

# **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](http://www.Type34.org)

**July - September 2003**

**1500 1500S 1600 1600L**



**INSIDE:**

**VW CLASSIC  
WEEKEND IN  
CALIFORNIA**

**KG INTERNATIONAL  
WEEKEND IN  
ENGLAND**

**RECORD SETTING WEEKEND!**

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# Welcome our New Members!

From June 2003 thru August 2003

Ron Blalack.....	Clovis, California USA .....	1967 343 (347 055 410)
Simon Dunkinson.....	..... Cornwall, England .....	1969 343 (349 166 525)
John Jimenez .....	West Covina, California USA .....	1963 343 (0 191 795)
Lloyd Mestas.....	Riverside, California USA.....	1963 343 (0 154 995)
Chemo Ordaz .....	Santa Paula, California USA.....	1965 343 (345 015 769)
James Ramsay .....	Oxfordshire, England.....	1967 346 (347 026 140)
Paul Ripa .....	Jensen Beach, Florida USA.....	1964 343 (0 290 525)
Rose Vardanian .....	Los Angeles, California USA.....	1965 343
Dave Whitaker .....	Yettam, California USA .....	1963 (0 160 100) & 1964 (0 318 045)



Wesley  
Wesley Photo  
Photo VW  
Fotografie VW

VW 1500-Karmann-Ohla-Coupé 2.2 Size  
Karmann-Ohla 1500 Coupé  
Coupé 1500 Karmann-Ohla  
Volkswagen 1500 Karmann-Ohla Coupé

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Coupé 1500 Karmann-Ohla  
Volkswagen 1500 Karmann-Ohla Coupé

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

The T34 Registry is a non-profit organization dedicated to Type 34 owners & enthusiasts worldwide. Since 1987 it has grown to 1000 chassis-registered T34s and over 150 active members in 25 countries. The main goals are: registration, restoration, and preservation. Registration involves finding all T34s worldwide & recording their chassis numbers, photos, and details. Restoration involves assisting members with finding parts, and sharing sources & services. Preservation involves assisting members with maintenance & service, and promoting the T34 marque into history.

Benefits of membership are many and include:

- Quarterly 36-page Razor's Edge newsletter
- Color Online Newsletter
- Classifieds (parts, cars, services, wanted)
- Online T34 Discussion Forum
- 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 can be paid three ways: cash (US\$), check (US\$ funds), or electronically (PayPal). To pay by 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](http://www.PayPal.com) and send your payment to "LeeHedges@Type34.org". Please add \$2 for all PayPal payments, the fee charged to us 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 200309 = expires September 2003). There are no renewal reminders.

## EDITOR'S DESK:

By Doug Gray (Parker, Colorado USA)

WOW! What a weekend. Of course the weekend I am speaking of is none other than the famous 2003 VW Classic weekend. Thanks to the efforts of Lee Hedges, Scott Perry, and Scott McWilliams, the previous record of most T34's at one event set in 1991 was shattered. I think Scott McWilliams drove half of the cars in attendance to the show himself. Cars from all over California, Nevada, Colorado, Arizona, and one lone nut from Canada converged on Southern California for a weekend of festivities that will be forever remembered. From the cruise up the Pacific coast from San Diego to Los Angeles at 6 a.m. for breakfast at the Original Pancake House in Anaheim, to the Classic on Sunday, the Southern California T34 Registry members are a dedicated bunch. These guys are the glue that keeps this wonderful organization together. Thanks!

Because of the numerous parts that have become available since the last edition of the newsletter, we have an exciting Part Bin for this issue. The most anticipated

repro part are the front vent wing seals, and we've got the installation article in this issue.

Most of you will notice that the number of vehicles in the classifieds section has dramatically dropped. Over a year ago, we implemented a 1-year rule on ads. This was done due to the high number of cars for sale (nearly one hundred) at the time. We were noticing that most of the vehicles for sale at that time were either no longer for sale, or the person could no longer be contacted. Any ad can be extended beyond one year, however, the person placing the ad must let us know. Well, this issue, we have only nine, yes nine, cars listed in the for sale section. Following up on sellers is something that I simply don't have time to do, so we need your help. We all know that there are more than nine cars out there for sale, so please refer them to me so we can get these cars that ARE currently for sale available listed.

I've moved to a new home in Parker, Colorado, so note my new address on the 2<sup>nd</sup> page. Finally get digital cable, YAHOO!

Thanks and enjoy this issue ...



### CONTRIBUTORS WANTED!

Our newsletter is articles & snippets submitted by our members. In order to keep the newsletter fresh and inspiring, we need members to submit articles. These articles don't need to be highly detailed or time consuming in nature, just fun to read. Please take the time to jot down a little about yourself, your project, and how things are progressing with your car. You'd be surprised how inspiring your story can be. Thanks!

### ON THE COVER

Participants in the annual T34 Registry pre-Classic dinner line up in front of the host hotel in Irvine, California. **Rich Mason's** one owner 1964 343 is in the foreground. Rich purchased this car from the estate of the original owner in 2001. Picture by Ian Cuthbertson of Calgary, Alberta Canada.

### CONTRIBUTORS

Lee Hedges, Ian Cuthbertson, Doug Gray, Daniel Baum, Scott McWilliams, Jon House, Rich Mason, Micke Forsberg, Mik Percy, and Brian Kauffman.

### COLOR NEWSLETTER!

The full color newsletter can now be found at [www.leeedges.com/t34/3q2003.pdf](http://www.leeedges.com/t34/3q2003.pdf)

## Parts Bin: Shirts, Posters, Repro Seals, and More

It's been a long time since **club t-shirts** were available, but now we've got a new t-shirt design! They are white 100% cotton Beefy-T pre-shrunk colorfast, with the Registry logo on the chest & a Sea Blue Coupe (dealer poster original art) on back. Short-sleeves are \$15 & long-sleeves are \$20. Shipping \$5 in USA, email for intl. Please email or call Lee Hedges at 760 845 7761 or [LeeHedges@Type34.org](mailto:LeeHedges@Type34.org) for info. Check, cash, money order, or PayPal accepted. All sizes available but XXL+ are \$3 more.



One of the most difficult parts to find on a T34 was the **radio faceplate** for the Blaupunkt radio (above). But now (thanks to Andy Holmes) we have a source in Germany for both the aluminum faceplate (\$55 plus postage) and **radio knobs** (\$12.50 each plus postage). The domed knobs match the other dash knobs and the light grey ones are correct for the early T34s (1962-66). Contact Autoradio Wagner in Germany at +0049 214 61421 or fax +0049 214 66050 or by email at [autoradio-wagner@t-online.de](mailto:autoradio-wagner@t-online.de)



**Original T34 Dealership Posters:** huge 24x32 color poster of 1961 VW Dealership promotional art (Sea Blue Coupe or Pearl White Cabriolet), extremely rare T34 poster reproduced in full-size & full colors. \$25 + postage. Smaller size 16x20 also available \$20 + postage. Contact Lee Hedges at 760 845 7761 or [LeeHedges@Type34.org](mailto:LeeHedges@Type34.org) for info. Check, cash, money order, or PayPal accepted.

These two posters were found on eBay for \$425 from Austria. They are the only two Lee's ever seen so they're extremely rare. They were on display in VW dealerships to attract buyers to the T34 styling and were made in 1962-63. Now you can have your own set for much less ...



*Volkswagen 1500 Karmann-Phia-Cabriolet 22 inch 6175*



*Volkswagen 1500 Karmann-Phia-Coupe 22 inch 6176*

**Now available from PoP in Thailand:**

Our newest best-friend in Thailand calls himself PoP. He has been graciously reproducing T34 seals and offering them at very reasonable prices to T34 owners. He accepts PayPal and ships the parts anywhere in the world. Registry members get FREE shipping too! You can email him at [cbutpet@yahoo.com](mailto:cbutpet@yahoo.com) for more details.

**Front and rear bumper seals!** Excellent fit and finish \$30 for the set of four.



**Front headlight seals!** OEM quality & fit and grey in color just like the originals. \$25/pair

**Taillight base seals** can now be had with the click of a button. \$30/pair



And **front vent window seals** are available in both the early (1962-66) & late (1967-69) styles. \$95/pair. An article detailing the installation of these appears later in the newsletter. Check it out!



# A Record-Breaking Classic Weekend

By Lee Hedges (Carlsbad, California USA)

What's the big deal about setting a new record for "the most T34s at one event"? I mean who really cares? Well, this year we decided to go for it. It was time to generate new excitement for both T34 owners and the VW enthusiasts out there that may not have known much about T34s. It was also an excellent way to get all our friends together for one amazing weekend of events, get to know members from far away, and renew our friendships with owners we'd not seen for many years. Big deal? HELL YES! The previous record was 22 set at the 1991 VW Classic and this year we smashed it with 28 T34s from all over Southern California, Arizona, Nevada, and even Canada!

Saturday was our annual Dinner Cruise, which attracted 10 T34s and over 30 members & their families. The great food, many photo books passed around sharing their restoration stories, and we also got to meet the wives and kids too. Sunday was the day to remember though and by 9am the T34s began to show up ... leaving the VW Classic organizers stunned, as they had not anticipated enough room for all the T34s! We moved from the asphalt to the cool green grass for our deserved rightful display for such a momentous occasion. Two lines of T34s in all conditions, all colors, and all flavors! The crowd was dazzled, the T34 owners were counting, and by 10am we had broken the record. By noon we settled on 28 T34s and life was good! Spare parts were shared between members, new repro rubber seals from Thailand were gobbled-up like candy, and the swap meet area kept coughing-up previously unseen T34 goodies for everyone. Simply a fantastic weekend, one that no one will soon forget!

*Cruising to the VW Classic early on Saturday morning with the Pacific Ocean in the background, Lee survived a bit of morning showers in his topless Cabriolet.*



A huge personal "thank you & well done" to **Ian Cuthbertson** for making the 3300-mile trip from Canada, **Paul Colbert** from Nevada, and **Scott McWilliams, Everett Barnes, and Larry Edson** for being so committed to getting their T34s to this historic event. You made the difference guys!

*Right: **Paul Colbert** towed his 1963 Coupe down from Incline Village, Nevada to participate in this record setting event. It's now at a San Diego body & paint shop for the next step in his 20+ year restoration process! GO PAUL!*





**Left:** After overwhelming the Classic staff with our numbers, the T34's were moved to a grassy hill that over looks the show. We couldn't have asked for a better location!

**Right:** Cars lined up at the hotel in Irvine for the Registry Dinner Cruise.

**Below:** twenty-eight T34s in one place! WOW!

**Bottom Left:** PoP's friend Mong arrived at the show and it was like Christmas. He sold everything he had and took orders for more. Left to right: Mong, Jon House, Paul Colbert, Scott Perry, & Doug Gray.



**Below:** This shot of Johnny Bilek beside his 1965 is as classic as the Classic itself!





**Top:** A bird's eye view of what will forever be called "Razors Hill".  
**Above left:** Tom Reay was kind enough to bring a tent and coolers full of beverages.  
**Above right:** Scott McWilliams and Mong discussing T34 seals.  
**Below:** The Registry Dinner on Saturday night required two tables to seat everyone.  
 Lots of laughter and story telling filled the air.





# A Classic Weekend Adventure –

By Ian Cuthbertson, Calgary, Canada

We have pretty good VW shows up in the prairies of Canada ... at least I thought we did before I was lucky enough to be able to attend the VW Classic in California for the first time back in '98. At that time, I had just started disassembling our T34 for its eventual restoration. Little did I know that I would attend three more Classics before our T34 would finally be completed.

For those that haven't been out to a Classic T34 Weekend before, you gotta go. For me, it's become a tradition. It's a great chance to not only experience the awesome Southern California VW scene from the T34 perspective, but also gives me my annual chance to catch up in person with the many Registry friends I've met over the years, and those attending the Classic for the first time.

Last year at the 2002 Classic I remember sitting over a beer with some of the other Registry members. We were idly comparing pictures and restoration war stories. The conversation inevitably led to how many T34's we were likely to see the next day at the show, 6-7 like the year before? Or more? Even though seeing 6 or 7 T34's is pretty exciting (that's more T3 Ghias than likely exist in a 500 mile radius of where I live), it's not exactly a world record...

Well, maybe it was the beer talking, but I remember waking up in the middle of the night thinking 'Did I really agree that I would bring my T34 all the way from Canada to help the Registry set a new T34 world record at the 2003 Classic'? Well,

now I was committed to a real Classic Weekend Adventure, an 8000 km road trip in June!!!

Late-May 2003: A week to go before I'm due to leave for California. The Registry members have taken the challenge of setting a new T34 record to task, and we've got something like 25 cars committed so far. I can't back out now! My plans are coming together, my father has agreed to accompany me for the drive down to California. He's got a one way plane ticket home from LA to Calgary reserved for the fourth day after we leave. My wife and 2 little girls arrive in LA airport 2 hours

later, as they're going to join me for a week in the California sun, and to accompany me on the long drive back to Canada after the show. We'll be towing the T34, as there's no way I could get my family and all our stuff into it for a two week vacation!

My dad and I get an early start on



Saturday morning from Calgary. A beautiful day, with the Rocky Mountains towering just to the west we drive 16 hours through Alberta, Montana, and into southern Idaho before we stop for the night just north of the Nevada border. With a long day of driving in front of us, we get an early start Sunday and make our way through the empty, wide open spaces of the Nevada desert. It was still early evening when we pulled into Bishop, California, with enough time to find a hotel and still be able to take the Ghia for a drive into the local mountains.

My trusty road atlas revealed the perfect T34 drive out of Bishop, 60 miles away, up towards Yosemite

National Park – an interesting spot named Mammoth Lakes. It sure was a beautiful drive all right, but I realized my road atlas should have had a topographical feature. This drive was 60 miles straight up! Starting in the 100°F heat, Bishop has an elevation of 3,400 ft. The Ghia took us uphill to the snow line at Mammoth Lake at 11,000 ft in the heart of the Sierra Nevada mountains. We got a chuckle at the warning signs and radiator water that was kindly left by the California Highways Department but the Ghia performed quite flawlessly all the way there and back!

After arriving in San Diego the next day, I met at Lee's house on Friday night and was amazed to see four T34's already there! What a way to start the weekend.



Sunday morning Lee, Jon House, and myself were joined by Rich Mason & Doug Gray who had been up real early so they could do the T34 cruise up in the rain on the Interstate to the Registry breakfast. After the breakfast was the first official VW event of

the weekend, the OCTO Split Window Bus meet. What an amazing spectacle, a parking lot full of split window busses, we don't see that in Alberta!

Moving in a convoy of T34's from the OCTO meet to the Classic host hotel, we prepared for the Toy & Literature show. This was followed by one of my favorite events, the T34 Registry Dinner Cruise. Who says getting there isn't most of the fun, the convoy to the Registry dinner was a blast. T34's in front, T34's behind – cool. The dinner was an even bigger success than last year and many members brought their cars and photo albums, so we all had fun checking it all out.

The next day was the Classic in Irvine. As everyone has heard by now, we set a new North American record with 28! Many members went to extraordinary efforts to get those T34's there, and it was all worth it. Tom Reay's stellar Sea Blue '65 sunroof car fresh from restoration was a highlight for me. And two Ruby Red & Black T34s were Scott McWilliams' beautiful 345 and Rich Mason's 1964 from Colorado. But just seeing all those T34's together on the grass, what a rush. In the swap meet, I managed to find a replacement turn signal arm for the one that broke on me the week before I left Calgary, an extremely lucky find that would only have been possible at a show this big.

To give the kids something more to look at than nuclear testing sites, we drove up through California and Oregon stopping for a couple of nights on the Oregon seashore on the way home. Arriving back in Calgary, I was already looking forward to next year's Classic. It was so much fun, but maybe I'll take a plane next year...



Tom Reay's beautiful 1965 343 and Ian's equally stunning 1965 Canadian model

# Colorado to California: Road Trip to the Classic

By 'Raging' Rich Mason (Thornton, Colorado)

As John Lennon once said, "Life is what happens while you are making other plans." In my case, keeping up with life almost caused me to miss the Type 34 event of a lifetime. When Doug and I attended the Classic in 2002, we discussed coming back in 2003 with my car. Well, as things go, "other plans" kept me from doing hardly anything to the T34 for 11 months. Then on May 6th I saw Lee's post in the forum with the expected attendees for the event. At that time, it was in the high 20's. Then I saw Ian Cuthbertson's name on the list coming all the way from Calgary, Canada... over 1500 miles. That made the 1000 mile trip from Denver seem like nothing. DAMN!

I made a call to Doug. Doug was up for the trip... problem was, my T34 wasn't. The doors were currently off the car with the hinges still in the box from the postal service, the engine leaked oil badly from the main seal, the clutch was slipping, and the headlights didn't work. All of these things would need to be fixed before hoisting it on the trailer and heading to California. Was 3 weeks enough time? I wasn't sure. A quick call to Doug... and I had a volunteer to get everything ready.

The first order of business was to get the doors back on the car. With Doug's help, we were able to accomplish that task in less than 2 hours one Saturday afternoon. That same work week, I pulled the engine and prepared it for the new main seal and clutch. I also couldn't resist pulling out the tooth brush, rags, and degreaser for a quick cleaning of the engine. When the weekend arrived, Doug volunteered another day to help me reinstall the engine. Sometime during the procedure, we realized the original VW muffler just wasn't going to cut it anymore. Luckily, I had a replacement available in the garage.

Unfortunately things did not go so well with the headlights. As I dug into the wiring, I

came across two burnt wires. One small one went into the steering column, the other went from the high beam relay to the pushbutton dash. Before I knew it, I had the steering column apart on the kitchen table with the push button dash lying next to it. Then disaster struck... while working the ignition switch out of the column, I pulled too hard and the thing came apart in my hands. There on the kitchen table were springs, ball bearings, plastic and copper pieces lying in a pile. After some encouragement from Scott McWilliams on-line, I sat down and proceeded to get everything reassembled. Some strategic bends in the ignition casing and some JB weld glue seemed to hold everything together. After a few more hours reassembling everything and some pointed soldering on the push button dash, the lights were working. In what seemed like no time at all, our departure date arrived. The plan was to leave in the early afternoon on the 5th of June and for Doug to catch up with us on the western side of Colorado in the evening. Our reasoning was that our 2-ton Toyota SUV towing a 1500-pound trailer with a 1-ton Ghia on the back would be pretty slow going up the mountains. In reality, we made pretty good time averaging about 55 MPH up the hills. A quick phone call to Doug got him started early and we were able to meet up in Grand Junction.

*I loved cruising north along the San Diego coastline towards the Registry breakfast at the Original Pancake House in Anaheim. Scott McWilliams took this pic inside his T34 going 70!*



From Grand Junction, Doug blazed a path for us through the dark Utah night with the driving lights on his New Beetle TDI. Without those lights, a near miss could have instead been a catastrophe. To explain... around 11:30, somewhere in the middle of Utah, a deer decided the grass on the north side of the road wasn't to his liking and decided to head south... right in front of Doug!!! About 100 yards behind Doug, we saw the brake lights and were wondering what was going on. Suddenly, as Doug veered left, we saw the deer standing right in the middle of the road. Fortunately I was already on the brakes... still slowing 7500 lbs is no easy task and the deer wasn't moving. I had no idea which direction he'd go. Using a driving technique borrowed from "Days of Thunder" of all things... I elected to steer directly at him... figuring by the time I got there, he'd be gone. The deer, unfortunately, had never seen "Days of Thunder" and elected to just stand there. Then, at the last second, he jumped left - to

which I responded by jerking the wheel right. Accident avoided!!! Thank goodness for electric trailer brakes and 6,000 lbs nylon car straps. With the near-miss excitement having sufficiently revived us, we decided to push on into the night. Our adventure however was not over. What's the biggest problem with a truck getting 12 MPG following a New Beetle getting 45 MPG... you guessed it, the truck running out of gas because

the driver is not looking at the gauge. When the gas light came on, I knew we were in trouble. At the first town, the gas station was closed. The next town was 25 miles up the road... the only problem, the distance to empty computer on the truck said we only had 15 miles of gas in the tank. Knowing the engineers were probably being conservative with their calculations when programming the computer, we decided to push on ... gingerly feeding it gas and coasting down every hill. Finally we made it to the exit ... one problem though, the highway gas station sign said it was 4 miles into town to reach the station. Deciding not to risk an 8-mile round trip run on a nearly empty tank...

Doug ran reconnaissance for us as we sat in the dark with the engine off. Minutes seemed to click by like hours until finally we heard over the crackling radio... "Rich... you lucky bastard, they're open". After tanking up, I realized that I had just put 22.97 gallons of gas in a 23 gallon tank... it was a close call!!!

Unfortunately that wasn't our only close call. One more time on the west side of Vegas, the gas gauge light called. This time it's thirst was quenched with very expensive \$3.00/gallon petrol...



*In the middle of nowhere (outside Las Vegas) they can charge just about anything for a gallon of gas!*

ouch! That will teach me.

Other than the mishaps mentioned above, the trip was smooth and enjoyable. The Classic and Type 34 events were outstanding. I'd especially like to thank the CA Type 34 crew for making us feel at home. Their hospitality and graciousness made it all worthwhile. We'll be back!!!



From the passenger seat of Ian Cuthbertson's 1965 T34, Doug snapped this classic photograph of Jon House in Larry Edson's 1966, preceded by Rich Mason in his 1964, Lee Hedges in his 1962, and leading the bunch is Scott Perry with his 1965.



Good to see the girls enjoying the Classic Weekend too: (left) My wife Beth and son Turner and Doua. Ashlev. & Madison (right) enjoying the annual Registry Dinner Cruise.

# The European Scene: **KGOC-GB International Rally 2003**

By Daniel Baum (Kfar Rut, Israel)



The **Karmann Ghia Club of Great Britain** held its 21<sup>st</sup> anniversary International Rally in northern England on the last weekend in June. As I couldn't resist the chance to meet other Registry members and Karmann Ghia enthusiasts and see their cars.

The English Type 34 owners went to enormous lengths to look after me. I stayed at Clive and Janet Richardson's house both before and afterwards, and a Type 34 owner named Dave Matthews agreed to let me drive his car throughout the event, as he was unable to attend for health reasons.

We drove up north on Friday with Clive & Janet in her Smoke Gray & White 1965 346 – a lovely restored car that gets driven a lot, and me in the passenger seat of Steve Wright's Porsche 911. We stopped off at Dave Matthew's house in Leicestershire to pick up his car. The T34 is a superb unrestored very-early-1965 model with approximately 30,000 original miles. It's an amazing time warp experience to drive it; the best possible introduction to the '60s motoring experience. Although I have been a Type 34 owner for over two years, this was my first time driving one.

Once I was over the culture shock, I found it a remarkably refined car in many ways, although I thought the brakes were quite frightening and the 6V electrics were frankly comical. I found myself turning off the windscreen wipers so that the indicators would work. I suppose some cleaning up of terminals would have improved this a bit.

We made our way northwards to the Snake Pass Inn in the Peak District, which would be the central location of the rally. On the Friday evening we all met up for dinner and drinks at the inn. Lee Hedges and Jon House came over from the US, and Mark Poulton, Andy Holmes, Stephen Wright, Derek Frow, and Graham Filmer came from various parts of the U.K. while Pascal Orluz drove his T34 a long way from France.

The next two days were spent driving in convoy around the Peak District. The roads up there are very narrow and winding and every so often go through towns and villages where parked cars make them even narrower. Every car or truck coming in the other direction has the potential to take off your wing. If there are parked cars you feel like you might lose both!

On Saturday we all exhibited our cars at the grounds of a stately manor called Lyme House.

*The Type 34s line up at Lyme House. From left: Graham Filmer's 1967 Coupe, Andy Holmes 1965 Coupe, Dave Matthews 1965 Coupe, Mark Poulton's 1968 Coupe, Pascal Orluz's 1964 Coupe, and Janet Richardson's 1965 Electric Sunroof.*





Each participant had to vote for the best cars in each of several categories, and the Registry members had their own Type 34-only vote. As it turned out "my" car won the award for the most original Type 34, and 2<sup>nd</sup> prize for the Best Early T34. Best Late T34 was Mark Poulton's extraordinary

1968, and Best Early T34 went to Andy Holmes' 1965 which is about as perfect as a Type 34 can get. The KG Intl's Best Type 34 awarded to Mark Poulton.

Finally on the last day, we drove 50 miles to the Derwent Dam, an enormous structure which was opened in 1916, where we all had lunch on the grass. After that everybody said their goodbyes and made their way home. I drove the first part of the way home in Dave's car. As we were just going from A to B, this was quite a different drive to those of the previous day; much straighter, wider and faster roads. These are much more like the kind of roads that I am used to driving on, and it was my first opportunity to see what it was like to drive on "proper" roads. Finally, we reached Dave's house and it was time to part from the immaculate Type 34. Needless to say this was quite a sad parting for me. Then it was back into Stephen's Porsche as passenger and a rather long drive back to southern England where Clive lives.

It was a fantastic weekend in every possible way, and hopefully, not the last time I have the opportunity to attend an event of this kind.

*Group photo (left to right): Daniel Baum, Graham Filmer, Andy Holmes & daughter Sophie & monkey, Jon House, Derek Frow, Clive Richardson, Mark Poulton, Janet Richardson, & Lee Hedges.*



# EVENTS: Karmann Ghia International Adventure

By Jon House (San Diego, California USA)

It all began with a phone call. Lee caught me one busy work day and between concrete trucks mixing mud and carpenters banging nails I could hear Lee shouting: "You wanna go to England for the big UK Karmann Ghia club car show?" I managed to yelp out a hearty "Cool!" before nearly being whacked by a two-by-four. Flash-forward several months and Lee and I are on "da plane" and heading direct for Heathrow. Lee is actually reading a book other than KG related while I take turns sleeping and well....sleeping.



We are met by a chipper **Clive Richardson** at Heathrow and head through the busy traffic south towards his idyllic home in a quiet hamlet known as Tonbridge. And what a lovely spot it is! A beautiful old home (in UK terms that's a least a hundred years old!) with a very serene back yard. Inside his "tool shed" Lee and I discovered -- lo and behold -- the elusive gutter trim that we've been seeking for my T34 resto.....and Clive gives it up at a fair price. This trip has started out perfectly!

Later in the day, Clive's wife Janet pulls up in her 346 to unload the evenings groceries, it's her daily driver, and an immaculate one at that. Lee and I marvel at her rare and beautiful car, as well as Clive's souped-up racer and also his rust bucket 1968 "donor T34" under the tarps. Clive tells us to take what we want from the car so we manage to

scavenge the insulation board on the interior floorboard.

After a bunch of car photos and drooling, we have a wonderful meal out doors and then, as if the day hadn't been good enough to us, we head out for a pub. But before we get to the cars, Clive tosses ME the key to his racer and Janet, somewhat hesitantly, gives Lee her keys to be prized jewel sunroof. Are these Brits crazy? Two jetlagged Yanks with little experience driving the wrong side of the road and right side of the car? We say nothing and act like we can handle the challenge, which we do! Great winding roads with awesome turns and bends and green foliage canopies. I blow Lee & Janet away with Clive's fast machine, whilst Lee carefully negotiates Janet's creampuff through the turns. We end up at a great pub, have a few pints and elect NOT to drive the cars home! I go back with a giddy Janet (the lady LOVES her car) and Lee gets a harrowing speed run with Clive in his machine. This ride caps off a perfect 1<sup>st</sup> day and we sleep like the dead that night ... dead, yes, but we have died with a smile on our face!



The next morning we got a rental car and we were off to the ancient town of Bath to visit **Derek & Glenys Frow**, providing we could survive driving on the wrong side of the road (again!) and all the wacky roundabouts and twists and turns. Unlike our freeway system where you climb onto the onramp and take one highway for miles and miles, in the UK it seems you go about a hundred yards on one motorway, then circle on a roundabout, go a few more feet on another motorway and then (you guessed it) another roundabout! Lee did a great job of driving and I was the navigator ... the sleeping navigator! On our way we saw Stonehenge which was an amazing sight, and after spending an hour or so driving through Bath and exploring this old city we decided to "find" the Frow's home. Took us another two hours of twists, turns and those damn roundabouts! But we did it!



Derek is the Chairman of the KGOC-GB and a wonderful man. He and Glenys have a nice home with a beautiful green yard and a couple garages filled with nice Ghias. Derek has a 1960 KG Convertible & a 1973 KG Coupe. He also has an early-1963 T34 Coupe with added electric sunroof. Both have been featured in magazines and books and are stunning examples. It was his "other" Ghia that had Lee and I excited.....you

guessed it....a Type 34! Still in the project phase, with lots of work ahead (sound familiar) Derek, unfortunately, lost his qualified resto man who passed away before finishing the job. Over time Derek plans to complete the project, after collecting the additional parts he needs. He and Lee discussed the trials and tribulations of such a job and Lee, ambassador of goodwill to all things T34, thrust out his hand for a handshake and promised that he'd do all he could---with the help of Registry members---to find the needed missing parts and pieces.

We had a nice evening out for food and pints and the following day were treated to a tour of Bath from Derek and actually got to visit the ancient Roman baths. I had a chance to drink the "bathwater" and wondered if Montezuma could seek his revenge on me all the way in the UK? I left Bath with this thought: beautiful town, just don't drink the water!



We continued our drive north to stay with **Andy Holmes, wife Theresa and daughter Sophie** in Maids Moreton. We had a great stay with the Holmes family in their big and beautiful home in a quaint village with a pub a few doors down! (There always seems to be a pub in England!) Andy has one of the most perfect and alluring 65 T34's on the planet and it has been featured in magazine and books. In fact, in "The Essential Karman Ghia" by Laurence Meredith, it is highly featured and photographed and it was this very car that caught my attention before joining the Registry and got me hooked on Type 34's! Amazing to actually see it in person! Andy has performed a perfect resto and has been true to the year with correct parts. He has owned the car for twenty years and still looks at it with loving eyes.

Next to his 1965 is a "project car" a very early-1962 from South Africa that would challenge the average backyard resto-maniac. But not Andy; he's a true enthusiast and no doubt the 62 will be done perfectly and you'll be seeing it in future magazine features. We had a nice evening with Andy and his family and spent time in Andy's office looking over his great lit collection and books and

Type 34 articles. Andy managed to find some images Lee hadn't seen before! The next day the impossible happened! Andy informed us that we (Lee and I) would be driving up to the Peak District to the big KG 20 Anniversary show in HIS Type 34! Amazing! It was hard to conceal our giddiness at our good fortune, but we played it off real cool.



Andy gave us the keys and we followed him and his crew in a nice 1982 black Porsche 911 Carrera. Lee and I just kept pinching ourselves at being able to drive for so many hours and miles in such a pristine car! It was truly amazing to be able to have this rare chance to drive Andy's car, and we made the most of it! Unfortunately, we experienced very heavy traffic and rain, and by the time we got to the picturesque Peak District, it was obscured by clouds and fog and we got to our B&B a couple of very road weary Yanks! We managed to hook up with many of the UK KG club members that evening and looked at all the wonderful cars in the parking lot, but sleep took its rightful place and we crashed hard.



A good sleep, a big English breakfast (and lots of toast! They LOVE toast in the UK!) we headed to the BIG day of T34 driving and viewing all of the amazing Karman Ghias and Type 34s that we in attendance at the event. Daniel Baum, in from Israel, had his chance to drive Dave Matthews perfect, unmolested low mileage 65 T34 to the event and this car, along with Andy's, were, to my eyes the standouts of the event. The day of driving offered loops and bends and turns and we were so amazed to see many of the cars in perfect procession ahead and behind us and surrounded by green pastures and old homes and castles along the way! Truly and amazing drive and a great VW experience! That night, the 21st annual KG International awards ceremony was held at the Snake Pass Inn, where we were treated to great food, good drinks, wonderful company and very



enthusiastic car owners. As they went through the awards and celebration, I couldn't help but marvel at the high level of commitment these Brits had for their autos and their club. Many of these members had been highly involved for over a decade and people from as far away as France, Germany, Belgium, and throughout the UK all drove to the event! Talk about hard core!





Morning greeted us with crystal clear, warm and blue skies for the best weather of the trip! We drove another 40 miles in the countryside and had lunch at a large dam. We drove home in Andy's T34 and then bid farewell to Andy and his family, giving big thanks for all they had done for us and the generous offer to drive his car so many wonderful



miles! Lee said it all when he mentioned to me that his driving experience had been one of the VW highlights of his life!

To sum it all up: the sights, the good company, the open hearts, the amazing cars, the dedicated spirit of the VW club members, and the chance of a lifetime to drive such great Type 34's was a dream come true. In addition, the long miles in a Type 34 exposed for me, a relative newcomer to the T34 world and with only a small amount of driving time in them, what a fantastic car Volkswagen developed when they designed the Type 34. It truly is an extraordinary car and very fun to drive! It renewed my excitement and interest to finish up my own resto-project and get out on the highway! The trip also reminded me of how a good "support group" of like-minded people can, with the proper motivation, create an awesome gathering of cars, beautiful sights, good eats, and great driving experiences. The UK Karmann Ghia club impressed us both and we left the event with very high praise for this organized and energetic group.

All things considered this was a "jolly good show" and we have, each of us, VW memories that will last a lifetime!





## Member Spotlight: One Sweet Swedish 1968 Coupe

By Micke Forsberg (Gävle, Sweden)

Hello all! My name is Micke Forsberg (right), and now I'm gonna tell you my story about a very special car, my 1968 T34 Automatic Coupe.

The first time I ever saw a T34 was back in the summer of 1995. We were attending one of the biggest VW-events in Scandinavia, the Bug Run. It was then I knew that I had to have one of my own. But as we all already know, they are really hard to get. Since my brother also likes VW's, as we own five, we started looking for a T34. We looked all around Sweden and wondered if we would have to find one in Germany and import it to Sweden.

One day, when I searching the Internet, I found the Swedish representative of the T34 Registry. I phoned him the same day, and he knew a few cars for sale in Sweden. We went to see one of the cars in a nearby town, only 160 Swedish kilometers (90 miles) away. The car was a bit rusty in behind the rear wheels, but we bought it.

It has had three owners before us. The first owner was a Swedish Volkswagen dealer who used it as a demo car between 1968-76. After that an old man bought it and used it very little until 1990 when he decided to change into an BMW. When he bought his new BMW, the T34 ended up at the

BMW-dealers house who put it in his own garage, but never took the time for restoration of the poor VW, so he decided to sell it. Thank you, God!

Now that we know a bit more about T34's, I think it was a nice buy. It's a pretty odd combination with Automatic transmission, electric-heated rear window, and low mileage (only 30,000 miles). We bought the car back in late summer 1998 and started the restoration soon thereafter.

First we repaired the brakes (since the car had been in a garage for eight years) and welded a bit behind the rear wheels. We did this before the





Swedish (M.O.T control) inspected the car (they check our car one time every year, just to make sure it's street worthy).

Our car has been lowered one spline in the front, and stock in the rear. New this summer is the fully polished Porsche alloys. I spent the entire winter polishing 5 wheels by hand but never again!

I think that the T34 is the funniest looking VW ever made, due to its odd design. Everyone seems to agree with that. Me for instance, I think it's a very beautiful vehicle especially from the rear of the car. I think of one worst things about it is the large glass area. When the sun is shining, it gets very hot in the Coupe, even here in cold Sweden. The only thing that we are missing is a front left armrest in black. If anyone can help, please e-mail us at [mikaelforsberg@swipnet.se](mailto:mikaelforsberg@swipnet.se)



# How To: **Repro Vent Window Seal Installation**

By Mik Percy (Romford, Essex, United Kingdom)

The vent seal rubbers being reproduced by POP in Thailand are probably the most eagerly awaited reproduction Type 34 part ever. Needing some for my car I ordered a pair of the earlier style seals. Here's what I discovered in dealing with PoP and the installation process.



**DELIVERY:** PoP was very prompt with the ordering process and the seals came in a seal-shaped box.

**VISIBLE INSPECTION:** Comparing the seals to the originals there is no visible difference; they are a very good quality seal, correct in every detail.

**INSTALLATION:** Fitting the seals for the most part is relatively straightforward; the seals are the correct size and shape and so fit with little difficulty. I started with re-chromed surrounds and so they were already nice and clean and in addition were removed from the car, but I would imagine that it may be easier to fit the seals with the surrounds still



fitted into the doors as it saves needing an extra pair of hands to hold them with.

I personally fitted the seals into the frames before fitting the glass into place; the glass can be removed by undoing the 'bolt' (with the two holes in the head) on the inside of the top hinge mount, this will allow this part of the hinge to be slid off of the fixed part on the frame. The whole glass including the lower chrome part with the catch can then be 'wiggled' upwards out of the door – under the bottom chrome part there is a 2 inch long spindle that spins in a fixed bracket when the window is opened and closed.

It is preferable to remove the glass assembly as the spindle passes through a hole in the rubber seal itself, it may be possible to cut one side of the hole to allow the rubber to be fitted around the spindle with the glass still in place, but this may take a lot of





patience to fit with the glass still in place. The biggest worry about removing the glass is undoing the 'bolt' on the top hinge; the bolt itself is made of steel and the hinge part from pot-metal massac. Massac corrodes quite badly and it is possible that it has 'welded' to the steel bolt due to corrosion. Mind you this said – my car has been subjected to the poor British weather and it came apart with little difficulty – maybe I was lucky.

To fit the seal I used a large thin blunt screwdriver, I started at the top corner where the seal has a mitered join, as it is the only feature that will show if not aligned correctly. This corner actually proved to be the hardest part to fit, I think due to the fact that the surface area you need to 'push' in place is larger than anywhere else.

I used the screwdriver to 'ease' the inner part of the seal into the groove in the frame, first on one side and then the other until the seal was in place, this way it is not necessary to make any marks on the outer part of the seal that you can see, the rubber is very flexible and allows the screwdriver to slide in between the seal and the frame.

Most of the rest of the seal could be pushed in place by hand, by gently 'rolling' the seal into the groove; a little help was needed here and there with the screwdriver to get things lined up properly where the seal couldn't be pushed in by hand. The bottom part of the seal fitted pretty easily too, although if you are attempting to fit it with the glass still in place I can imagine that it may be tricky to get the seal in position around the lower pivot.

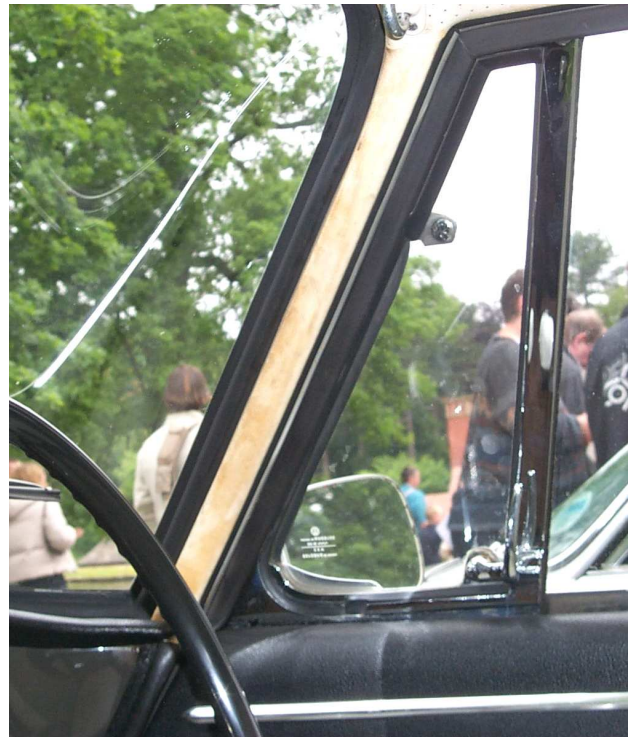
It has been mentioned by POP that the seals may need to be cut down ever so slightly as they were

intentionally made slightly longer than needed, I have not done this as I do not have the rear seal yet so I cannot comment on the fit at the ends.

Once fitted the glass can be replaced by reversing the procedure for removal. Opening and closing the window needs a little help at first, but I suspect this is mainly due to the rubber being very new and ... well ... rubbery. It has a tendency to grip the glass and needs to settle in and lose its stickiness.

OTHER SUGGESTIONS: After fitting the glass and explaining the difficulty I had fitting the top corner, some other members suggested a few tips that may help, amongst these were soaking the rubber in warm water to soften it, or perhaps even using some liquid detergent to aid fitting. I would imagine that the original rubber was probably as difficult to fit at the top corner, but with the experience that the fitter had of having done the job hundreds of times and possibly with the aid of a special tool they would make it look easy.

CONCLUSION: With everything in place the seal looks really good – it fits correctly and provides a good seal to the glass. The way the rubber sits on the glass is also good, with no creases or odd sized gaps in the trim, they get a hearty thumbs up from me – highly recommended.





## PROJECT SPOTLIGHT: **Back in Black**

By Brian Kauffman (Oregon USA)

I started my 1963 project last November after purchasing the car from the original owner. They had the T34 shipped to Sacramento CA in September of 1963. It was handed down to a niece who didn't have the time or resources to restore it. Last registered in 1982, it has not been on the road for over 20 years.

Last month I drove it for the first time taking it to a local VW show. I entered it and won 1<sup>st</sup> Place going against a Type 4 VW (magazine cover car) and several other Type 3's. It was really fun and everyone was impressed to see the "infamous Type 3 Ghia".

Thanks to everyone in the T34 Registry who helped with parts and making this restoration possible.



## Toy Talk: **Make Your Own Tin T34**

The largest T34 model available is a 1/20<sup>th</sup> scale tin made by two Japanese manufacturers: Ichiko and Shimazaki. There are many different variations of these two manufacturers and 2-3 are typically seen on eBay each month from \$25-125.



I have always wanted a custom large-scale replica of my T34, so I found a broken scratched Ichiko Police version (missing roof lights & broken friction drive) on eBay (above) for \$38 but it was complete.



In just 20 minutes the many tin pieces were removed, secured by bendable tabs, with a pair of needle nose pliers. I used scissors to cut the roof section to match my T34 conversion.

Then I sanded the pieces down with fine sandpaper and painted them Ruby Red then added a couple coats of clear. It's really important to allow the paint to fully dry, but it's also impossible to wait to reinstall the parts. Hand-detailing of the scripts & trim added a touch of realism to the finished model and I made a rear boot cover out of black leather. Reassembly was just as quick to complete this one-of-a-kind model!

And you can customize a large T34 tin to match your T34 too it's fast, easy, and relatively inexpensive. The total cost for this one was \$58. What would you pay for a replica of your T34 if you found one? \$75 ... \$100 ... \$200?



Patience is the key ... finding a complete model, sanding & painting, then detailing. To find these large tins, try <http://pages.ebay.de> and type in "Karmann Ghia". Then take your time and check out the tin models that are listed. Most German sellers will send boxes to the USA and other parts of the world if you contact them first for their OK.



# BRAIN BENDERS: Volks Logic

By Scott McWilliams (Vista, California USA)

Bob and 3 other people live on Oceanfront Way and all recently bought vintage Volkswagens. Each owner bought a different model. From the following clues, can you determine each owner's model, color of the car and which accessories they chose? Oh yeah, "car" can refer to any vehicle (even a bus) for this puzzle.

Three of the vehicles are a Bus, a red one and Carls' vehicle (which doesn't have a trailer hitch). Steve (who didn't buy a Thing) doesn't have a blue car. The four vehicles are a Type 34, Amy's vehicle, a green vehicle, and one with mud flaps. Neither the Type 34 nor the Bug have floor mats. The Type 34 isn't red (say it isn't so!).

Carl (who doesn't have a white car) did not buy a

roof rack for his vehicle (which isn't a Type 34). The Thing isn't blue or green. The green vehicle doesn't have a trailer hitch. The bus (which is not owned by Steve) doesn't have floor mats.

If you care to use the chart below in solving this problem, you do so by entering all information obtained from the clues using, perhaps, an X to indicate a definite "no" and a dot to show a definite "yes." Remember, once you enter a definite "yes" place a "no" in all the rest of the boxes in each row and column that contains the "no".

So ... who's the smart one that bought the T34 and what color is it?

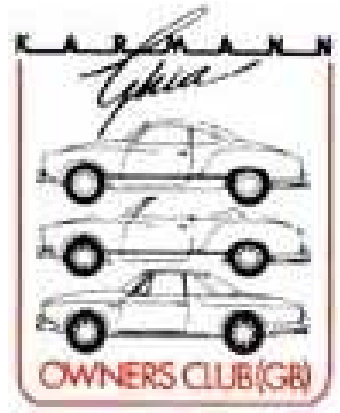
	Bob	Carl	Amy	Steve	Red	Blue	White	Green	Rack	Mud flaps	Hitch	Floor mats
Bug												
Bus												
Type 34												
Thing												
Roof rack												
Mud flaps												
Trailer hitch												
Floor mats												
Red												
Blue												
White												
Green												

The solution appears at the end of the classifieds section of the newsletter.

## 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](mailto:caryl.murphy@talk21.com) or call her at +01948 830700.



**Rich Mason** has quickly become the Colorado T34 Ambassador for the T34 Registry. Not only did Rich trailer his car over 2000 miles to the VW Classic, he won 1<sup>st</sup> Place in the Type 3 class at the Rocky Mountain Motorworks show on August 9<sup>th</sup> 2003 despite having entered the Ghia class. Here he is the following day drag racing his Ruby Red & Black 1964 T34 at the Colorado Bug-In. Way to go, Rich!

# 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, 12024 Song Bird Hills St., Parker, CO 80139 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 (0 008 285) It has one NOS front fender welded on the car and a gas heater. Price around 2000 us dollar. Oslo, Norway. [karmannghia@chello.no](mailto:karmannghia@chello.no) (Jan03)

2. 1963 343. Must sell for medical reasons. Far too much to list. Over \$4000 invested in the engine. Thousands of dollars worth of spare parts, original type 3 repair manuals and VW tools included as part of the deal. High-resolution pictures available on request. Asking \$12000 O.B.O.! Trades possible. Contact Dirk at [dbrog28301@aol.com](mailto:dbrog28301@aol.com) or Telephone # 805-737-1553 for more info. (Jan03)

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

4. 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](mailto:nestori@taivas.com)) \$7000 (Finland). (Aug02)

5. 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.

6. 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](mailto:Sales@twistedperformance.com), Winston-Salem, NC USA -

7. 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.

8. 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](mailto:naeembutt@altavista.net) or Fax: +65 3451854, Tel: +65 9743 6370.

9. 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. ([thpeopicke@aol.com](mailto:thpeopicke@aol.com)) 541-282-0730. (August, 02)

## 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](mailto:ofcdoug@hotmail.com), Spring Valley, Illinois. (May02)

2. Neuffer - Kompetenz in Sachen Karmann: [www.vw-nos.de](http://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](mailto: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](mailto: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](mailto: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 trim strips. \$45, including postage/handling. Boris (Australia) from within Australia on 02 9789 1777 from outside Australia 011 61 2 9789 1777, fax 011 61 2 9718-8704.

7. Veteranendienst Peter Fried NOS Parts: 131 601 151 Flat Hubcaps DM180, 311 837 217 door lock with keys DM280/pair, 343 837 205 Left Door Handle DM350, 343 837 206 Right Door Handle DM350, 343 831 401A Hinge Upper Left DM149, 343 831 411A Hinge Lower Left DM99, 341 953 515 Turn Indicator Lever (Black) DM250, 343 707 109 Front Bumper Center DM900, 343 707 113 Front Bumper Left Corner DM650, 343 707 114 Front Bumper Right Corner DM650, 343 707 309 Rear Bumper Center DM900, 343 707 313A

Rear Bumper Left Corner DM990, 343 707 314A Rear Bumper Right Corner DM990. (Peter Fried) has some new T34 parts (NOS) for sale: Right Door \$850, Rear Deck Lid \$250, Front Trunk \$300, Front Mask (complete sheet metal piece \$1750, Main Headlight \$215, Fog Lights \$200, Headlight rings \$50, Front base w/ glass \$150, Rear base w/ glass \$200, front window seal \$100, rear window seal \$100. Other parts may be available also. Veteranendienst-fried@t-online.de

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](http://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](http://www.vwispwest.com), [contact@vwispwest.com](mailto: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](mailto:vwparts@vintagewarehouse.com) or [vintagewarehouse.com](http://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](http://www.bugcity.com)

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

23. Reproduction rubber seals: PoP from Thailand. Currently reproducing front turn seals, headlight seals, front and rear window seals, front pop-out seals, side marker seals, bumper over-rider seals, and taillight seals. Working on others. Contact only by email. Email for prices and availability. [cbutpet@yahoo.com](mailto:cbutpet@yahoo.com)

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

## 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)

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

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

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 . Bellows 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 dcdkwd@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@catf.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. Axxess Auto Lock and Key, California, Tim Shirey, (661) 823-8990. He has been in business for 20 years and is a VW enthusiast.

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

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

12. Deck lid luggage racks: Randee Pickton and his contact # is 619 561 6609. He makes the repro rack based exactly on the original rack shown in the T34 accessory brochure photo. It fits very well and looks great!

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

## **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.

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

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

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.

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

6. For 1965 343: Rear decklid NOS rubber. NOS accessory picnic tray for steering wheel (like Bill Makepeace's). Original 1964 glove box calendar w/ T34 art on front. Any original T34 ads or ?? from 1965. Scott (So Cal) at 805 583 4173 or email: ScPerry@aol.com

8. For 1967 345: radio & tail lights, fog lights, interior light, and other misc. small parts. Patxi (Madrid, Spain) 915439391.

9. For 1968 344: all lenses, vent windows with frames, seals, emblems, VW1600L script, tail light base, side seat trim. Suthas (Thailand) tutumdo@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): vasone@stl.com.br

11. Wanted: Good door hinges, door seals. Doug Narczewski, ofcdoug@hotmail.com, Spring Valley, Illinois

## **T34 Toys and Literature**

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

Original T34 Sales Brochures & Manuals: Current stock includes '63 & '67 brochures. Gute Fahrt magazines & other auto mags. Mark (Germany) 01 21 63 95 27 75,

fax: 0 21 63 95 27 76 E-mail: automobilat@di.alup.nacamar.de

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

3. NOS Owner's Manuals for '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.

5. T34 Owner's Manual Reprints: in booklet form, for 1500cc & 1600cc dual carb models, 42DM, German Parts Unlimited (Germany) (49)413269 or e-mail: info@gpu.de

6. Reproduction Corgi boxes: Malcolm Baxter is a Corgi enthusiast living in Australia. He has the ability to reproduce the Corgi T34 Coupe or Cabriolet box. If you own a Corgi T34 and want a nice new box, he can send you one for only \$6 + postage. He has also made a T34 Cabriolet box for the Corgi, although there never was such a model. Excellent reproduction, thick paper box, & bright colors! Malcolm Baxter at [baxterfamily@optushome.com.au](mailto:baxterfamily@optushome.com.au)

7. New T34 Postcards: sixteen different vintage 4"x6" postcards, \$2 each, see them at [www.LeeHedges.com/t34postcards.htm](http://www.LeeHedges.com/t34postcards.htm) Email [LeeHedges@Type34.org](mailto:LeeHedges@Type34.org) for details. PayPal preferred, money order & cash also accepted. \$0.50 postage within the USA, a bit more for outside the USA, & I will combine multiple postcards into one postage cost.

8. T34 T-Shirts: white 100% cotton BeefyT pre-shrunk color-fast, Registry logo on chest & Sea Blue Coupe (dealer poster original art) on back. Short-sleeve \$15 or Long-sleeve \$20. Postage extra. Please email or call Lee Hedges at 760 845 7761 or [LeeHedges@Type34.org](mailto:LeeHedges@Type34.org) for info. Check, cash, money order, or PayPal accepted. All sizes available but XXL+ are \$3 more.

9. T34 Dealership Posters: huge 24x32 color poster of 1961 VW Dealership promotional art (Sea Blue Coupe or Pearl White Cabriolet), extremely rare T34 poster reproduced in full-size & full colors. \$25 + postage. Smaller size 16x20 also available \$20 + postage. Contact Lee Hedges at 760 845 7761 or [LeeHedges@Type34.org](mailto:LeeHedges@Type34.org) for info. Check, cash, money order, or PayPal accepted. If mailing order, send it to: Lee Hedges, 6068 Paseo Pradera, Carlsbad, CA 92009 USA.

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### Solution to Volkslogic:

The Thing isn't blue or green (clue 7) so it is either red or white. Carl's car isn't red (clue 1) or white (clue 6), so the Thing doesn't belong to Carl. Since Carl doesn't have the Bus (clue 1) or the Type 34 (clue 6) Carl owns the Bug. Steve doesn't own the Thing (clue 2) or the Bus (clue 9), so he must own the Type 34. Since the Type 34 isn't blue (clue 2), green (clue 3) or red (clue 5), it must be white. The Thing, then, is red. The floor mats are not in the Type 34 or the Bug (clue 4) or the Bus (clue 9), so they must be in the Thing. Since Carl's Bug doesn't have a trailer hitch (clue 1) or a roof rack (clue 6) it has the mud flaps. By clue 3 the Bus is green and Amy owns the Thing. By elimination, Bob owns the Bus and Carl's Bug is blue. The green car doesn't have the hitch (clue 8), so the white one does. By elimination, the green car has the roof rack.

In summary:

Carl's Bug is blue and has mud flaps

**Steve's Type 34 is white and has a trailer hitch**

Bob's bus is green and has a roof rack

Amy's Thing is red and has floor mats



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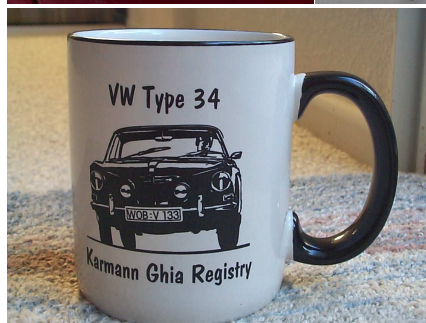
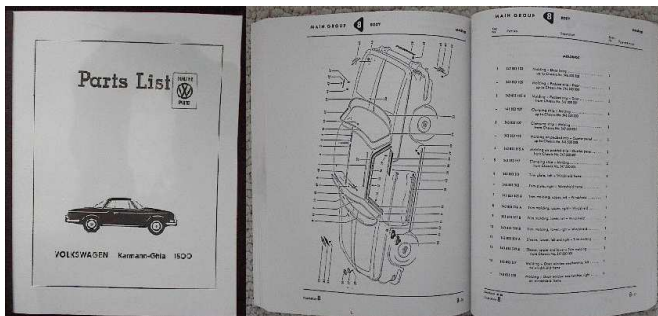
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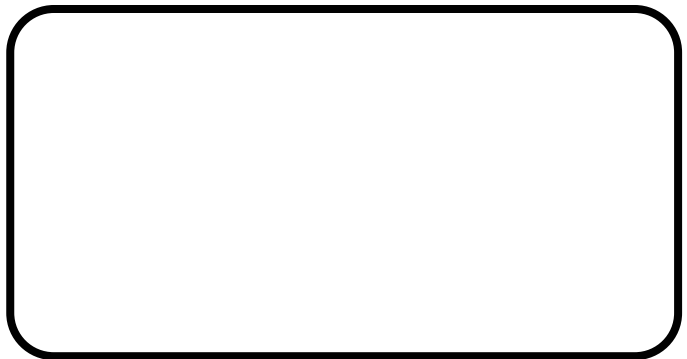


**VW TYPE 34 KARMANN GHIA REGISTRY**

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**July - September 2003**



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