

RAZOR'S EDGE



REGISTRATION * RESTORATION * PRESERVATION

VW Type 34 Karmann Ghia Registry

6068 Paseo Pradera, Carlsbad, California 92009-2241 USA

Web Site: www.Type34.org

October - December 2002

1500 1500S 1600 1600L



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Welcome our New Members!

From September thru November 2002

Walter Beachell	Hockessin, Delaware USA	1967 343 (347 138 860)
Hiroki Masumoto	Torrance, California USA	Looking to buy
Geoffrey Miller.....	Cranston, Rhode Island USA	1966 343 (346 174 287)
Ulf Reissberg.....	Munich, Germany	1962 343 (0 050 901)
Lorraine & Blaine Rabalais	Shreveport, Louisiana USA.....	1964 343 (0 341 659)
Garvin Soutar	San Diego, California USA	1964 343 (0 473 442)
Kejkant Yongtongsakul	Sathorn, Bangkok, Thailand	1965 344 (345 115 489)

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 Forums
- Huge T34 Web Site
- Personalized Restoration/Search Advice
- Personalized T34 Evaluation
- Worldwide Regional Rep support
- Personalized Email Address (@Type34.org)
- Access to Reproduction Literature
- Access to Reproduction Parts
- Access to Registry Regalia Collection

MEMBERSHIP RENEWAL: Don't Miss a Single Issue!

Annual membership into the T34 Registry is still:

USA & Canada US\$25

International..... US\$29

Memberships (new & renewals) can be paid three ways: cash (US\$), check (US\$ funds), or electronically (PayPal). To pay by cash/check, make your check payable to "Lee Hedges" and mail it to: VW T34 KG Registry, 11410 Belshire Lane, San Diego, CA 92126-5553 USA. To pay

electronically, go online to www.PayPal.com and send your payment to "LeeHedges@Type34.org". Please add \$2 for all PayPal payments, the fee charged 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 200208 = expires August 2002). There are no renewal reminders.

ADS & STORIES: Who You Gonna Call?

We highly encourage all members to send us photos, stories, event reports, restoration tips, parts sources, and ads related to T34s. Send everything to DougGray@Type34.org

PHOTOS: please send photos in JPG format and make them high-resolution for printing.

STORIES: send stories electronically by email & include the year & colors & owner info.

ADS: please describe the item, list a price for each item, and include a name, telephone #, & email address for proper contact.

EDITOR'S DESK: **Changing of the Guard**

By Lee Hedges (Founder & President since 1989)

I've been the Editor for ten years from 1989-97 and then again for 2002. Scott Perry put in five years from 1997-2001. It is now time to pass the torch to a new active member that can lead the Registry into the future and continue our success & growth. We are very fortunate to have **Doug Gray** from Colorado step forward as Editor. In my opinion the Editor is the most critical figure to the Registry membership. He orchestrates our quarterly newsletter and tries to fill it with a balanced selection of articles. I know Doug will do an excellent job, as long as he has our support.

From the responses on the email discussion group it appears that we have many members willing to contribute regular articles to the Razor's Edge: Steven Ayres, Daniel Browning,

Daniel Baum, Larry Edson, Ian Cuthbertson, Scott McWilliams, Steve Odom, Ghin Tsurusawa, Scott Perry, Dick Bozarth, & Clive Richardson.

What we don't want to happen is to make the Editor beg, pester, and babysit the contributors just to get the articles submitted on-time and complete. It's going to require diligence from both sides (Editor & contributors) to be successful. And everyone needs to help Doug in this success.

Most of you know that we've got international reps around the world to help members locally and to locate previously undiscovered T34s. One of our longest-serving reps is **Franck Boutier** in France. In

October he contacted a fellow KG enthusiast who had been collecting T34 chassis #s for the Karmann Ghia Club de France. They shared information and added 5 new T34 chassis #s to our Registry database! Thank you for your great work, Franck!

Why am I stepping down as Editor? The main reason is to get new ideas & enthusiasm into the club. You've heard my opinions and read my interests (in newsletter articles) for years, and it's time to see this hobby from a different perspective. Another reason is that I'm just plain tired ... tired of

meeting the deadlines, tired of managing every aspect of the organization, and tired of the daily routine. I need a break, time to focus on my family, my T34, and my own interests. But I'll always be an active player in the Registry and help

members whenever possible ... it's in my DNA.

NOTICE: I have moved from San Diego to Carlsbad and the Registry address has changed (front cover), so please update your records.



Cover Photo: previously unpublished photo from inside the Wilhelm Karmann factory circa 1965 with T34, T14, and Porsche 911/912 models having just been painted (thanks to Mark Higginson in UK).





DOING MY PART: **Just Couldn't Find an Excuse**

By Doug Gray (Incoming Razor's Edge Editor)

Wanted: "Newsletter editor for exciting club dedicated to the restoration and preservation of a vehicle few people bought. Prefer a motivated individual that lives in the western half of the U.S., has an aversion to money, as there is no pay involved, and have big feet, as you will be filling some very BIG shoes."

I took one look at that request by Lee Hedges, and jumped at the opportunity. Actually, it took me about two months to get to the "jumping" point. Not one to mince words, I think my email to Lee went something like this, "uh, I'll take it". For the two months prior to my email to Lee, I attempted to find every excuse under the sun as to why I shouldn't volunteer for the newsletter editor. I couldn't really find an excuse other than I just wanted to be lazy and receive a newsletter every quarter. Sure, I have been editing the classifieds for the last 2 years, but this was something altogether different. I would be the editor for one of, if not the best

international VW club going. So after talking with my wife, the decision was made to give it a shot.

My interest in the editor position comes strictly from the standpoint that the club would probably not survive without a printed newsletter, and that's unacceptable, considering the work that has been put into the Registry over the years. Some clubs do make it with an online newsletter, but let's face it, most aren't of the same quality as our beloved Registry. I must also admit that attending the VW Classic in June helped make the decision easier. If ever there was an event to recharge your 34 batteries, it's the Classic.

That being said, I will do my best to continue the newsletter with the same attention to detail that we have all been used to, while introducing some changes that will freshen things up. Any and all feedback will be greatly appreciated. Hug your 34 and I'll see you in 2003.

FROM THE FRONT OFFICE: The Future of the Registry?



Scott Perry: "Times marches on and things change along the way. Recently the Registry was confronted with what to do with the aging newsletter. I consider the Razor's Edge an integral part of the Registry experience. For me it's a permanent snapshot of this time and space in the T34 world. After 10 years with one publisher and 5 with another we decided it was time for a different member to take things forward. I figured everyone loves the newsletter and Registry as I do and we'd have volunteers lined up to take over. Not so. With no one to take the newsletter forward it was set to die with this last issue. Off to pasture.

We, the Registry officers, began discussions amongst ourselves as to what to do and the scenarios were not good. I don't even want to repeat them and thankfully I don't have to. In the final minutes before the axe we had two members, Scott McWilliams and Doug Gray, step forward and offer a 1-2 punch that will certainly take things forward. Scott has brilliant ideas for the Registry website and Doug has the goods to take the Razor's Edge onward.

Wow! A last minute save by two guys with not only heart but the drive and smarts to do it right. This is a HUGE step forward for a group that was in real jeopardy. 2003 will be a fresh-beginning for the Registry and having seen the blueprints I can tell you it will be better than ever! Thanks Scott and Doug for keeping the Registry fires burning."

Scott

Paul Colbert: "For the past dozen years Lee has taken on the role of Atlas by holding up the T34 world on his shoulders. It is time to thank him & let him rest. It's also time for the Registry to enter a state of transition. Two members have stepped up to help with the change: a new Editor for the newsletter (thank you Doug Gray) and a new web site designer (thank you Scott McWilliams).

My pessimistic inner thoughts tell me the printed newsletter is obsolete and should be discontinued. Members have a very hard time committing to something outside of their daily lives. This was recently proven by observing the low number of volunteers jumping up and down to apply for the position of Editor. Half of Doug Gray's job is going to be asking for participation and writing his own articles rather than doing his real job, editing the newsletter. This scenario will eventually lead to job burnout for Doug too.

On a positive note, I do feel the online environment will thrive for the club. Scott is giving it his all for members to be able to contribute to content without help from the webmaster. This puts the burden and responsibility for maintaining the existence of the online Registry directly on the members themselves. There are many members online who are capable of 15 minutes of online web site participation. This is a small and manageable block of time and could be enough to sustain a dynamic, fun environment.

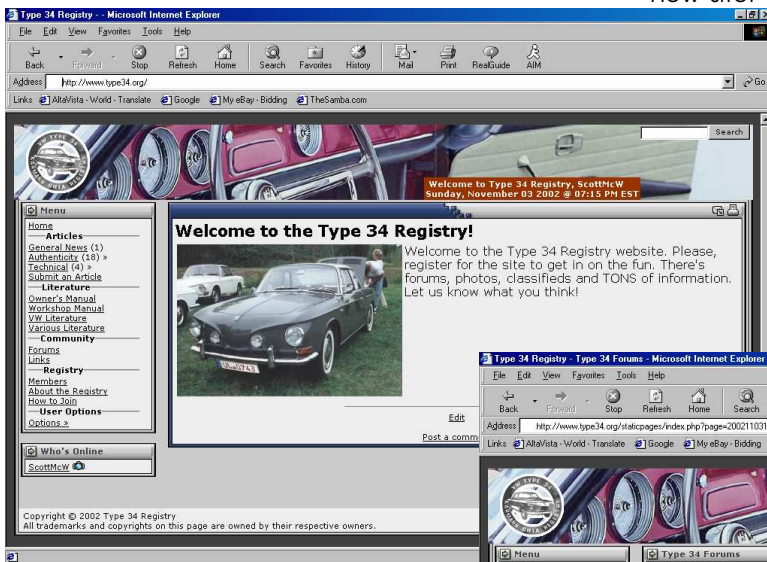
I hope I am wrong about the newsletter and right about the future of the web site. Let's take another look at it in a year."

Paul





When I first joined the Type 34 Registry just over a year ago one of the biggest selling points was the web site. There is a TON of information there, and it has been compiled by one man, Paul Colbert. Like many projects, this one started small and then went nuts. Being a professional web designer I offered to



The new main web page with more modern layout & combined Members & Non-Members Sites.

In the Forums you'll hold discussions, share info, & have access to the archives.

T34 TALK: The New Web Site!

By Scott McWilliams (Web Site Designer)

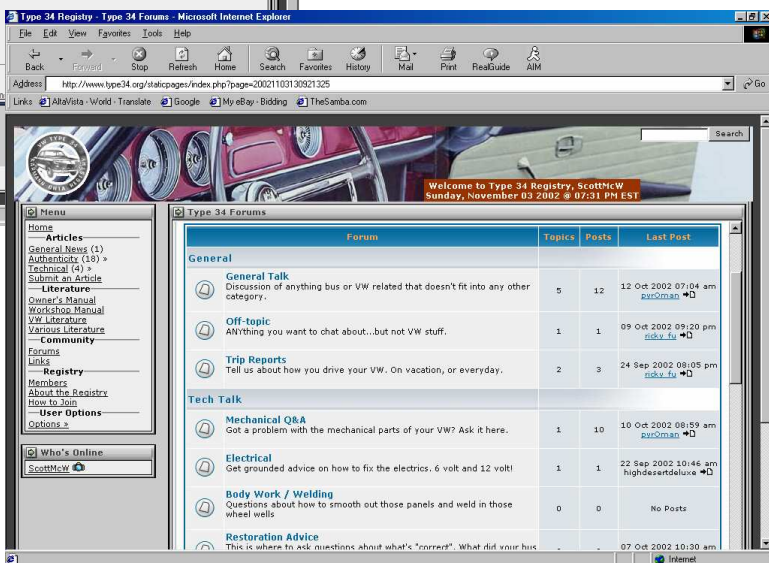
help out. Paul has been SO busy lately, that we needed a way to keep the old site information, but also be able to add new stuff as it comes up.

The new site will be much more community driven, which means that it's up to EVERYONE and ANYONE to help build it! Besides the current content, we will have a large Forums section which will allow everyone to keep in touch. Another MAJOR part of the new site will be the Photo Gallery. All members will have their own space to store photos to share with the rest of us. Uploading photos will be as easy as surfing the web.

Also in the works are a new classified ads section, "build your own" web pages, instant messaging, a complete newsletter archive, and more. We even have the possibility of going multi-lingual with the new site! The new site will combine the members

and non-member's sites into one location. But, of course membership still has it's privileges, as only members will get the good stuff!

I want to thank Paul for his previous and continual support of this project. Once you see the new site in action, I think you'll be pretty surprised!





WORLDWIDE EVENTS: **European Vacation Tour**

By Clive & Janet Richardson (United Kingdom Rep, England)

August 2002 saw us load up our 1965 Model 346 with all our camping gear and set off for a 2100 mile two-week trip around Europe. We traveled through France and Switzerland, going over the old Great St Bernard Pass, rising to over 2300 meters and with really tight hairpin bends, into Italy. One of the first reactions was as we loaded onto the ferry, the deck hand came over and told us "I used to be taken to school in one of those".

We spent a few days just inside Italy at Aosta, the "Rome of the North" before heading onto the Lakes. We found a place right on the shore of Lake Orta and pitched up again. We spent a week here, exploring the lakes and the mountains, with the car attracting lots of attention wherever we went. One evening I returned to the car where it had been parked on the city street to see an older

lady standing by it looking down at the windscreen. I wondered what had her attention? She did not look like your typical car enthusiast. As I got closer I saw she had spread her handbag contents on the bonnet and was hunting for something! It was just the right height for her.



At the end of our 2nd week we headed north again over the more modern Gross Glockner pass

about giving way to Trams? I don't live in Croydon). The UK contingent included three Notchbacks and a Variant.



I found that on the very hot days while we were traveling on the "auto routes" I had to watch the engine temp and adjust the speed accordingly. Speeds at 65 mph were fine, but 75+ would push it over 240 degrees. When we came back it was cooler and I cruised all day at 75-80mph.

Over the mountains the carbs let me down a bit. I have had difficulty getting & keeping them synchronized. One is leaking through the throttle shaft bushes. The result was that on over-run, downhill, it would pop madly and going up hill, I had to keep the revs up while downshifting on the bends to avoid the flat spot/hesitation as I accelerated out and up the 1 in 4 hill. I also think the changes in air pressure meant that the idle rate went way up at heights. Overall though we got 31 mpg and on the slower run down there we achieved 35 mpg.

(over 2000 meters) back through Switzerland, then Germany to the Netherlands at Arcen.

Here we met up with the German Type 3 Club, who were having their annual meeting. It was very social and initially we were the only T34, although two more arrived Saturday afternoon for a few hours and then one more on Sunday morning. We spent most of Saturday on a "Treasure Hunt" event, which included physical acts of bravery on our part (well walking along a log anyway) and taking the German theory driving test (what do I know





KG Treffen Japan 2002

By Ghin Tsurusawa (Japan Rep)

The 2nd annual Japanese KG Treffen 2002 was held in October 12th-13th at the foot of Mt. Fuji. Also this year 20+ KGs (5 T34s) and some other kinds of VWs were there. Most of them came from Kanto area (like Tokyo), but some of them came from Kansai area (Osaka and others). Japanese KGT is an event that is promoted deeper relations between various tastes of KGs and owners.

On Saturday we stayed at the hotel which was located in the side of KGT main venue. That night we had a dinner and grooved to KG anecdote! (also lots of beer!)



On Sunday, the main program "Car-Show" & swap meet was held on the grass! They enjoyed mutual information exchange and seeing other KGs. Pan-fried noodles "yakisoba", hot dogs, & sausages were treated by the KG special shop "Kimura Auto".

Two editors of the most famous Japanese VW magazines ("Let's Play VWs" and "Street VWs") came to this small event! They lent their supports to us to lift the spirit of Karmann Ghias which have a plummeting popularity here in Japan recently.





We all enjoyed KG Treffen 2002! As I said before, now in Japan, KG popularity is faltering, but I will continue to hold our KG Treffen event and hope that KGs get away from this bad situation.



Best Type 34: Shigeru Suwa's 1965 343 Sea Blue & White from Yokohama with side badges, thin white wall tires, & outstanding original interior

Let's Play VW's Choice Award: Shigeru Suwa

Long Distance Award: Shirakawa's 1969 344 White, (with Type 1 1900cc engine) from Osaka

Participants:

- Rika Tsurusawa's 1967 344 Dark Brown from Shizuoka with custom rims, dual reverse lights, performance exhaust, & cool dual side mirrors
- Cello Hashimoto's 1968 344 White unrestored from Shizuoka
- Ghin Tsurusawa's 1969 344 White from Shizuoka with wood-slat roof rack & side mirror on fender
- Hidenori Komai from Yokohama (1968 344 under restoration)



Restoration Status: 30K Mile Restoration

When **Jon House** first joined the Registry, he wanted to learn as much about T34s first before he bought one that might have been a mistake. Well now that he's found the "right" T34, a 1965 344 with 30K miles, he's jumped head-first into its complete restoration with vigor & relentless enthusiasm. After three months at a less-than-quick repair shop for electrical work, his T34 is back home now. The next step was to disassemble the car, inside & out, to prep it for a complete color-change to Sea Blue (L360) & Blue-White (L289).

So one weekend Jon & Lee bought a case of beer and began the weekend adventure of stripping the T34.

Everything came off pretty easily and by Sunday afternoon the parts were all in marked baggies safely tucked away in the garage.

Bumpers will be sent to Bill & Steve's for rechroming along with the headlight & fog

light rings & hub caps. Bodywork & paint will be done by a local San Diego VW painter that is well-known for "perfect" paint jobs. Rubber seals have already been bought from Lars in Germany and the rest came from B&S and House of Ghia. The paint will be PPG two-stage (Sea Blue & Blue-White with a clearcoat), the recipe's coming from Jim Maljanian since he just painted his 1964 as well. Gauges will go to SD Foreign Speedo for cleaning & repaint. Engine will be stripped of its tin and powdercoated to a shiny original Black.

Jon has been involved for a couple years with the restoration of his 1970 Type 14 Cabriolet, but he

didn't get a "hands-on" experience like with his T34. He is really learning the in's & out's of the T34 and will be an expert in the next six months.

Fortunately for Jon, the door pads & dash pads are uncracked, and the interior panels & seats



are in excellent condition. He'll only need a new headliner & carpeting to complete his interior.



from Jim Maljanian along with other goodies including a Satin Blue shifter boot (only for Blue colored T34s) and Anthracite e-brake boot. He's found an NOS red-tip Hirschmann antenna to accompany the mint Blaupunkt "Frankfurt" AM/FM radio he got from Lars.

The current schedule is to have the car painted by February, the interior completed by March, and the reassembly done for the KG Treffen in April.

Stay tuned for next edition for the paint process!

Perhaps the most interesting parts we saw were the insides of the doors. The original clear-sheet plastic was still glued to the door metal, designed to keep the water off the door panels, and the orange onion-skin paper was glued to the inner door panels, just like the day it was installed!

Over the past 3 months since he took possession of it Jon has been trying to locate the necessary parts for a show-quality restoration. He located an NOS parcel tray



MEMBERS RIDES: **All in the Family**

By Ulf Reissberg (Munich, Germany)

To own a Karmann Ghia Type 34 is a privilege, as it is one of the rarest Volkswagen models. A lot of owners have to go a long & weary road until they find a decent car and then restore it by putting hundreds of working hours and bunches of money into it. A lot of stories like this are known to you and me. But I did not go through these pains and worries, I was very fortunate indeed.



mileage on it, it was mine. So when I took her T34 over in 1993, it was already in a good shape, shiny, and well serviced.

An old saying is, "what you have inherited from your father, work on it to make it yours". That's what I did last year. I had to improve a lot of deficiencies the car had suffered from the "help" of the official VW dealer in our town. After a

carelessly done metal repair of the left front wing in 1973 both doors were hanging down slightly and the front trunk cover did not fit to the car body by 2cm at one spot. The KARMANN sign at the right side behind the door was missing, and it was already a rare item at that time.

A few years later the workshop exchanged the push-button lights/wiper unit with two VW Beetle switches. It was a standard exchange procedure, as the car was in use and nobody thought about that it could become a rare and valuable vintage car some day.

In 1993 I inherited my early-1962 T34 from my mother, the T34s second owner. She bought it in January 1963 with 10,000 km. In August of the same year I got my driver license and on the day I received it, I started to drive her (it was a horror to my mother in the beginning). When I left my home town the car had 33,600 kms, 20,000 km of which were driven by me. My mother took care of the T34, treated it softly, and kept it safe in the garage for more than 30 years. Fortunately my two sisters had no interest in her and as I was responsible for most of the





wife's father. Although he did not charge me a dime for his own work, I put as much money into the car, as it was worth before already. But her value has not doubled. And I put a lot of work into her. Somehow with my work and the money I put into it, I regained a car that was mine already and was a beauty even before.

I love my T34 but my wife did not, although it is the car I drove when I dated her the first time. She claimed that it blocks the garage and I should get rid of it. So I offered it at shows and I put an ad in the Registry. Fortunately (for me, not my wife) nobody wanted to have her during these years, but that did not worry me too much.

So I found the missing parts, which cut big holes into a budget that was not big to begin with. Still I have to thank some people, especially Lars Neuffer and his wife, who gave up their own needs for the only KARMANN sign that was in their possession. I had found the original wiper/washer system from a dealer who is somehow related to a gang of street robbers. Also I bought newly chromed parts from Axel Stauber, who helped me & my friend Steve Odom a lot by finding parts from his stock no one had seen for years.

Now all these cosmetic repairs were done by a friend who has an own workshop and owns a few vintage cars himself. He also did some necessary technical repairs (brake, sealing ring near the differential, new underseal), so the car is technically perfect now. He was a great help, and I would have been lost without him. Fortunately he is related to me via my

Probably the price may have been a little high.

So after all these years of fear to lose her (I talk about the car!) she now is parked in my little home town in Munich. My wife took a giant step in accepting what was not to be changed - my affection for the Type 34 that has always been with me since "the summer of '63, not '69!"





Central California Get-Together

By Tom Reay (San Luis Obispo, California)

"The Solvang Veteranentreffen weekend was a great one for me, seeing seven T34s during the weekend events. My wife Terri drove our Red & White 1965 343 and I drove my new Sea Blue 1965 345 for its first road trip. Of course the sunroof was open the entire time and I was loving life!

Later, everyone met at **Dirk Brogdon's** home nearby and **Scott Perry**, **Tim Dapper**, and Dirk had already got the front and rear glass out of Scott's 1965 343 & Dirk's 1963 343. Tim instructed us on how to install new windshield seals. The most important thing I took away was that you never stretch or

stress the corners of the rubber. It all went pretty smooth, except for the corners. **Scott McWilliams** showed up a little later in his 1966 343 towing a small camping trailer.

All weekend long there were more T34's at the Hotel, Dirk's house, or the campground than there were at the show! Maybe the \$25 entry fee had something to do with it.



On Saturday I went to the VVWCA show to check out the swap meet and met **Larry Edson** with his 1966 343 (top right) and **Anselmo Ordaz** with his freshly restored Bermuda & Black 1965 343 (above). His T34 won 1st place in the Type 3 class. The bodywork & paint were beautiful, and he'd fitted wide white wall tires and antique California license plates too.





RESTO RECOMMENDATION: **Windshield Installation**

Story by Scott Perry (Simi Valley, California USA)

First, supplies... Tim had some thick speaker wire, Dirk supplied a table to assemble the glass and trim on and we had lots of soap and paper towels. Tim and Dirk had some screwdriver-hook tools which are essential. Delivered pizza and Ice Tea helped as we were too driven to stop and make lunch.



First things first is to remove the windows. First you run the hook or flat tool under the seal all around the glass to make sure it is separated properly from the paint. Then one of the guys inside gently pushes outward and the glass should ease out. Careful here... Once the glass is out lay it on a secure something and remove the trim and rubber carefully so as not to bend the hell out of the trim. Tim recommended to roll it off the glass inward (seal and all) and that seemed to work well. Next clean the glass edges of any remaining rubber or debris so it is smooth and wonderful.



Ok, you start with a sun-warmed seal that you round onto the (clean-edged) window while being careful to stretch from the center rather than the poorly connected corners (both of my seals split). Be sure to put the seal on in the right direction...

Then carefully install the trim in place (including center clips but not corners). Next install the speaker cable (no soap) deep into the rubber groove. Take your time here as your ultimate success relies on the attention to detail here.



The window channel needs to first be cleaned of dust and debris, then mildly soaped (important), then the window with seal and trim all together (also soaped liberally) is laid in place. Lay the glass in place carefully and try not to stress the rubber or trim so it pops out or off. Stand back and center from side to side and top to bottom. Next, if you have one, the refig belt is wrapped around to hold the glass in place and steady. Once in place it needs to be taped so the belt doesn't glide up or down the glass during the install.

From inside the car you get the rubber as close to the channel as possible until the pulling of the cable actually lifts the rubber over the lip and you pull. The cable gets pulled one way, then the other in even amounts of a foot or so per pull. All the while your helpers are beating on the glass (downward) to help the window whichever direction is needed, usually down toward the channel. You just pull the cable and beat as you



need to being careful on the corners making sure the chrome trim does NOT pop out while installing the glass. Once installed, take a rubber mallet and roll the trim smooth into the rubber where it bows up. This step really works!! Install the corners and clean up the soap before it eats your wax.



It sounds easier than it is. The cable ripped through the rubber on my rear seal because we didn't lube the channel. Both of Dirk's windows and my front went in without incident although both Dirk and I experienced trim that popped out in place. Once the window is in you cannot fix this so be very careful and take your time while installing.



Tim said he can do this by himself but I sure am glad we had 4 guys around. This makes it much, much easier I'm sure.

Lars' rubber has weak corners so be SUPER careful when handling. A split corner makes this job much more difficult and tricky. Not to mention it looks ratty and the corner pieces will not go back on properly. After some fiddling I got it to look just fine.





Tech Corner: **Are You Trapping Rust in Your Doors?**

When water gets inside the door it's supposed to drain out the bottom to the street. The problem is rust, debris, and "rust flakes" from inside the door have the tendency to accumulate causing blockages of the drainage holes. This leads to more rust (above) ... bad thing!

There are 3 drainage slots at the bottom of each door where the water drains out to the street. If debris clogs the slots the rusting process begins.

The easy solution is to stick a flat screwdriver up these holes to clear the drains. That should allow

the water to drain for another year or so, but it doesn't solve the developing rust problem.

The better solution is to take off your interior door panels and give the inside bottom of your door a good cleaning with a wire brush. Completely remove the debris with your shop vacuum. Then you should coat the bottom of the door with a rust prevention medium (like POR-15). This will ensure many years of rust-free drainage.





Safety/Performance Enhancements: **Camber Compensator**

This camber compensator is from CB Performance (800 274 8337) and costs \$55, item #2819. It is the original style for all swing-axle VWs and should be ok for all 1962-67 T34s. It installs across both rear axles for improved handling. Here's what some of our performance-minded members said about it:

Steven Ayres: "The EMPI one clamps on to the sides of the transaxle and straps to the axle tubes. It provides a substantial difference in handling over the stock set-up, keeping the rear end much flatter in the turns. It's also a safety factor, as it eliminates excess positive camber on the inside wheel on a hard turn. This prevents the wheel-hop when the car comes back down, which could throw the car out of control in extreme situations."

Tim Dapper: "There are two styles, one that mounts with straps that loop over the transmission mount horns (EMPI style), and one that uses a mounting plate that bolts to the bottom of the transmission using the studs for the transmission side plates to hold the mount on. The first design is an easy installation but the second design is not so good.

The second design has a mounting plate which is a substantial piece of steel with a shallow 'u' cross section. The transmission studs go through slots in the shallow legs of the 'u'. There is an inherent problem in this design, for when retightening the

mounting nuts, you are applying torque against the mounting plate rather than the transmission side plates. Because the compensator plate is heavy, it does not flex enough to allow the transmission side plate to have a hard seal, and the transmission will develop leaks. The mounting plate style has a stud in it, that fits through a hole in the compensator spring, with nuts on the stud to hold the spring in place. The springs break at this hole. Unfortunately, this is the most common camber compensator.

There are no disadvantages. Handling is only a marginal issue. Safety under aggressive conditions is the real purpose, for the compensator will help prevent situations where the swing axle can toe under the car and roll it over."

Everett Barnes: "After the installation, I noticed an immediate difference in cornering, as I could easily increase my speed on city street turns by 10-20 mph. I also noticed that my oil light did not flicker during extreme cornering."

Editor's note: The photo shows what a T34 looks like when it has flipped over twice on the freeway in an attempt to avoid a collision at high speeds. A camber compensator may have prevented the roll-over, but maybe not the damage.



MEMBERS STORIES: **Six Year Itch**

Story by Mick Percy (Essex, England)

My passion for Razor Edge KGs began in 1993 when I stumbled across a VW event in Paris ... and saw a lowered white T34 sporting polished Fuchs alloys. It was a fantastic car and its exotic styling really made it stand out from anything else I had seen.



A few years later I heard from a friend that Jeff Caton was selling his 1966 344 (346 054 283). The car was complete but stripped, and looked to be a good buy, albeit a huge amount of work was still required. It sat until May 2002 with little accomplished. Over time I have amassed plenty of parts, including a complete roof from a sunroof car (courtesy of Clive Richardson) and also some go-faster goodies. My goal is March 2003 for unveiling at the Sandown Park VW show.



My design intent is to build a Razor Edge that has the power and handling to go with the exotic looks, whilst still trying to retain a factory appearance. So far I have completely stripped the shell, installed Porsche 944 Turbo rear suspension & brakes, a Porsche 915 5-speed gearbox. I am currently fitting the T34 electric sunroof and Porsche 968 front hubs and brakes. The engine will be a 2700cc fuel injected, turbocharged Type 4 unit with nitrous which should hopefully push out something close to 300 bhp.



It's all on track (still need to find a couple parts though) but hopefully it should be ready in time for the show, six years after I bought it. You know what they say... good things come to those who wait.



Visit my web site to keep up with the latest developments (www.t-34.co.uk) where the restoration is documented with "how to's" on all of the modifications I have done.

Left: The car now has the suspension fitted up. The height and camber are fully adjustable, and these will be set once the car is finished as it requires the car to be the correct weight (it will sit a lot lower when the engine and box are installed) otherwise the settings will not be correct. The use of up-rated rear torsion bars when installing a Type 4 is absolutely critical.



Left: The cylinder heads must have taken hours of work to do, the inlet and outlet ports have been welded to add more material and then enlarged. The exhaust ports are massive compared to a stock Type 4 head and are shaped more like Porsche 911 exhaust ports. The heads have also been modified to take a fifth head stud conversion. The valves are 48mm by 38mm stainless steel with double valve springs, chromoly retainers, and phosphor bronze guides. Although more suited to high-lift high-rev applications, it'll work equally well on a turbo car.

Lower left: nice set of 5-lug 16" Fuchs with a space-saving spare tire.



Below: The very expensive T34 tachometer!



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



Geoffrey Miller.....Cranston, Rhode Island, USA.....1966 343 Coupe



Lorraine & Blaine Rabalais.....Shreveport, Louisiana USA.....1964 343 (0 341 659)



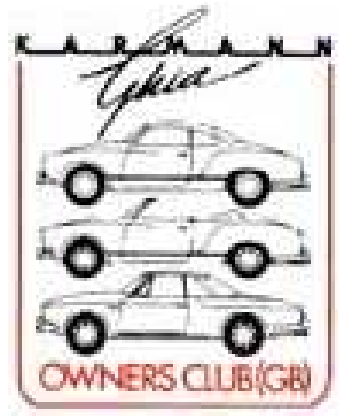
Doug Gray.....Elizabeth, Colorado USA.....1962 343 (0 042 990)
1641cc & baby Dell's, 12 volt, converted to 4 lug with Type 4 rotors/calipers, 1968 Type I tranny with T3 axles

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

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

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

T34s For Sale

1. 1962 343 (0 002 901): needs pan repairs and paint, originally L41 black, rebuilt brakes, runs and drives well with 1500 single carb motor, interior still original, cream vinyl and red cloth, \$3000. Email me for pics. SOUTH AFRICA justinvw@lanfic.net. (May02)

2. 1962 343 (0 046 519): Needs resto. Everything is workable on the car. The most difficult problem would be the common rocker panel rust and the nose needs a little body work. On the good side: Solex single side draft carb, NOSE emblem, side emblem, perfect glass with the exception of driver side quarter, all gauges, decent body, all locks, original tranny, clean title, this car hasn't been stripped. Engine is out of the car and according to the vin# comes from a 64 343. \$1000. Phoenix, AZ. Can email pics. Ryan Rupp ryansbug0420@yahoo.com (May02)

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. Wide white wall tires and all Literature & display items included with car. Have owned the car for the last 8 years won many awards including two Best Vintage of Show, \$8500. Paul Stone, T34 Central Rep, Enid, Oklahoma 580/242-8725 or stonie@21stcomm.com (May02)

4. 1962 343: new teal green, nice paint, 6 volt, daily driver, pp. \$4500 (626) 917-7813 Southern California. (May02)

5. 1962 343: Yellow, originally red with the original engine. The car has been stored in a barn for the last two years with some attempt at restoration. Engine runs, but will need to be trailered in order to move it. I removed the windshields, lights, and bumpers for safe storage in an attempt to redo the paint and window seals. Car is located in Marlton, NJ. (20 Minutes from Philadelphia. \$1000 obo. Barry (856) 810-2271 Barrydmb@aol.com (spring 01)

6. 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)

7. 1963 343: I have had the 63 for almost 20 years. Type 34 Registry's One of the best modified T34's! Rare original colors, two tones Emerald green w/ White top. Winner of several awards. Almost \$20,000 and 2000 hours invested. Have all documentation and receipt's. Many, Many spares to go with cars. This is an excellent

deal. Asking \$10000 O.B.O. Dirk at dbrog28301@aol.com ph# 805-737-1553 California (Fall01)

8. 1963 343: No rust, resprayed white, new 185x15 tires, mechanically sound, twin carbs, 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. 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. 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 <http://www.air-cooled.net/imports> for photos. (May02)

9. 1963 343: Project car, convertible, green and white. Custom white interior in great condition, white wall tires. Don't have time to fix, car doesn't run, believe to be minor problem, need to fix front end. Great Christmas gift for any VW or antique car fanatics. Pictures available upon request. (CA) 310 479-6282 golfkit@hotmail.com(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. \$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. 1965 343: On a '66 rebuilt pan w/ new motor, disc brakes, 2.0 liter alloys. Complete but nds paint & interior, off the road since 1969. \$2700. George (OR) 541 387 2307 or e-mail: ovals@gorge.net(May02)

14. 1964 343: parts car, rough, it has rust and bondo, the roof was jumped on. It still has all the gauges and the push button assembly, seats and lights, it has all the side windows but no front and back. \$300 Las Vegas, Nevada USA, GANGSTAVW62@aol.com (May02)

15. 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). August 02

16. 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)

17. 1965 343: This is the car I've had since the 8th grade. Body is very rough. Many boxes of miss. parts. The pan is VERY RESTORABLE and I know someone could use it. Doug Narczewski, ofcdoug@hotmail.com, Spring Valley, Illinois. (May02)

18. 1965 343: Very clean Ghia, has original 48,000 miles clean inside and out, kept in a barn in CA for 7 years. Has shown a few times placed first. Push button dash, 6voit. Robin Enos, robinshotrds@aol.com 850 535 9600 Vernon, Florida, USA(May02)

19. 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

20. 1965 343: Partially rstrd Manila Yellow Coupe, no time for it, \$6000, fresh paint, brakes, & headliner, runs great daily driver. Dan & Annette Olsen (No Cal) 530 389 2058.

21. 1965 343: 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. Wilmington NC, Danny Morganeli, 910-297-8470 (May02)

22. 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.

23. 1966 344 (0 435 190): Sea Blue with White roof. Very nice condition inside and out. 60k miles. Recent engine rebuild (unleaded fuel). Full documentation plus spares. \$6500 Mike Powell 01827 62588. Staffordshire UK(Winter 02)

24. 1966 344: Complete car, needs all glass. Good driver before being re-sprayed and stored a few years ago. Reasonable offers considered, car is in Glasgow, UK. Naeem (Singapore) E-mail: naeembutti@altavista.net or Fax: +65 3451854, Tel: +65 9743 6370.

25. 1966 346 (346 062 034): 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)

26. 1966 344 (346 200 475): White & Black, xlnr condition. 16k miles. Loss of garage forces sale. £7000 ono - Steve Crawley 0208 265 6853 SE London UK (Winter 02)

27. 1966 Coupe: daily driver, rebuilt brakes, new muffler, interior and paint not original, \$2500. Email me for pics. SOUTH AFRICA justinvw@lantic.net. (May02)

28. 1966 343: Project Car. Has been in some sort of accident; nose and rear have Bondo. Bumpers are good. Lots of parts. All reasonable offers considered. Medford, Oregon. (thpeoplcke@aol.com) 541-282-0730. (August, 02)

29. 1966 343 (346 000 136): White with rare all-brown interior. Link: <http://home.swipnet.se/~w-10025/> Sweden. (August 02)

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

31. 1967 343: Has 3 new tires, and needs restoring. \$1,800 Banger2BT@aol.com. Florida (May02)

32. 1967 344: very solid bodywork, but pan needs work, needs to be assembled (complete project) \$1750. Email me for pics. SOUTH AFRICA, justinvw@lantic.net. (May02)

33. 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)

34. 1968 346: It has been restored in the past. It is red and has done 70,000 miles. It has an original steel sliding roof (grafted) and a heated rear window. The suspension is nice and stiff but the engine has had the twin carburetors removed and replaced with a single twin choke Weber carburetor. Trevor Meers, can be telephoned on +61-754-505 577. He lives near Maroochydore, Queensland, Australia. AU\$10,000 (or US\$5200)(fall02).

35. 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; wheel cylinders, master cylinders and a whole lot more! (So Cal) at 562 923 3251 or 800 258 4VWS.

2. Neuffer - Kompetenz in Sachen Karmann: www.vw-nos.de Reproduction rocker panels, front, center & rear sections from 89 DM each!!! Repro window scrapers guaranteed to be like the originals with rubber & aluminum strip available now @169 DM each; NOS front & rear glass, NOS and repro windshield rubber, door rubber, The following parts are NOS and available now: complete foglamp assembly, bulb-style headlamp rings, rear air-deflector rubber, rear lenses, front lenses, fuel gauges, late window cranks (black), front bulb holders, door handles, bumper guards, speedos, door hinges, inside mirror, vent wing (complete), door glass, wiper motors (6v & 12v), wiper arms, blades, and much more. Call Lars Neuffer (Germany) @ 49 551 50 50 70, fax: 49 551 50 50 70 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. Wire Works: Complete T34 wiring harness made from pattern of existing harness. \$268. Bob (So Cal) 310 519 8147.

6. 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

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

8. 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 too. Veteranendienst-fried@t-online.de (Fall01)

9. 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.

10. 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.

11. 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

12. 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.

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

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

15. 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.

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

17. 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

18. 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

19. Vintage Warehouse: NOS & used T34 parts. Interior mirror restoration & used parts locating. Type 3 trailer hitch, mounts behind bumper. Very cool!! - \$150, NOS radio block-off plate \$50, rear view mirror \$75, Wheels: 15" Type 3 (5 lug) \$35 each/ \$120 set, 15" Type 3 (4 lug) \$25 each/\$80 set, NOS 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

20. 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.

21. Windshields: Glass Seekers, New York - 800-345-4527, Ira has access to about a dozen windshields, \$235-255 delivered USA.

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

23. Windshields: Iowa Glass, 800-553-8134, Debbie x247 tell her you're with the registry, has 6 in stock, \$300 + \$65 crating/shipping.

24. Bug City: 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. NOS & Used T34 Parts For Sale: 32 PHN-1 carbs (1962-63 T3s), three used complete available, \$20ea, Single carb intake manifolds (1962-63 T3s), three used available, \$10ea, NOS T34 left outer window scraper (343 837 475) all years, mint condition, \$75, T34 Ash trays (all years), one very nice & one good, \$10ea, T34 bronze-knob speaker grill (1962-65), fair condition, \$1, T3 Inner door pull chrome trims (4 pair) all years, nice condition, \$5/pair, T34 tail light bases (1962-67), one good with slight scratch \$20, one great but with one dent \$20, one fair with split on edge \$5, T3 E-brake boots, black \$1 & anthracite \$5 (both have little holes), T34 left front turn signal lenses (7, amber, all years), nice used, condition, \$10ea, T34 turn signal bases (all years), one left & one right, fair condition, \$5ea, T34 door handles (L&R), one set for 1962-66 \$20/pair, one set for, 1967-69 \$20/pair, good chrome, T34 rear view mirrors (1962-67), two in good condition, \$5ea T3 push-button dash control unit (1962-64), missing two button covers, unknown if works, with chrome trim, \$10, T34 right vent windows (all years), 4 good chrome & glass, \$10ea, T34 dome lights (3), missing ivory button cover, good condition \$1ea, NOS T3 wiper switch, 6V, pull-style, \$5, NOS T3 wiper/lights switch plate, black plastic (1962-64), \$10, T3 emergency flasher switch with red translucent knob (1966), \$1, NOS leather Karmann key fob, rare & original with Karmann stamped into leather, \$15, T34 early-1962 fresh air control trim (2 piece version), \$2/pair, NOS T3 heater control knobs (1964-66), red & white, \$5/pair, T34 rear seat hooks (upper & lower), good condition, \$5/pair, T3 window winder handle, domed solid ivory knob, xlt chrome, \$15, T34 fog light ring (all years), good chrome but one tiny dent at bottom, \$5, NOS dash trim plastic piece (343 857 691), left side, \$2, T34 fresh air knobs with screws (1962-66), used but ok, \$5/pair, VW third brake light unit, complete with xlt chrome & new red lens, \$25, T34 door

sill aluminum plates (1966 ribbed style), \$5/pair, NOS Rear Panel: original red-primed rear sheet metal panel in xlt original condition, must pick-up in person (will not ship), \$500. All prices do NOT include packing & shipping. Please call or email for packing & shipping estimate. Call Lee Hedges @ 858 578 1189 or email to LeeHedges@Type34.org. (August 02).

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

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

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

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

6. 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

7. 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.

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

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

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

11. 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

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

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

14. 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.

15. 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

17. Used T34 Parts: 2 Sets of Glass, 2 rear deck lids: OK condition, door window 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)

18. 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 Scot 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 rechroming. \$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

19. Two original 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

20. T3/T34 Parts For Sale, Door Sill plate (from 1966) - \$20, Torsion Covers - \$20/pr, Headlamp Assy (no outer chrome) - \$15/ea, Driver and Passenger Seat - \$100/pr, Rear Seat Back - \$15, Rear Seat Bottom - \$15, Rear Quarter Window - \$10, Front Glass (used, excellent condition) - \$100, Rear Glass - \$50, Vent Window Assy - \$25/ea, Quarter Window Posts - \$10/ea, Spare Wheel Cover - \$20, Decklid Latch Assy - \$5, T3/T34 Early Style Gas Tank - \$40, T3 Muffler Boxes (located under rear seat) - \$15/ea, 4-lug 2-piece drums - \$50/pr, Jack (needs cleaning) - \$20, Engine Bay Grilles - \$20, Dash Grab Handle (Red) - \$10, Dash Grab Handle (Black) - \$10, Sheet Metal - Inquire (All used)

T34 Front Signal Bases - \$10 each, Gary Leonhardt (405) 640-7607 (cell phone, lv message) Home: (405) 573-0938 www.theshop.net/kgman.

21. Front turn signal base seals now available. \$30/pair shipped. cbutpet@yahoo.com

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. 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 arhouse@netdot.com

4. 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 interior)

5. 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)

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

7. 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.

8. 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.

9. 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.strong@tharm.com

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

11. 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!

12. Door hinge restoration. John Copello, 16880 American River Drive West, Sonora, CA 95370, 209 536 1449, \$30. each to rebuild plus shipping.

Wanted T34 Parts

1. For 1962 343: left door latch (side of door) & NOS rear view mirror. Email LeeHedges@Type34.org or 858 578 1189. (May02)

2. 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)

3. 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 lit from 1965. Scott (So Cal) @ 805 583 4173 or email: ScPerry@aol.com (May02)

4. For 1965 344: NOS black T3 mud flaps with white VW logo & brackets, NOS "pointed" bumper guards. Jon House (SoCal) 760 801 3000 or email JonHouseJ@aol.com

5. For 1967 343: Interior mirror, pair of sunvisors & clips, side window & door seals - prefer NOS. Craig (Central Cal) ccit@ruizfoods.com

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

7. For 1968 343: Windshield Wiper (2 sets), L and R wing glass hinge, L and R Side Mirror, Rubber for all (Front, Rear, L and R), Tail Light (full Set), Bangkok Thailand, Prakitkol Sriphaibool. (may02)

T34 Toys and Literature

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

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.

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

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

7. 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

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.

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

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

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

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

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

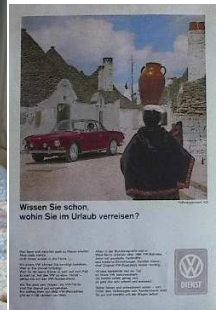
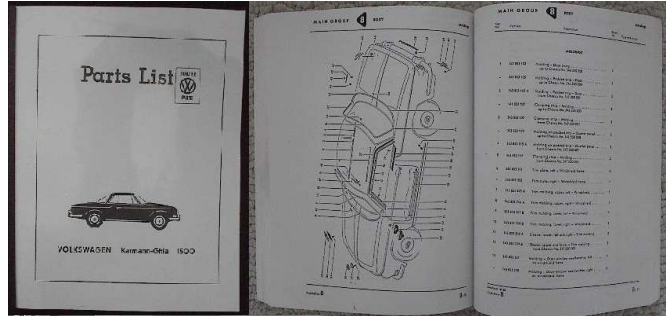
Window Stickers: mounts to inside of window, available in Black or Blue, \$2 postpaid.

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

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

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

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





VW TYPE 34 KARMANN GHIA REGISTRY

6068 Paseo Pradera, Carlsbad, California 92009 USA

October - December 2002



FIRST CLASS MAIL