the same as a T14 (141 847 319) (KGP&R \$7/car). The rubber hinge seals are also the same as T14 (141 847 327), but the T34 seal is an inch longer (KGP&R \$7/pair) so you'll need three seals to do one T34. The two pop-out latch seals are Beetle part #s, so those should be easy to find (B&S \$4/car). Very soon KG Parts & Restoration will have longer seals cut specifically for our T34s so

call them to ask about it (800 927 2787).

To replace these four seals, start by pulling out the



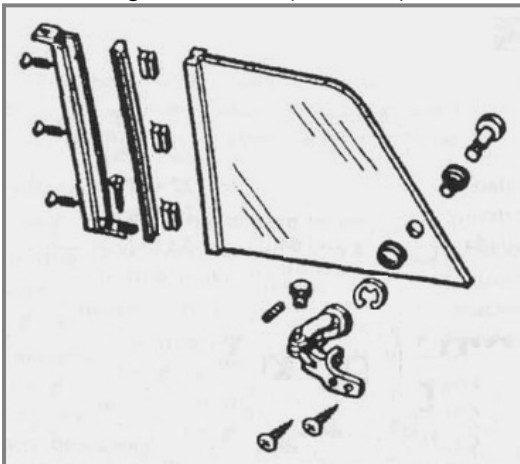
seal attached to the front side of the B-pillar to expose the three screws that hold the (non-existent) hinge blocks. Remove the screws. Then remove the pop-out latch from the C-pillar and the attached window & old seals on the hinge.

Then take a close look at the pop-out latch and you'll see a small C-clip keeping the latch together. Remove the C-clip carefully and then disassemble the latch components. Polish the latch chrome before installing the new parts. Then replace the new chrome pin/button & two seals (above) and reassemble the hinge onto the quarter window. Use a tiny eye glass screwdriver to remove the screw holding the ivory knob, turn the knob to remove it, and replace it with the new one (right).



Install the long vertical hinge seal onto the forward edge of the window and cut the holes for the hinge blocks. Then install the hinge blocks with the three screws in thru the B-pillar. Install the door window seal on the front edge of the B-pillar and you're done!

No more pop-out window "POPPING OUT" and the related embarrassment that usually accompanies that event. And you'll be surprised how much airier your T34 will be with fresh air coming in & going out of the pop-out windows!



GETTING IT RIGHT: **SOURCING ORIGINAL PAINT COLORS**

By Lee Hedges (Carlsbad, California USA)

Many T34 owners would like to paint their T34 in an original color, but they just don't know where to go to find the right colors or paint. Here's all you'll need to know about T34 paint colors.

There are single-stage and two-stage paint systems. A single-stage uses a glossy color top coat. The two-stage is composed of a color base coat and a clear glossy top coat. When ordering these paints, be sure to tell the paint supplier whether you are doing a single-stage or two-stage, as the paint codes will be different. Some colors are not available in the base-coat, so you may have to find a suitable color-match.

If you're looking for a "stick your hand in it" deep custom finish, you'll want to use the two-stage system with two good coats of primer, then wet-sanding, then three coats of base-coat color, then three more coats of clear coat. But if you're after an original look, one or two coats of single-stage top coat then color-sanded & buffed-out to a brilliant shine will give your T34 its original luster.

All of the T34 colors from 1962-69 are online:
<http://www.leehedges.com/t34/colors.htm>



Bermuda & Cobalt just didn't have the racy looks that Jon wanted in his T34, so Jon's 1965 was due for a complete color change.

When ordering paint there are basically three vendors: PPG, Dupont, & Glasurit. Most USA paint suppliers have PPG & Dupont. Glasurit is the original German paint manufacturer and is widely considered to be the very best & most expensive.



Jon House recently researched the process for ordering the original T34 paint colors for his 1965 T34. It originally had a Bermuda body/dash with a Colbalt roof/pillars. John liked the look of the darker Sea Blue body with a lighter Blue-White roof, so a complete color change was in order. His painter knew of a paint supplier (FinishMaster, San Diego: 760 734 3800) that has a computer program that takes original L-Codes and generates PPG Code formulas to mix original colors with ease in about 20 minutes. They even put the two colors onto a paint can lid so we could see them together for comparison. The cost for one gallon (body/dash/compartments) is about \$305, and one quart (roof/pillars) is about \$55. If you're looking for that perfect original color, this is the best way and the results are simply outstanding!

The same T34 after the color-change: a huge difference in the look of this T34! And the paints are easy to find & fairly inexpensive too.



PAINT COLOR	L-CODE.....	PPG CODE	YEARS USED
--------------------------	--------------------	----------------------	-------------------

Pearl White.....	L87	8237	1962-64
Arcona White	L582	8627	1965-66
Lotus White	L282	8650	1966-68
Cumulus White	L680	8649	1966 (roof)
Toga White.....	L90C	---	1969
Sea Blue # 1.....	L360	12333	1962-66
Sea Blue # 2.....	L360	12945	1963-66
Pacific.....	L398	12466	1962-64
Polar Blue	L532	12829	1963-64
Blue-White/Pale Blue.....	L289	12622	1962-66 (roof)
Bermuda	L288	13267	1965-68
Cobalt Blue.....	L630	13268	1966 (roof)
Neptune Blue	L50K	3004	1967
Regatta Blue	L50F	---	1968
Chrome Blue	L51K	---	1969
Ruby Red.....	L456	71219	1962-64
Henna Red.....	L553	71510	1965-66
Cherry Red.....	L554	71511	1965-69
Velour Red	L30K	---	1968
Sunset	L31K	---	1969
Manila Yellow	L560	81443	1963-66
Castillian Yellow	L10K	81604	1967
Oriole Yellow	L11K	---	1969
Anthracite.....	L469	32133	1962-64
Smoke Gray	L594	32506	1965
Fontana Gray	L595	32499	1965
Beige Gray.....	L472	31888	1965 (roof)
Vulcan Gray	L70K	---	1967
Chinchilla	L70F	---	1968
Terra Brown.....	L571	22366	1963-64
Sea Sand.....	L568	22626	1965-66
Savanna Beige	L620	22897	1967
Gobi Beige.....	L80K	---	1968
Emerald	L514	43227	1963-64
Roulette Green	L544	43460	1965-67
Pine Green.....	L61K	---	1968
Cypress Green	L62K	---	1969
Black	L41	95087	1962-64 1966-68



To see the actual colors above, go to this web page:
<http://www.leehedges.com/t34/colors.htm>

THE LATE T34: Factoid Trivia

By Daniel Baum (Merkaz, Israel)

This is a list of various factoids that I have picked up while working on my car, in no particular order.

Late model Type 34s have different wiper shafts and arms: Early cars have a 6mm shaft, late ones had 8mm ones.

1969 cars have unique instruments: Not only do the warning lights have icons, the speedo and clock are unique too in that they have ground tabs on the back. The ultimate conundrum is that there were actually *two different* set of icons used on the warning lights in the '69 model year.



Two different sets of icons

The '69 cars have a different glovebox lock. Hardly a unique part, it was used on all VW cars for years afterwards. The 68-69 cars are so similar that this is one of the only ways to tell them apart.



1969 Glove box latch

All late cars (1967-69) had an interior rear view mirror with a black plastic head. Some but not all '69 cars had a mirror with a little stalk between the main stalk and the windscreen.



1969 mirror with anti-vibration stalk



1968-69 padded trim is different than earlier cars, as it's softer & spongier. Also late-model armrests are different. Whereas in the earlier ones the grip part is a hole that goes right through, but on the later ones it is shaped like a cup.

Early (left) and late armrests

Late-model B-pillars are different. Although they look identical, and are exactly the same size, the screw-holes aren't in the same places! I am using a pair of early pillars with late seals, and had to cut the rubber so that the holes would line up.

Late model tail lights are stamped with bulb specifications for BOTH 12V & 6V bulbs, standard replacement after the early-style taillights were phased out.

Contrary to what was believed before, reversing lights were not standard on all 1969 model cars. In fact, they were an optional extra that cost DM29.97 according to an August 1968 price list.

Late-model cars had a cable that unlatched the seat-backs when you opened the door. This was introduced on the Type 34 just as it was being discontinued on the rest of the Type 3 range.



Seat latch cable

1969 cars had the front hood latch pull inside the glovebox instead of in the standard location under the left side of the dash.



1969 glovebox with front hood cable pull

In addition to the unique automatic features detailed in the last column, automatics also have two unique parts in the engine bay: A carb linkage pivot which incorporates a kick-down switch, and a carb balance tube with an extra pipe for the automatic transmission vacuum modulator.

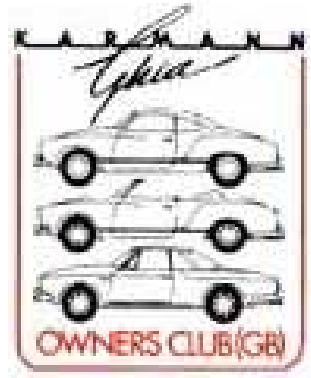
Frederic Gubanski's
Lotus White & Black 1968 343 (Le Perreux, France)



THE CLUB SCENE: **KG Owners Club – Great Britain**

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

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



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. Members are encouraged to proactively chase down leads on T34s or parts in their area and submit them for everyone's benefit. These ads have been collected from a variety of sources and some may not be current, so keep that in mind when calling sellers. If you find an ad that needs updating or a T34 that is no longer for sale, please contact Doug Gray @ 303 646 0025 to have it updated or removed. This is very important, as it maintains a "clean" classifieds for everyone and reduces frustration. ALL ADS WILL BE REMOVED AFTER ONE YEAR FROM THE DATE OF THE FIRST NEWSLETTER IN WHICH THE AD APPEARS UNLESS REQUESTED BY THE PERSON SUBMITTING THE AD.

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

T34s For Sale:

1. 1962 343 (0 046 519): Needs resto. Everything is workable on the car. The most difficult problem would be the common rocker panel rust and the nose needs a little body work. On the good side: Solex single side draft carb, NOSE emblem, side emblem, perfect glass with the exception of driver side quarter, all gauges, decent body, all locks, original tranny, clean title, this car hasn't been stripped. Engine is out of the car and according to the vin# comes from a 64 343. \$1000. Phoenix, AZ. Can email pics. RyanRupp@bug0420@yahoo.com(May02)

2. 1962 343 (0 050 901): 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)

3. 1962 343 (0 062 663): Vintage, Correct motor and #'s production date Aug. 28th 1962, approx. 32 oldest known. Color Anthracite Grey, white top with roof rack, Paint is 2 yrs. old, Red interior with bamboo parcel tray. Rebuilt stock 1500cc motor with side draft carburetor less than 5,000 miles on motor. Car rolls on Wide White wall Tires. All Literature and display items included with

car. Owned for last 8 years, has won many awards including 2 Best Vintage of Show. \$6,500. Paul Stone, T34 Central Rep., Enid, Oklahoma 580/242-8725 or stonie@21stcomm.com (May03)

4. 1962 343: 1962 VW Karmann Ghia type 3, new teal green, nice paint, 6 volt, daily driver, pp. \$4500 (626) 917-7813 SoCal. (May02)

5. 1963 343: original 6V, 1500cc engine, \$3000. Call my pager, 818 229 8792 and leave your number. (So Cal) (May02)

6. 1963 343 (0 152 370): clean original unrestored, original engine (0 153 902), Pearl White, 59K original kilometers, parcel tray & radio, lowered but can be raised back to stock height for sale, \$15,000. Gunther Hofmans (Belgium) gunter@bbt4vw.com(May02)

7. 1963 343 (0 180 389): 1500 dual-carb (have original single-carb & air-cleaner), 6v, White w/ Red seats & Grey carpet, rebuilt engine, clutch assembly, new muffler, tires, clear front turn lenses, stock rims & hubcaps, extremely clean, restored daily driver that is all original. \$8995. Larry Wolfe (So Cal) 805 496 9885(May02)

8. 1963 LHD Razor Edge (Type 3) Karmann Ghia, No rust, Repainted 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. (May02)

10. 1963 343. New engine, new metallic beige paint, runs, needs interior. After 5PM. (818) 771-1280. (SoCal) eMail gbless@eudoramail.com (May02)

11. 1964 343 (0 410 461): Blue & White Rally Car. One of a kind with numerous added options including a roof rack, multiple accessory driving lights, and more. Clean blue and gray plaid interior with highlights to match exterior. No motor at this time. Optional 2007cc engine and 356 Porsche brakes available. \$2500. Greg Banfill (No Cal) 707.291.7606 vwparts@vintagewarehouse.com (May02)

12. 1964 343, requires full restoration or for parts \$450 obo. New Westminster Tel: 604-526-1856. (May02)

13. 1964 343. 94813 miles, \$3500, San Mateo, CA. 650-996-0460(May02)

14. 1965 343: On a '66 rebuilt pan w/ new motor, disc brakes, 2.0 liter alloys. Complete but needs paint and interior, off the road since 1969. \$2700. George (OR) 541 387 2307 or e-mail: ovals@gorge.net(May02)

15. 1964 343 parts car. Rough, it has rust and bondo, the roof was jumped on. It still has all the guages 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)

16. 1965 343 (345 090 568): car is all original and in great condition. Garaged since 1974 and has very little rust, some around the rocker panels and at the bottom of the left rear panel. The floor pans are solid as a rock and the battery box still has the original black paint. I bought it from a car collector and I have all of the restoration history on the car. Recent engine and brake system rebuild. The car drives like a dream and I really hate to sell it. This would be an excellent car for a club member to have for restoration. \$5500 firm. Brian C Carter cac@always-online.com, 252-637-4208. (may02)

17. 1965 343 (345 115 815): original unrestored daily driver in good condition, Beige with Black roof. No time or \$\$\$ for complete restoration. Nestori Brück (nestori@taivas.com) \$7000 (Finland). (Aug02)

18. 1965 344 (345 210 595): Sea Sand authentic original condition show car, featured in VolksWorld, 17K original miles, £8000. Fung Fung (England) 01784 59186 (Dec99)

19. 1965 343: This is the car I've had since the 8th grade. Body is very rough. Many boxes of miss. parts. The pan is VERY RESTORABLE and I kno\$6000, fresh paint, brakes, & headliner, runs great daily driver. Dan & Annette Olsen (No Cal) 530 389 2058.

20. 1965 34 Complete including original dual carb 1500 engine, original wheels and trim rings. all original glass, chrome in great shape some filler in right rear of body, never nose hit though. \$2,500. Location Wilmington NC Owner Danny Morganelli,, Phone 910-297-8470 (May02)

21. 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.

22. 1965 343. Very clean ghia. original 48,000 miles clean inside and out. was kept in a barn in CA for 7 years. car has shown a few times placed first. Push button dash, 6V. Robin Enos, robinshotrods@aol.com (850)535-9600 Vernon, Florida(May02)

23. 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 -

24. 1965 343: Partially rstrd 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.

25. 1966 344: Complete car except for glass: needs all including front and rear windscreens. Was a good driver before being re-sprayed and stored a few years ago. All reasonable offers considered, and car may be viewed in Glasgow, UK. Naeem (Singapore) E-mail: naeembutt@altavista.net or Fax: +65 3451854, Tel: +65 9743 6370.

26. 1966 346 (346 062 034): 1966 RHD 1584cc. Two-tone red/beige. 'Reasonably good' condition. Have assorted spares (rear bumper section / rear light cluster / seals etc). £ 3,000. St. Andrews / Dundee area. tel 01334 464303 (work) 01382 541723 (home) e-mail martin.ryan@st-and.ac.uk. (May02)

27. 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. (thpeopcke@aol.com) 541-282-0730. (Aug 02)

28. 1966 (346 000 136): The car is white and has the rare all-brown interior. Link: <http://home.swipnet.se/~w-10025/> Sweden. (August 02)

29. 1967 343. (seen at the Karlsruhe Karmann Ghia Show), Good original condition, original ca.130000kms., Price about 14000 DM. Place: Germany, Ulm, For details send me an email : kgtype34@aol.com. (fall01)

30. 1967 343. Exterior has been restored, front bucket seats re-covered, original engine with @ 70K miles, runs well. 1 owner, serious inquiries only. rcorpe@home, Augusta, GA(May02)

31. 1967 34. Has 3 new tires, and needs restoring. \$1,800 Banger2BT@aol.com. Florida (May02)

32. 1968 343: 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)

33. 1968 345: June 1968, body red, roof black , sunroof, automatic shifter, 54hp, front damaged, Price 3.100 DM(\$1550 US), Tel.:0049-5358-984303 oder mobile 0049171-6870438. (fall01)

34. 1969 345 (349 129 157): Redone chassis, gearbox, & brakes. Good body that needs paint and finishing. Needs chrome work as well. \$3400 US. Fabrice (Belgium) 065 7244 (May02)

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; w someone could use it. Doug Narczewski, ofcdoug@hotmail.com, Spring Valley, 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) 011 61 2 9789 1777, fax 011 61 2 9718-8704.

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

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

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

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

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

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

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

pc set in either Sea Blue or Safari Beige), domed window winder handles used nice \$60/pair & cupped-style NOS \$50ea. All parts above are NOS unless indicated, and are limited to existing stock. He'll be going to Germany in early April for more T34 goodies! Also has other Type 3 NOS & used parts, full restoration facility, used cars, and parts locating service. Alex (So Cal) 310 637 2109 or www.vwispwest.com, contact@vwispwest.com .

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

17. 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.

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

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

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

21. 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 (May02)

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 (I 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)

2. T34 Roof Rack Locks: chromed, case hardened steel, American made and patented. Rick (CA) 650 583 8245 or 650 619 2663. (May02)

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: petersonvws@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. rqvww@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: sewfinerproducts@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, and can email parts list to those who are interested. 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. Sjknot@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 Stone @118 stull court Enid, Ok 73703 phone 580/242-8725 or stonie@onebox.com.

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: OK condition, 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(may02)

14. Parts: 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 excellent, 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 Buggies 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. 4. 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 5. NOS Front turn signal base R\H. Rear coated to prevent corrosion. Perfect \$150 6. NOS Front over-riders L\H & R/H. Rounded style, perfect condition. \$120ea 7. NOS Rear over-riders L\H & R/H. Pointy style, perfect condition. \$150ea. Early shift coupler. Round style in excellent condition. \$15 9. 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. 15. Used rear lens. Amber & red in fair condition. \$10ea. Fog light lens in fair condition. Scuffs can be polished out. \$25 Front pointy style over-riders. 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 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 27. 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 31. 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. 34. 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 36. 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 39. Door threshold plates. Two in good condition, needs polishing. \$12ea. 40. 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. 44. 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 .

Bel lows clamps. Two large and one small clamps. Very good condition. \$7ea. Sun-visor, off-white. 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 dbrog28301@aol.com or call me at 805-737-1553 8am -9pm

15. 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 dcckwd@earthlink.net or 603 835 6133. David Diehl

16.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)

17. 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, lv message) Home: (405) 573-0938, www.theshop.net/kgman. (may03)

18. 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, USA. (May03)

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: bumper restoration \$165 front and \$175 rear for complete 3-piece blades. The quality is excellent, the work is fast, and the price is reasonable. Bill & Steve's VW Restorations 562 923 3251 (So Cal).

3. Door Hinge Restoration: completely rebushed to work like new, \$120 total. 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

5. Repro Interior Panels: Want the correct "heat-seamed" look for your door panel & quarter panel pads? Any color vinyl available, great prices (under \$200 for the set of four), and fast service. Do not need your old pads, as colors can be chosen over the web site and templates are already in stock. Jose (San Diego, CA) 760 433 4716. (Did Lee's Cabrio interior ...)

6. Repro Seat Upholstery Kits: need new seat upholstery for your T34 seats? Any color vinyl available, great prices (under \$300 for all three seats), and fast service. Colors can be chosen off the web site and templates are already in stock. Jose (San Diego, CA) 760 433 4716. (Did Lee's Cabrio interior)

7. Polishing & Plating. 1230 Saviors Rd. Unit "O", Oxnard Ca. 93033, Ph.# 805-487-5917 or voice mail 805-3391350, Owner: Robert Torres

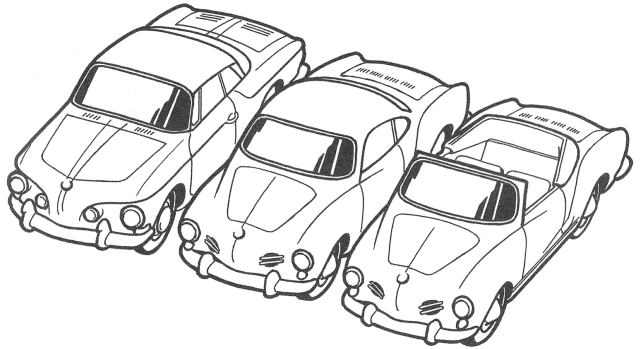
8. Baja Upholstery, they are located in Highland Park, close to South Pasadena, Ca. The owner's name is Jesus, his number is 323-222-6109.

9. Ignition/door re-key. Can re-key ignition and doors to match all locks. Makes the tumblers, so he is able to offer what no one

else can. Turnaround time is 24 hours, and will happily use UPS or Postal to ship anywhere. Access Auto Lock and Key, California, Tim Shirey, (661) 823-8990. He has been in business for 20 years and is a VW enthusiast.

10. VDO instrument repair: Forster Instruments Inc., Attn. John Anderson or Jeff Heal, 7141 Edwards Blvd., Mississauga, Ontario L5S 1Z2 Canada, Phone: 800-661-2994, Fax: 800-632-9943 or don.stronglitharm@forsterinstruments.com

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



Wanted T34 Parts

1. Hubcap Wanted: 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. For 1966 345: all seals, tail light base & lenses, turn signal arm, & ignition switch. Jolly (Birmingham, AL) 205 999 2483. (May02)

3. For 1962 343 (0 001 561): fog & headlight assemblies (non-sealed beam). 1962-only white shifter knob, square front badge & side emblems in GOOD condition, rear vent trim, front and rear windshield rubber. Also need front clip, or sections of clip around headlights. David Lara, Post Box 1507, 3222 Framnes, Norway, Tel. +47 33 47 24 65 or david.lara@sikul.com(May02)

4. For 1962 343 (0 001 776): For 1962 343 (0 001 776): left door latch (side of door) & NOS rear view mirror. Please email LeeHedges@Type34.org or call/fax 858 578 1506. (May02)

5. For 1962 343: owner's manual, VW nose badge & seal, rocker panel trim & clips, turn signal lever, "Karmann" side badge & Ghia shield, & fog light rings. Nick (MA) 508 757 4792. (May02)

6. For 1965 343: Rear decklid NOS rubber. NOS accessory picnic tray for steering wheel (like Bill Makepeace's). Original 1964 glove box calendar w/ T34 art on front. Any original T34 ads or ?? from 1965. Scott (So Cal) @ 805 583 4173 or email: ScPerry@aol.com (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. For 1968 344: all lenses, vent windows with frames, seals, emblems, VW1600L script, tail light base, side seat trim. Suthas (Thailand) tutmundo@hotmail.com

10. For 1968 343: two sun visors & clips, two rocker trim strips, two reverse lights, shifter knob, dash lights, wiper knobs, radio, steering wheel, horn ring, lower dash pad, front and side turn signal assemblies. Fernando (Brazil) E-mail: vasone@sti.com.br(May02)

11. For 1968 34. Windshield Viper (2 sets), L and R Wingglass Hinge, L and R Side Mirror, Rubber for all glasses (Front, Rear, L and R), Tail Light (full Set), Bangkok Thailand, Prakitkol Sriphaibool. (may02)

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

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.

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.

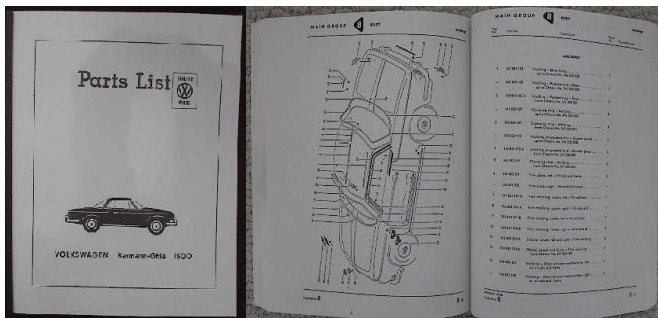
Window Stickers: mounts to inside of window, available in Black or Blue, \$2 postpaid.

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.

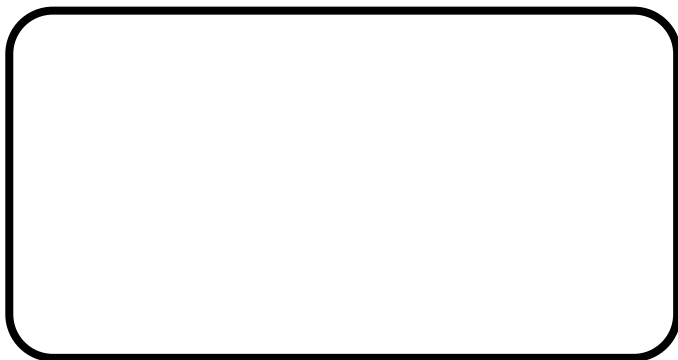
Registry Newsletter Back Issues: over 40 issues from 1987-99, \$2 each (specify issues with order) or \$50 for the complete set postpaid. Hundreds of restoration articles, events, and featured T34s.





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

April - June 2003



First Class Mail