

RAZOR'S EDGE



REGISTRATION * RESTORATION * PRESERVATION

VW Type 34 Karmann Ghia Registry

60 68 Paseo Pradera, Carlsbad, California 92009 USA

Main Web Site: www.Type34.org

October-December 2003

500/ 1500S 500/ 500/ 1



FOUND!
Original Cabrio

VOLUNTEER STAFF

FOUNDER & PRESIDENT

Lee Hedges
6068 Paseo Pradera, Carlsbad, CA 92009 USA
Tel/Fax: 760 931 9118 Mobile: 760 212 5144
Email: LeeHedges@Type34.org

INTERNET COORDINATOR

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

RAZOR'S EDGE EDITOR

Doug Gray
12024 Songbird Hills Street, Parker, CO 80138 USA
Tel: 303 646 0025
Email: DougGray@Type34.org

VICE PRESIDENT

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

WEBMASTER

Scott McWilliams
Webmaster@motifstudios.com

REGALIA COORDINATOR

Fred Hampel
136 Monte Rey S, Los Alamos, NM 87544 USA
Tel: 505 672 3159
Email: fhampel@lanl.gov

TECHNICAL ADVISERS

Larry Edson (Northern California) 408 379 4158 Email: LarryEdson@Type34.org
Tim Dapper (Northern California) 925 820 1587 Email: TimDapper@Type34.org

WORLDWIDE REGIONAL REPS

NORTHWEST USA

Larry Edson
662 Hawthorne Avenue, Campbell, CA 95008 USA
Tel: 408 379 4158
Email: LarryEdson@Type34.org

SOUTHEAST USA

Steve Odum
1101 Windsor Drive, Hattiesburg, MS USA
Tel: 601 261 3905
Email: maysodum@megagate.com

SOUTHWEST USA

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

WESTERN CANADA

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

EASTERN CANADA

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

UNITED KINGDOM/ENGLAND

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

BELGIUM

Jurgen Magdelyns
Bremstraat 1, B-1981 Hofstade-Zemst, Belgium
Tel: 3215 621388 Fax: 3215 611033
Email: magdelynsbeullens@belgacom.net

GERMANY

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

FRANCE

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

SWEDEN

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

NORWAY

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

FAR EAST/JAPAN

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



Welcome our New Members!

From October thru December 2003

Matt Purcell New South Wales, Australia 1965 344 (345 012 048)
 Tony Smit Marloth Wildlife Park, Komatipoort, South Africa 1962 343 (0 046 006)
 Oystein Lindahl Tonsberg, Norway 1962 343 (0 042 709)

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 36-page Razor's Edge newsletter
- Color Online Newsletter (PDF)
- Classifieds (parts, cars, services, wanted)
- Online T34 Discussion Forums
- Comprehensive Web Site
- Personalized Restoration/Search Advice
- Worldwide Regional Rep support
- Access to Reproduction Literature
- Access to Reproduction Parts
- Access to Registry Regalia Collection

MEMBERSHIP RENEWAL: Don't Miss a Single Issue!

Annual membership into the T34 Registry is still:

USA & Canada US\$25

International US\$29

Memberships (new & renewals) can be paid three ways: cash (US\$), check (US\$ funds), or electronically (PayPal). To pay by cash/check, make your check payable to "Lee Hedges" and mail it to: VW T34 KG Registry, 6068 Paseo Pradera, Carlsbad, California

92009 USA. To pay electronically, go online to www.PayPal.com and send your payment to "LeeHedges@Type34.org". Please add \$2 for all PayPal payments, the fee charged to us 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 200308 = expires August 2003). There are no renewal reminders.

EDITOR'S DESK: My Name is Doug ...

By Doug Gray (Parker, Colorado USA)

Well, it's been one year since I decided to volunteer to edit the newsletter. I'll be honest, I had no idea what I was doing, and Lord knows I still have lots to learn. I have really enjoyed this past year getting to know members in far off places, and I have really enjoyed reading about the projects that you have taken on. I hope that the past year's newsletters have met your expectations, and if not, I'd like to hear about it. If there are articles you would like to see, or if there are changes in the content you would like addressed, please let me know. Because the newsletter is a fluid document, we have the flexibility to make it whatever the membership would like it to be.

With that said, I must point out that in the last year I have never mentioned my 1962 T34 project. I did that because the last thing I wanted to do was use this forum as a soapbox for my demented interpretation of what a proper T34 should look like. Well, it's been a year, and I'm ready to start yapping my trap. My name is Doug and I'm a

Cal-look guy. There, I said it ... it's out in the open. I like lowered cars, custom wheels, and big motors. I'm

not interested in goofy body mods or frenched taillights, but I like to make cars better than what the factory intended. I know that last statement is certainly the best way to start a fight among VW owners, but that's me. I'm telling you this to prepare you for the next paragraph.

We moved to a new home in September. Our new home is in a smog controlled county, our old home was not. Those of you in smog-controlled cities can see where I'm going with this. In Colorado, you can purchase vintage license plates, which are good for 5 years, meaning you only have to worry about passing a smog test once every 5 years. So after getting back

from the Classic in June, the race was on to get my car roadworthy in order to get my car registered in my old county of residence, prior to moving in September. Well, I did it and in early August my car became a street-legal vehicle for the first time in roughly 20 years. The picture you see is my car in front of the courthouse in Kiowa, Colorado.



It's no where near being finished, but it's street-legal, and I'm pretty stoked.



CONTRIBUTORS WANTED!

Our newsletter is comprised of articles and 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. You'd be surprised how inspiring your story can be. Thanks!

ON THE COVER

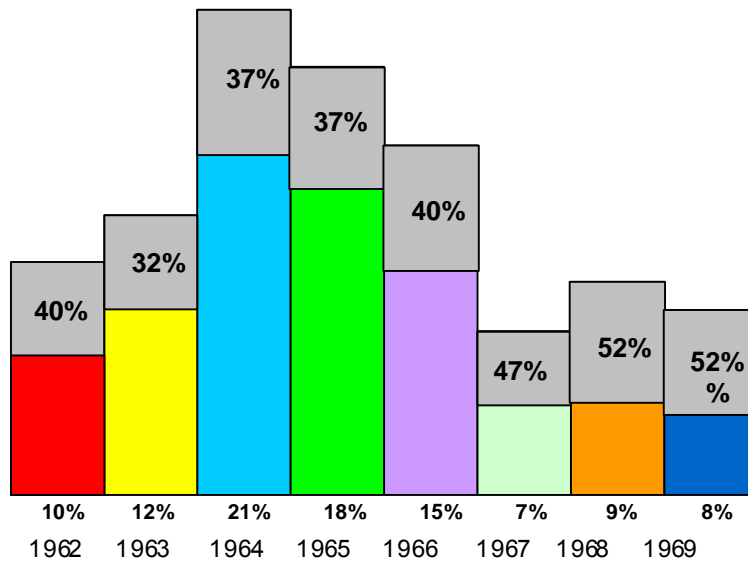
The most sought after T34 is the Cabrio. VW made a handful of them, and then killed the project. Through the years we've seen several Cabrios created from Coupes by private owners but only a few have actually seen a factory-completed Cabrio in person. We have found one of the nicest factory-completed Cabrios, thanks to Lee and his efforts. This car resides in a private collection in Germany and we have the whole story inside.

COLOR NEWSLETTER

A link to the full color newsletter can now be found at: <http://www.leehedges.com/t34/4q2003.pdf>

JUST THE FACTS: T34s Known Worldwide by Year

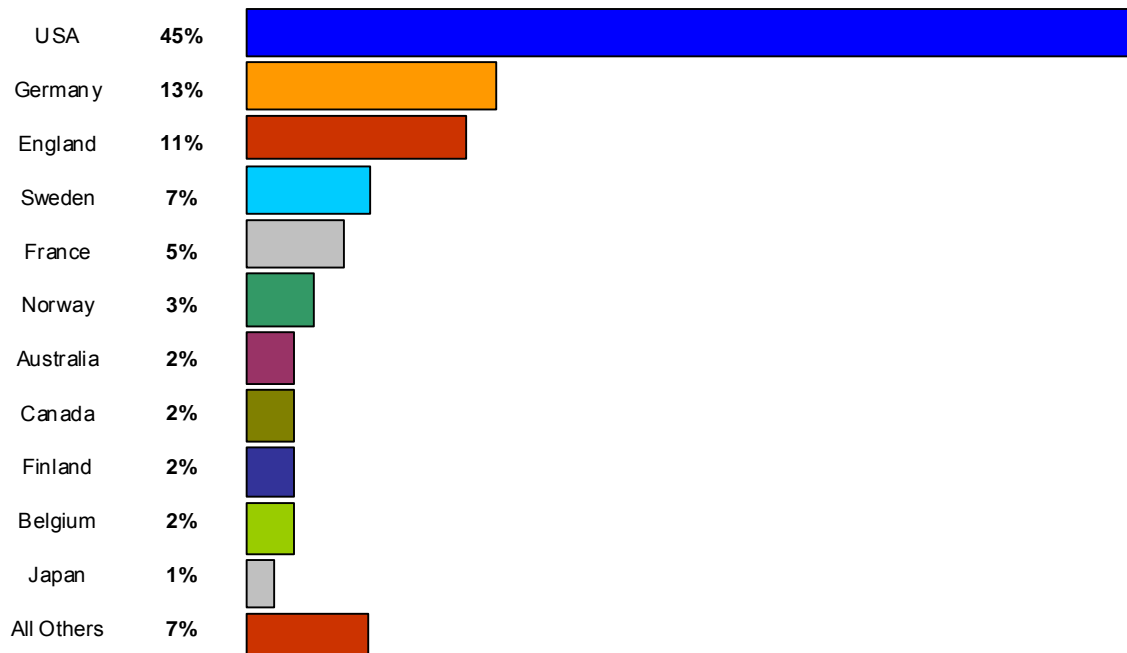
1080 T34s total (644 restorable & 439 parts cars)



Gray regions = parts cars no longer restorable

T34s Known Worldwide by Country

1080 T34s total





EVENTS: Southern California T34 Cruise

It's been more than a year since the Southern California T34 members have participated in a driving cruise event, so Scott Perry decided to organize one. The six T34 owners met at the Santa Monica VW dealership in the morning.

Lee Hedges – RubyRed 1962 Cabriolet
Scott McWilliams – RubyRed & Black 1964 Sunroof
Dan Ross – Manila Yellow & Black 1964 Coupe
Rose Vardanian – Arcona White 1965 Coupe
Scott Perry – Arcona White & Black 1965 Coupe
Tom & Terri Reay – Sea Blue 1965 Electric Sunroof



(that she got new with the T34) was her original radio block-off plate & an Arcona White touch-up paint bottle! Rose couldn't spend the whole day cruising, so we said "auf wiedersehen" and headed out.



Scott Perry brought his girl Elise, Lee had his daughter Nicole beside him, & Dan had his father Dan along as co-pilot. It's nice to have passengers along for the ride ... someone to share the scenery & someone to take the photos of the cruise on the winding switchbacks.

Dan showed everyone his new wood-slat roof rack built by fellow member Einstein Yco, and it looked great! Hugs the roofline nicely and the fit & finish look very nice. Call Einstein for ordering details.

Rose (above) shared her many interesting stories of driving her new 1965 in Germany & Hungary and even brought out a prized T34 model car (Siku) that she was given by her German friend when she bought her T34 in 1965. She's had it all these years, and it still looks brand new. On her original ivory Kamei parcel tray



Scott & Elise took the point, driving us north along the Pacific Coast Highway through Santa Monica, Pacific Palisades, and Malibu. Cruising in the beautiful clear 70 degree day was just awesome! It seems that everyone was out in their cool toys that day, motorcycles, vintage cars, new cars, etc. After Malibu

Scott headed inland through the narrow winding mountain canyon roads which gave everyone a chance to put the pedal to the metal and test their tires. Great tight roads with just five T34s within a couple car lengths apart! It was a great sight to see & hear.



Once we got back down the mountain roads into Malibu again we stopped for lunch at a local seafood spot. Fish & chips, fried clams, clam chowder soup, and fried shrimp were all good. Many thanks to **Scott Perry** (below) for organizing this fun driving event! Hits the spot right before the hectic holiday season descends on us all.



AMAZING DISCOVERY: Another Original 1963 Cabrio!



Cabriolet for sale, call for details". The owner had promised this T34 to a German VW dealers collection but wanted to get an idea of what it might be worth through the ad. Jorg made a reasonable offer and the owner declined.

In 1963 this T34 was sold/given to a major VW dealer and the owners wife drove it daily until the early 1980's. Then it was parked in the dealers collection until he died in 2001. Then the son-in-law began selling-off the collection.

The Wilhelm Karmann GmbH historical archives show that 10 completed T34 Cabriolets were built in late-1962 and 5 additional bodies were made but not mated to running gear. Those 15 were sold to VW dealerships in Germany as promotional vehicles but the T34 Cabrio was never sold to the public. The T34 Registry knows of 1 Cabrio prototype (pre-1963) & 3 Cabrio production models, all in Germany. In October another 1963 Cabrio surfaced in Germany and this is the nicest of them all! Here's the whole story.

Jorg Fischer lives in Darmstadt, Germany and owns a 28,000 original-mile Anthracite & Pearl White 1963 Sunroof. Jorg was reading the Sunday newspaper and an ad caught his eye: "Rare Karmann Ghia 1500

It's in amazingly original condition! The folding roof is original & complete with the plastic cover, chrome hooks, and even aluminum body trim just below the roof vinyl. The body has all the original trim consistent with 1963 models. The seat upholstery, interior panels, & carpeting look like new.

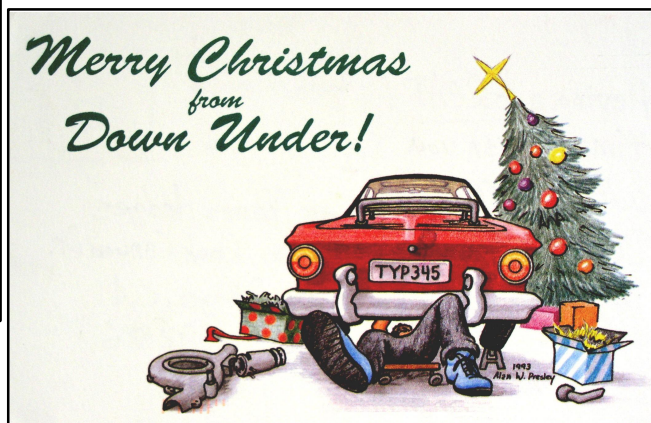
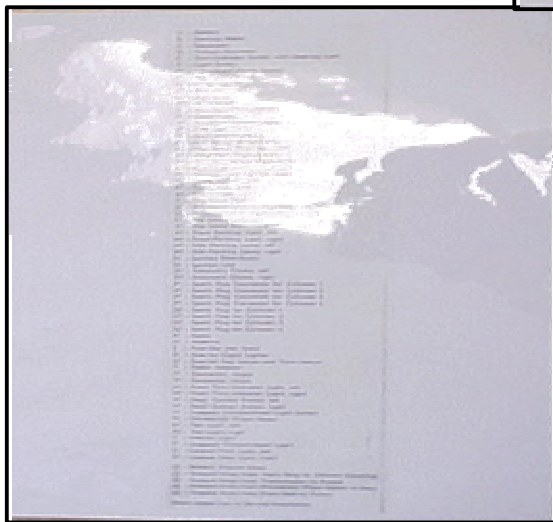
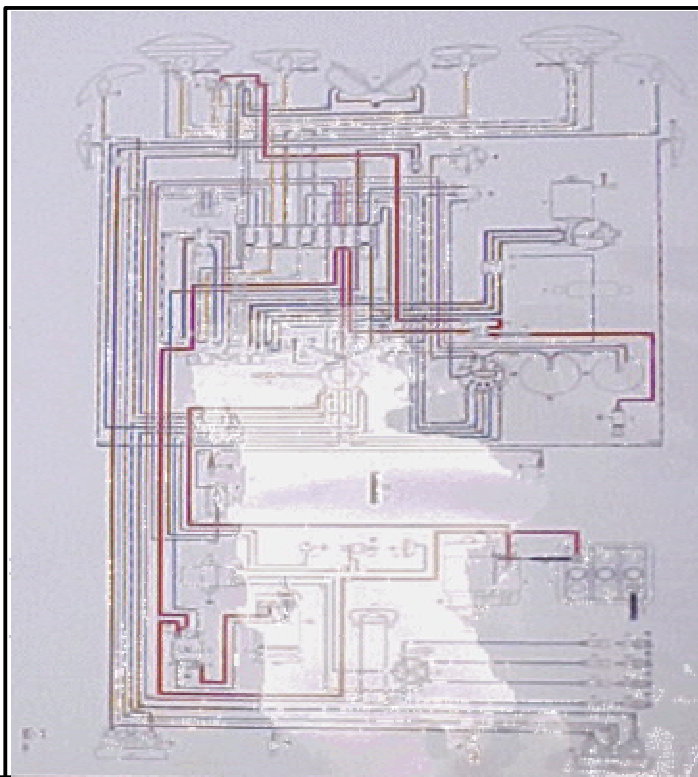


LOW BUCK TIP: Wiring Diagrams

By Doug Gray (Parker, Colorado USA)

Anyone that has worked on a Type 34 Ghia knows that the most important tool needed for a decent restoration is the beloved wiring diagram. Statistics aren't kept, but I'd be willing to bet that the most visited page of our website, is the wiring diagram page. But how do you log on to the computer, and work on your car at the same time? While most of us have probably printed a copy of the diagrams for use off line, let's face it, paper is not indestructible, and it certainly doesn't hold up well to dirt, and greasy fingerprints.

To remedy this problem, I downloaded all of the diagrams, as well as the keys to the diagrams, saved them to a disk, and headed down to my local print shop. They loaded my diagrams into their computer, and printed me copies of each diagram on large 11x17 paper on their high-dollar laser printer. The detail was incredible! To make the diagrams "garage-friendly", I also had the diagrams laminated. The diagram was positioned on one side, and the key to the diagram on the other, creating an easy to use flip-sided diagram that will last a lifetime. Total cost for each diagram was about \$5, and the best part is that they are fingerprint resistant. ☺



HOW TO: Shifter Bushing Replacement

By Everett Barnes, Phoenix, Arizona USA

Editors note: Many of you know that Everett maintains one of the best resources on the web for air-cooled VW's, thesamba.com. Over the years, Everett has documented the work he has done on many of his vehicles. One of the procedures he recently tackled on his 66 343 was to replace the shift bushing. I asked him to outline that task for us here. Thanks Everett.

Tools needed:

- 10/13 mm sockets
- Socket driver plus extension
- Small flat head screwdriver
- Pliers
- Floor jack
- 2 Jack stands
- Wire cutters
- Small crescent wrench

Parts needed:

- New shift rod bushing
- Lithium grease
- Cleaner/degreaser
- Small length of wire

Optional parts:

- New shift rod bushing circlip
- New rear shift coupler (early or late style - see Note 1)

Procedure:

1. Put shifter in neutral
2. Pull up shift boot to expose shifter-mounting plate
3. Unbolt the shifter mounting bolts (13 mm) and remove the shifter. (See photo below)



4. Move to the rear of car. Use floor jack to lift the car. I use the rear axle housing near the spring plate. Insert jack stand for safety.

5. Crawl under the car near the front of the transmission. Look up for the rear coupler access plate (3 small flat head screws) and



remove the screws (see photo above). Some tranny fluid may drip from the cover plate.

6. Remove the rear coupler. For pre-'64 cars (see note 1 at end of story), cut the securing wires and remove both locking screws using either a small crescent wrench or an 8 mm square socket, if available. Go slow if you suspect it is frozen as the screws are known to shear off. For later cars, remove the securing clip and pin from the square portion of the coupler, then cut the wire and remove the screw from the transmission side of the coupler. Once the coupler is loose, push the shift rod forward a little so it will drop out. Examine for wear and/or damage. If it's an early style round coupler and you don't know the age, replace it. For the later square-style "caged" coupler, examine the 2 square side bushings for wear. You can buy the bushings separately but they are VW of Mexico repros. Those are junk so if they are worn, spring for the full German rear coupler at a cost of around \$30.



7. Move to the front of the vehicle. Remove your spare tire and spare tire wheel well. If you have a pre-'65 (See note 2 at end of story) car with the trunk-mounted horns, remove the horns and horn boot. If you have a '65 or later car, remove the horn block off plate, being careful to preserve the seal.



8. Jack up the front of the car and secure one side with a jack stand for safety. Crawl underneath and remove the front shift rod access plate and seal. (See photo above)

9. Moving back inside the car, wiggle your pliers down into the shifter access hole between the seats and slowly move the shift rod forward until you can grab it from underneath the front end.

10. Remove the entire shift rod from the vehicle.

11. Most likely your old shift bushing has fallen apart and is left in pieces in the tunnel, leaving the shift rod circlip on the shift rod. Remove the circlip from the rod. If the circlip is damaged or missing (rare), replace it. (See photo below right)

12. Prepare the new bushing by sliding the circlip into its slot on the bushing and greasing the inside with some lithium grease.

13. Insert the new shift rod bushing into its bracket in the center tunnel. Note that the end of the bushing with the larger flange and the circlip go toward the front of the vehicle. The ridge in the middle of the bushing is the part that should be in the bracket.

14. Clean up the shift rod with your choice of cleaners. Remove any surface rust, if present, with some 600-grit sandpaper or #000 steel wool.

15. Grease up the shift rod and reinstall it. It may help to have 2 people at this point, one person to pivot the shift rod around from the front of the car while you line up the end of it with the bushing.

16. Once the shift rod begins to slide through the bushing, continue greasing it as you slide it backward using your pliers.

17. Reinstall the rear shift coupler. Use wire to secure the locking screw(s). Clean and reinstall the cover plate and seal.

18. Insert some grease into the shift rod front ball socket and reinstall the shifter. If the shifter and spring are covered in old grease, clean and re-grease the shifter. Adjust shifter and test movement into all gears.

19. Reinstall front shift rod access plate, horns or horn block off plate, spare tire well, and spare tire.

20. Enjoy your new tight shifting Type 34!

Notes:

(1) Coupler changed to sheet metal housing with 2 rubber guide rings - Chassis # 0221939 - August 5, 1963

(2) Horn now secured on front bumper - Chassis # 345031101 - Sept. 12, 1964



DO IT YOURSELF: Installing Fuel Filters

By Lee Hedges (Carlsbad, California)

Alright, so you don't think that fuel filters are worth writing about, right? Sit back and read on ...

Forty year old vehicles have 40 year old gas tanks. I'd bet that the majority of these gas tanks have not been flushed, sealed, & properly maintained from the ravages of rust. Slowly over time the rust builds up inside the tank and slowly small pieces of it dissolve and settle into the bottom of the tank. Then these tiny rust particles go through your fuel line and end up in your fuel pump filter. So it's time to consider adding a fuel filter to your fuel system to ensure proper fuel delivery & clean fuel to your fuel pump & carburetors.

There are many opinions about fuel filters, where to install them, how many to use, & how often they need to be changed. I've always used the same system on each vintage VW I've driven over the past 15 years, so here's what I've done.

I use two inline filters (the cheap \$1 filters available from any VW supplier) and German fabric-wrapped rubber fuel hose. The first filter is placed just after the metal fuel line pipe exiting the pan in the rear under the transmission area. The second filter is placed inside the engine compartment before the fuel pump. When installing these filters, pay attention to the little arrow printed on the filter. This arrow points in the direction

of the fuel flow, so get it right the first time. I don't use metal clamps because the fresh fuel hose holds those filter ends on really tight. If you can pull the filter out of the hose easily then it's time to replace the fuel hose.

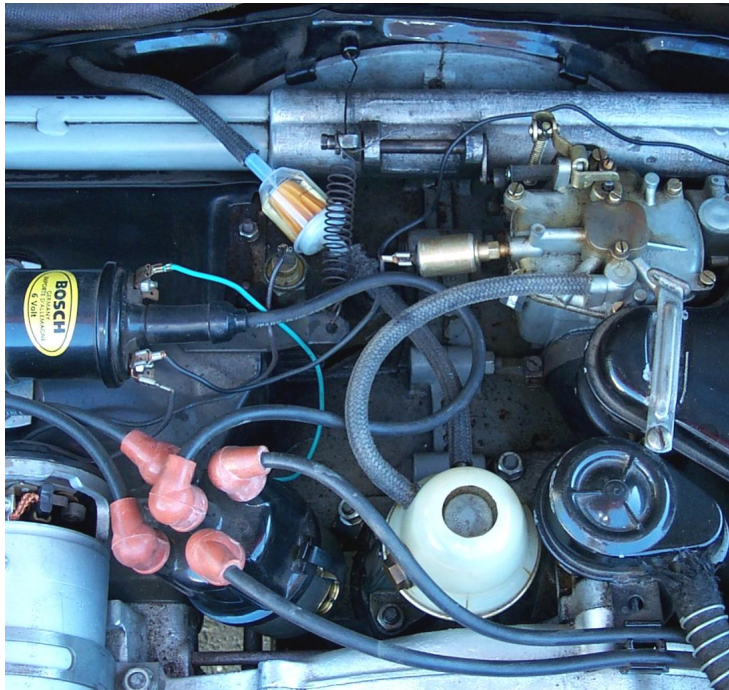


Although I've never sealed a gas tank in all my years, this method is effective at collecting the little nasties floating through the fuel lines before they get trapped in the fuel pump or carburetors. I replace both the filters

& the fuel hose once a year to always have a clean system. Typically the fuel filter under the pan is full of tiny rust bits (above) and the filter in the engine compartment only has tiny microscopic rust particles, so I know this combination is doing a good job. But I only drive about 2500 miles per year, so if you drive more you may want to replace the filters twice a year to be safe.

Over the years I've seen some owners install fuel filters between the carburetor & fuel pump. But I've heard (rumor only) that this can restrict the delivery of fuel to the carb resulting in poor high-rpm engine power. No one wants that, do we?

I've also seen many many owners running ancient nasty crusty rotten fuel hose that has not been changed in decades. This is the best way to have an engine fire, resulting in total destruction of your T34 and a very bad experience! Take the time once a year to replace the fuel hose. Your T34 will run better and never leave you stranded watching a bonfire on the side of the road.



WEEKEND PROJECT: Rewiring A Late-Model T34 Automatic

Story & Pic by Daniel Baum (Kfar Rut, Israel)

When I first got my Type 34 about two and a half years ago, it was in a pitiful state, and one of the biggest problems that I faced was that it had no wiring. Not only that, as I later found out, the original wiring harness was still in its duct under the door, but had been cut very short, so there was no way on earth that I could get it out. The PO had started to wire the car himself with two Beetle harnesses which he planned to link together. He had also installed what turned out to be a 1973 Beetle fuse box under the dash parallel to the steering column. The first things I did was to get rid of most of what he had done.

The wiring is visible snaking its way up the wheel well. The switches are (from left to right): Horn button

(hopefully a temporary kludge) windscreen wipers (turn it to the right for slow and then again for fast), brake warning light (unconnected to anything because you apparently need special brake light switches with three terminals), headlights (pull once for parking lights, and again for headlights). On right of clock, above, cigarette lighter, below, emergency flasher switch (pull it out to turn them on. the switch flashes red while they are operating). The indicator switch also controls the high beam, for which you pull back the whole handle.

With the car I got a large pile of switches and stuff, and I had to decide which ones I could use. One of my biggest problems at the beginning was that no wiring diagram seemed to match my components, even though I knew some of them were original. I later came to the conclusion that the '69 Type 34 does not conform to the 12V Type 34 diagram on the Registry site, and that somewhere in the world is another one. There is a '69 Type 3 wiring diagram which more or less confirms my suspicions, as does the parts book – '69 Type 34s had an electrical system which was unique in some details. The fact that my car is

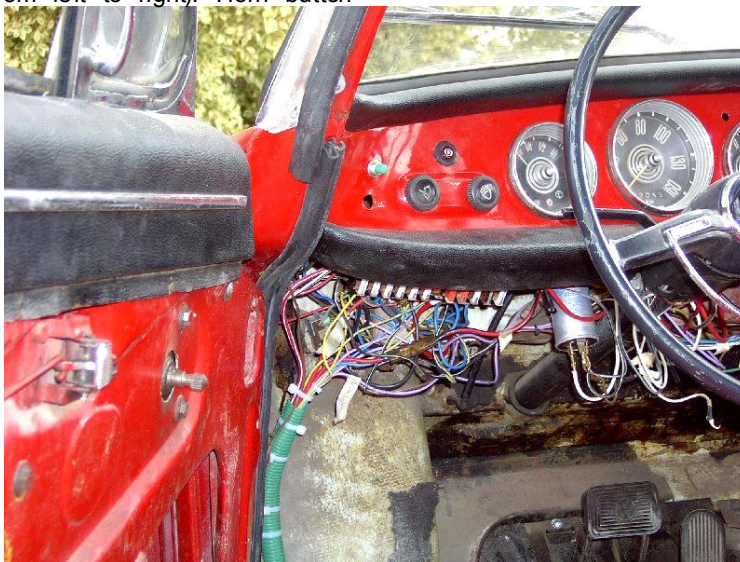
Automatic did not help, as there is some extra wiring which does not show up on any diagram.

So, I had to make a decision, and the result was as follows: I wired up most of the car according to the diagram in the Haynes manual. This is actually the 1971 Type 3 system but it fits all of the components that I had to hand. The main difference, functionally, is that more stuff is switched via the ignition key (e.g. the headlights) and less stuff works with the ignition off.

I also used elements of the automatic wiring diagram from the Bentley manual, for the reversing lights, the neutral safety switch, and the kickdown switch (which is still not connected) and elements from the 12V Type 34

diagram, mostly for the fog lights and horns. The end result is that everything works very well.

I bought several bales of wire in various thickness and colours, and a big box of connectors, and got to work. First I wired the ignition and charging systems, so I could start the engine, and, later on, everything else, as I brought the various circuits on line.



The main harness runs in a rigid black plastic pipe on the floor by the driver's seat, and then runs in a flexible wiring tube up to the fuse box. I originally used an unoriginal fuse box, which I unwittingly installed, in the wrong place, which meant the wiring was highly visible. Later, when I got a proper Type 3 fuse box and installed it in the correct place, I was able to hide the wiring much more effectively.

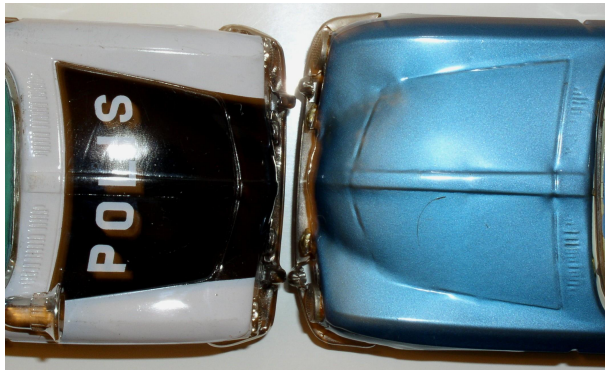
Actually, although it was a huge amount of work, the wiring was actually pretty simple. VWs, and most other old cars, have pretty rudimentary electrical systems, and anyone who is capable of connecting a light bulb to a battery and a switch should be able to handle it. Hopefully, however, you have a T34 with a decent original wiring system that does not need to be rewired.



TOY TALK: Comparing Ichiko to Shimazaki Large Tin T34s

Most owners have seen the largest scale T34s and most would think they were all made by the same company, but there are 2 different manufacturers of these tin models: Ichiko and Shimazaki. Both were made in Japan during the 1960's & 70's, both come in colorful versions, and both look the same until you know what to look for.

SIZE: The Ichiko models are thinner (by 0.4cm or 1/8") & shorter (by 0.6cm or 1/4") than the Shimazaki models. The Ichiko (below left) has a shorter front hood than the Shimazaki (below right).



DETAIL: The Ichiko have crisp detail, sharper lines, & clean joined edges. The Shimazaki have blurred details, dull lines, & wrinkled joined edges.

REAR LIGHTS: The Ichiko have red plastic rear lights and the Shimazaki have yellow lights (top photo).

TURN SIGNALS: The Ichiko have no front turn signals but the Shimazaki have yellow plastic turn signals (below) that match their rear lights.



LOGOS: The Ichiko have their logo on the rear window parcel shelf while the Shimazaki have no logo at all, nothing to identify them.

WINDOWS: The Ichiko have blue tinted windows and the Shimazaki have clear windows (above).

REAR WINDOW TRIM: The Ichiko have no rear window trim but the Shimazaki have chromed trim (above) that matches the front window trim.

REAR LICENSE PLATE: The Ichiko have either "KARMANN" or "ICHIKO" on the rear license plate while the Shimazaki have the KG script (below).



WINDSHIELD ANGLE: The Ichiko windshield angle is more accurate while the Shimazaki windshield angle matches the rear window angle (below).



WHEELS: Both models have rubber tires, but the Ichiko have gray rims with white VW logo centers and more realistic holes for the trim rings (below right). The Shimazaki have solid gray rims with sets of three lines to simulate the trim ring holes (below left).

VALUES: Both of these large tin models are worth the same. Mint condition usually go for \$150-175. Played-with condition are typically \$50-100. And those missing parts or damaged are \$30-50. The ones with remote control cables & controllers are the most valuable (\$200+) and those original boxes often go for \$75 by themselves!

INTERIOR: The Ichiko have a rather plain interior with painted steering wheel drawing (below). The Shimazaki (bottom) have a more detailed dash with KG script on the glovebox door and detailed gauges & knobs drawn into the dash, although it is more American-looking with the horizontal speedometer console than T34-looking with the three round gauges.



WHERE TO FIND THEM: The easiest place to find these tin T34s is on eBay. We've seen at least 2 per month listed in various conditions. Enjoy!





Collecting HO-Scale T34 Toys

By Lee Hedges (Carlsbad, California USA)

I've been collecting T34 toys for about 15 years now. Yes, there are better ways to spend money but since there are so few T34 toy variations that were produced over the years I decided to try to find every one. The easiest (and least expensive) ones to find are the HO-scale (1:87th) plastic models. There are four types of T34 HO-scale models: Fisher Model (top left), Model International (top back), Praline (top center), & Busch.

All models are still readily available on eBay and at toy shows. The FM2 models are the rarest and usually go for \$20-30 each. The glider kits are the most expensive and are typically \$25-35. The Model International baggie kits are very rare but are in the \$20-30 range. Praline & Busch models are \$10-15.

Fisher Model: (1960's-1973) These are easiest to identify by their solid black wheels, no steering wheel, gray bumpers, and "FM2" printed on the gray pan.

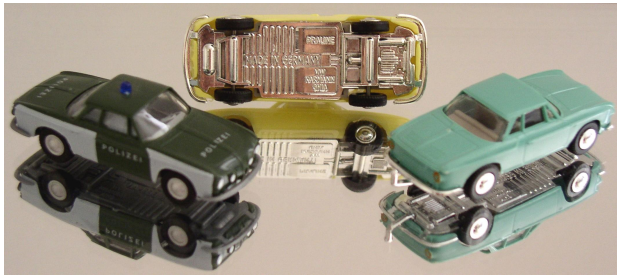


The ones that came with Glider kits (top right) have pointed tow hooks cast into the pan and the Glider platform has matching solid black wheels.



Model International: (1974-82) These unassembled kits (below) came in two variations: Coupe & Coupe with Glider. The pieces were put into a clear baggie with a paper label with Model International on the back and the front was misspelled "Karman-Ghia". They also have "FM2" on the pan. When assembled there is no clear way to identify them from Fisher Models.





Praline: (1982-90's) These all have chromed rims without VW logos, black tires, and chromed pan/bumpers. They have "PRALINE" printed on the pan. These were the first to have a steering wheel but no bumper guards. Praline also produced an assembled Glider kit and the T34s had removable tow hooks with holes in that pan of every model. Praline is the only type to be produced in a special POLIZEI version, a dark green body with white fenders, blue roof light, & gray pan/bumpers.



Busch: (1990's-present) These also have chromed pan/bumpers but the chromed rims have VW logos and usually have white-wall tires. They have "BUSCH" printed on the pan.

I wanted a scenic display for these T34s so I built an HO-scaled VW dealership & service area with workers too. All this was done in one weekend for about \$100.





MEMBER SPOTLIGHT: A Wild T34 Story!

By Tony Smit (Marloth Wildlife Park, Komatipoort, South Africa)

I bought the first new Type 34 Karmann Ghia to be imported into Rhodesia (Now Zimbabwe) way back in 1963. It was a Pearl White 1963 LHD 1500 Coupe. This was the car I had when I met my wife in June 1964, thus making it a special car among my 53 VW's of various models that I have owned over the period 1953 to date. Eventually I traded the KG in on a 1968 VW Westfalia Camper Kombi (Bay Window not Split).

However in 1969 I also bought a 1967 RHD KG Type 34 1600 L which was dark Sea Blue with an Ivory top. After a number of years I traded the KG in on a new VW 411 Sedan. I retired from the South African Air Force six years ago. Five years of that time was spent as Commanding Officer/Director of the Air Force Museum where I worked with my Technical staff restoring twelve aircraft from scrap to pristine flying status. I test flew each one and flew them in air shows around the country.

In April 2002 I saw the 1962 Type 34 Karmann Ghia that I have at present looking very tatty at a small used car dealer in Kempton Park, near Johannesburg International Airport. Being very sentimental about my cars and motorcycles, I had a long look at this car.



Although it required major work to bring it to the standard that I would want it, I decided to buy it.

The restoration commenced with the total stripping down of all components. The paintwork, which was Red body and White top, was painstakingly removed by chipping it off over a period of four months in order not to damage the metal bodywork with Paint Stripper or grinder. The paint was approximately three eighths of an inch thick in parts. There was extensive rust

inside the mudguards where the tires splash up, the channels under the doors were badly corroded, as well as the floor pan (Chassis Pan).

All of the rusted parts were cut out and removed, with new metal sections welded in. All chrome work and beadings have been re-plated, and the body has been totally rustproofed prior to painting. The paintwork was completed in July 2003, after 14 months of full-time painstaking work. The upholstery has been done in the original material and colours that my Blue/White KG was done in. The car should be completed by the end of this year with the help of the T34 Registry members.



And you thought finding parts in the United States were hard? Tony did a magnificent job restoring this car to factory color Sea Blue. Once his interior is completed, his car will be an excellent example for others to follow, not only in South Africa, but for everyone in the Registry. We can't wait to see the final results Tony!



Sea Blue & White is always a pleasing color combination. Tony's 1962 has the push-button dash controls, the 2-piece fresh air control trims, and the amber gauge needles. Very nice ...



See any dirt on those floors?
No wonder his project looks so great.



3000 Mile Rally Fun in a VW 1500 S Karmann Ghia

By Stephen Wright (London, England)

It was always going to be a bit marginal: 70mph, a wet road and trying to stay with an early 70's 911. The bend was sharper than I realized (as they always are when you don't get round them!) but it was the off-camber hump in the middle of what seemed like an ever-tightening right hander that sealed our fate. The Ghia had been "tweaked", but even slightly lowered suspension, heavy-duty sway bars & Bilstein shocks weren't going to make a difference today.

There was a sickening lurch as the rear suspension was suddenly relieved of anything to do and the back of the Ghia snapped sideways, intent on taking us out of the bend first. A wheel in the gravel shoulder put the nail in the coffin and we spun off the road, reportedly in what looked like a graceful pirouette, although it certainly didn't feel like it! We were now less than willing passengers in an automobile dance. Fortunately, the Ghia, navigator and myself were destined to spend a little bit longer on this Earth than we had thought moments earlier, as the shoulder widened out to a natural run-off area. We ground to a halt and as the dust gently settled around us we sat there looking at each other and then both broke into broad grins. "Now I know what the grab handle on the dash is for" came the jibe from navigator Tony. The **Pirelli Mainland Classic Challenge** was a seven-day, 3000-mile rally around the South Island of New Zealand and the spin was only the first event in what proved to be an extraordinary journey....

Firstly a bit of background. Type 34's were never officially exported to New Zealand and there are only about a dozen cars in the country. My car, chassis 345

109 550 was purchased from the factory on February 12 1965 by John Mander. Now John was a bit of an enthusiast and between 1957 and 1963 he owned no less than three Beetles, all from new. Over those seven years John bought and accumulated a number of period accessories for each car, moving them on to each successive new car. When John ordered the Ghia in 1964 these parts were taken off the '63 and sent to Germany to be fitted to the Ghia at the factory - Mrs. Mander remembering these being on the car when it was off-loaded at the Port of Auckland, along with one other Karmann Ghia. Two years on, in fact February 11 1967 to be specific, Julie Mander, their daughter, got married and the Ghia was used as the bridal car. John removed the passenger seat so that Julie could sit in the back, with the train of the dress bunched around her.

After his untimely death in 1968, his wife couldn't bear to drive the car he had loved so much and it was sold in February 1969. For the next five years it passed through a succession of owners and then purchased in 1971 by George Walker and his sister Katherine. In 1973 the car was repainted in the original colours. George sold the car to me in August 1990 after deciding that he was getting a bit old for climbing in and out of the low slung seats. By then the car had covered just over 67,000 miles.

Most of the period additions have survived with the car. A PBR power-assistance unit was fitted to upgrade the brakes, while a Judson Electronic Magneto replaced the original 6-volt coil. A FRAM plastic and ceramic in-line 2-stage oil filter (identical to those fitted to the



Porsche 356) was plumbed with braided hose and mounted to the rear of the engine compartment. Finishing off the engine are high-rev, adjustable pushrods. Inside VDO gauges were fitted below the dash to monitor oil pressure and temperature, amps, and manifold vacuum, while a rev counter replaced the clock, which was shifted to the left side of the dash. Finally an EMPI quickshifter was added. Sadly, a number of accessories featured in the 1966 photos have been removed over the years including high-watt driving lamps and a driver's headrest trimmed in the same material as the seat. The original mirror was also at some time replaced by the item presently on the car, as was a wooden-rimmed steering wheel.

So back to the Pirelli Classic. Our first challenge was to actually get to the start. You don't take a 30-year-old car with 70,000 miles on the clock on a rally of this sort

without some preparation. I had gone to all sorts of lengths to ensure a slightly tatty T34 Ghia and a fresh faced young man with a cheeky grin did not dent VW's reputation for reliability. From a complete service and tune, to replacement of fuel lines and dampers, to checking the torque of every nut and bolt I could find. Except the engine had never been apart for its obligatory 60,000-mile top-end rebuild. A risk given the Type 3 engine runs a little hotter, affecting number 3 cylinder, piston and valves, which we were soon to discover first hand.

Coming down a sweeping bend, 50 miles outside Christchurch (where the rally was due to start the next day) there was an almighty bang and then "**dak, dak, dak**" from the back of the car. The real wheels momentarily locked up and smoke began pouring from the engine lid and wheel arches. After pushing in the clutch we ground to a halt, jumped out and tried to turn over the motor. It was jammed solid and was as hot as the fires of hell. Bugger. A weary afternoon of logistics saw us arrive in Christchurch five hours later, just as evening was falling. A few phone calls to friends in VW circles however finds Wim, a retired ex-factory VW trained "old master" prepared to help us out the next day - Sunday.

Strict instructions for an 8am start finds Tony and I blinking at what looks like the aftermath of a grenade having been dropped into the combustion chamber. The piston is completely shattered and the valve head has embedded itself in the cylinder head. The conrod is bent like a banana and there are bits of twisted alloy



the size of acorns sitting in the sump, but "Ze Master" assures us it can be repaired. The next six hours find us sourcing a second hand cylinder head, conrod, barrel and piston (on a Sunday morning!) and putting the engine back together after quickly lapping new valves and scrapping the biggest bits of alloy out of the sump with a coat hanger. We do not split the case - but as I said, repaired, not rebuilt!

Ze Master tunes the rocker and valve assembly by ear, challenging Tony, who is a musician and sceptic, to check when he's finished. Valve to rocker arm lash is exactly four thou' for all valves - amazing what 40 years experience with one engine can do.

From there a mad dash ensues to make up the lost day on the rally. We complete two days driving in one, with the Ghia now back to rude health and actually running better than she ever has before. Oil pressure seems good and she revs more freely than before, although I can't help but keep one ear cocked towards the rear of the car for strange noises. We arrive late on the Monday and join the incredulous throng of fellow rally participants in the bar. They cannot believe what has gone wrong and that we have in fact made it, until I lay the shattered chunks of piston retrieved from the sump on the bar! What makes it even sweeter is casually mentioning that the repairs (parts and labour) cost NZ\$320 (GBP100/USD160)! The E-Type Jaguar owner nearly chokes on his pint as he hears this, exclaiming a single piston would have cost him that much. Wim passed away a few years ago now, but I will forever be indebted to the grumpy old Dutchman who performed a small miracle one Sunday morning.

The rest of the rally was a blur of 300-mile days, atrocious driving conditions, washed-out landslide-covered roads & mountain passes.

There were some milder moments too. The Classic was sponsored by Pirelli and Mainland (a local cheese producer). Quite what the connection is between classic car rallying and mild cheddar, I'm not sure. One of their TV ads featured the Mahinapua hotel, **one of the most remote pubs in the country**, with the exclamation that you could even buy their cheese there! Of course I had to go in and purchase a block! (top right photo)

I have no idea where we finished in the rally, but it wasn't last and we did finish, which was more than many could claim. We finally crossed the finish line (right) rather more ragged



and weary than when we started, happy to go for a beer and a bit of cheese!

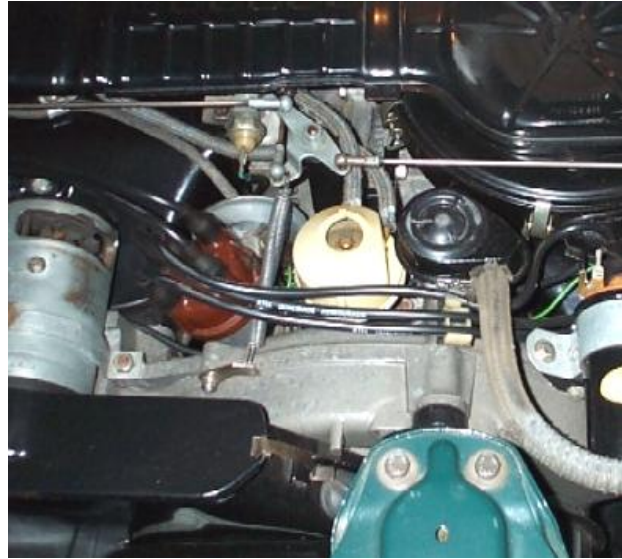
Since then the Ghia has racked up another 27,000 miles, most of it trouble-free. She featured at the New Zealand nationals a few years ago and was used as a daily driver until I moved from NZ to the UK. The oil light occasionally flickers on at idle after a long hard run and the big-end bearings give a slight rumble when it's cold, so it's obviously up for either a complete rebuild if I can save the case, or more likely early retirement of the original motor. In fact the next chapter in the Ghia's life is soon to begin. She has been in semi-retirement for the past few years, sitting in a garage in New Zealand. The plans are to ship her over to the UK next year for a complete rebuild and to then continue using her as intended!



AUTHENTICITY: Fuel Pumps

When you're going through a restoration and want everything to be "just right" it's easy to overlook the fuel pump. Over the past 40 years the fuel pump in your T34 has probably been changed at least once, and depending on what was available at the time your original fuel pump may not be the same one as when it was new. There are a lot of Brazilian & aftermarket fuel pumps too since these were less expensive.

There are two styles of original fuel pumps for T34s: early (top cap) & late (lower cap) shown in the photo below. Early fuel pumps have a two-piece ivory cap that has a flat vertical edge. Late pumps have a one-piece ivory cap that is smoothly rounded. Both caps are secured onto the fuel pump with a metal cirde-ring that fits snugly into the groove in the pumps center. The fuel pumps are also different to accommodate the caps. Look closely at the later-style fuel pump in the photo and you'll see the large bronze internal filter nut. This later pump can't be used with an early cap.



You can see the early 2-piece fuel pump on Andy Holmes' 1965 344 from England (above).

From original sales & service literature as well as original T34s the early style pumps (2-piece cap) were fitted to 1962-65 T34s and the later (1-piece cap) were fitted to 1966-69 T34s.

The later 1-piece fuel pump on the Karmann Museum's 1969 Automatic Sunroof in Germany (below) is all original & unrestored.



Finding an original cap & fuel pump is not easy. But since they were used on all Type 3 models they can be found at the larger VW swap meets like the VW Classic. Prices range from \$5 to \$30 depending on condition & seller. EBay also has these from time to time, usually in NOS condition.

SUMMER 2003 CANADIAN TOUR: Ian's Excellent Adventure

Story & Pics by Ian Cuthbertson (Calgary, Alberta, Canada)

I spent some time doing the VW show circuit up in this neck of the woods this summer, trying to convert some VW folks to the T34 cause, and attempting to get a handle on the T34's hidden away up here. So, in addition to the Classic, I took the Ghia out to: Regina, Saskatchewan (July 6), Seattle, Washington (July 19), Calgary, Alberta (August 10), and Vancouver, British Columbia (August 17). I'm thanking my lucky stars for an understanding wife that lets me take this much time for my hobby. Here are some random observations and other information gleaned from the Canadian shows so far. I apologize in advance for rambling, but I kind of wanted to just get the information down somewhere before I forgot it all.

Flatlands Volksfest, Regina: This is the biggest VW show in Saskatchewan, with air and water-cooled cars from as far away as Winnipeg, Manitoba, probably 50 or so in attendance total. A couple of nice split busses, my favorites included a lowered but otherwise fantastic notchback, and a pretty much perfect '72 T14. This show has been held for 17 consecutive years, my car showing up this year was the first ever T34 to participate. The Saskatchewan-ites liked the T34 a lot (Best of Show), and it made a few converts to the T34 cause. Rumours of a decent (but not running) T34 in a barn in Moosejaw, Sask. that I'm trying to follow-up on. Also I was also told of potentially another project T34 (yellow) in the Saskatoon area, I've been pleading with the person who had seen that car to get me a VIN/pictures. It's like pulling teeth to get this information. It seems like people want to keep these cars secret so that they'll still be there in 50 years when/if they decide to take a T34 on for a project.



Vintage VW, Seattle: Strictly air-cooled show now recovering after a couple of years of poor attendance (after banning lowered or otherwise altered aircooled's). Kind of like a mini-California show, a handful of real nice T14 in coupe and convertibles, a few nice squarebacks, a bunch of nice busses/beetles. Even had a Rometsch show up, a nice treat. Mine was the only T34 in the show, although **Ross Anderson** had his '66 cherry red T34 in the parking lot (James Molter's old car). The notchback sitting next to me in line was owned by a girl named Jessica, who was telling me about her T34 she had at home. Also spoke to a couple of other local area Registry members, and met a guy vacationing from S.Carolina who is restoring a T34 back home.

Das Volks, Calgary: Both air and water-cooled, this is the big show in Alberta. Cars in attendance from Vancouver to Winnipeg (3,000 km range). Our two T34's were out (mine & **Blake's** lowered Pacific Blue car), equaling the number of T14's that could make it. Getting closer to tracking down an arcona white T34 that is apparently sitting under a tarp in a town just north of Calgary (Airdrie). I spoke with an older gentleman who worked for VW of Canada during the sixties in Calgary. He told me that Calgary was the HO for the in local WOC area, and controlled Southern Alberta including Calgary, Lethbridge and Cranbrook dealerships). During the entire time of the T34 run, his recollection was that there was only 9 T34's imported/sold through these dealerships. The pres. of the Saskatoon VW club was there in his early beetle. Apparently he's always liked T34's, but since seeing



my car in Regina, he's been actively looking to purchase one. He's got a line on one from Vancouver Island, that he's seriously considering purchasing, and was going to be flying out to have a look in August. I took a page from Lee's book, and let him drive my car around a bit while he was in town, just to make sure that hook was set plenty deep! A good guy, and future Registry member I think ...

Great Canadian, Vancouver: This is the biggest VW show in western Canada, even if it pales next to a show like the Classic. Gene Berg cruisers filled out the ranks a little by stopping off on their cross-country trek. Some outstanding cars in attendance, including a '64 TS Notchback that was absolutely perfect (NOS interior, NOS front/rear trunk liners, NOS period bias ply's - just out of restoration but an absolute time warp car). He had a price list from '65 from Pacific VW in Vancouver (where his car was purchased), showed the '65 T34 'TS' selling at \$C3850 in Vancouver. According to the Tourist Delivery price sheet from '65 Lee has, that route was much cheaper with a T34 costing \$C2300 plus freight home if you picked her up in Germany. Mike has promised to email me a scanned copy of this document, I'll share it when I get it. Some of you will remember that there used to be 2 T34's in a small town in central BC called Salmon Arm (one parted out recently on the internet billed as the 'rarest of the rare TS type', the other now a parts car for

member Grant Campbell from Medicine Hat, Alberta). I heard some interesting background information on these cars while I was in Vancouver. It seems the old manager of the Salmon Arm (current population 14,000) VW dealership loved T34's. Throughout the 70's and early 80's, he scoured western Canada and collected as many T34's as he could find - ending up with 15-20 of them in various states of dis-repair. Some were parted out, other's ended up scattered around the interior of BC as 'future projects'. Our car is originally from this area, but I don't know its history prior to about '84. I wonder if it had been owned by this guy at one point? Anyway, heard rumors of a T34 cabrio conversion on Vancouver Island, but no other T34's in attendance or talked about (openly, anyway). Kind of cool, Hot VW's magazine shot my car (mine, and that great Notch) for a future feature article while it was out in Vancouver. As well as the separate shoots, they got a few pic's of the two together on the grass, kind of a US 'forbidden fruit' kind of thing.

I just got back last night from Vancouver, and it's off to **Edmonton, Alberta** for their VW show this coming weekend. It should be fun. I haven't heard of any other T34's in the Edmonton area, but you never know who might stop by to yap about a T34 in the field behind their house ...

INTERNATIONAL REPORT: An Australian Dream Come True

Story & Pics by Matt Purcell (New South Wales, Australia)

I first saw a T34 Model 344 about 3 years ago when in the city. I'd seen photos before but never one in the flesh. That one was in a pretty bad way but I loved it and realized that I would one day own a T34. There was only one problem, however, that of fitting my 6 foot 7 inch tall body inside! I don't fit into most modern cars let alone a 40-year-old sports car ... or so I thought ...

Two and a half years later I was becoming a bit discouraged, as the only T34 I'd seen available was slightly customized and not what I had in mind and out of my budget. I was dreaming of an original unmolested unrestored daily driver that had been cared for by loving owners. So I began to research on T34s and came across the T34 Registry. It was brilliant as I was struggling to find out much about these strange cars, but now I knew what I was looking for.



But it was thanks to Lee Hedges for all his help in making sure I found the right T34, for his advice, and for sending the great photo of the 1965 Australian magazine *Wheels* which features a light 1965 344 on the cover under the Harbour Bridge!

When I found my T34 I was scanning the classified ads in my local newspaper and there it was ... an original 3rd owner 1965 344 for sale in my price range and only 10 minutes from my work! I rang the seller and got the right answers about the T34 and learned that he used to work for VW. I raced over and took a look to find an original gem, exactly what I was looking for. I offered him what he was asking on the spot.

I returned the next day to collect the T34 and the seller told me I was the only person he'd met that he'd be



happy selling his T34 to, as I'd been the only one who actually knew something about a T34. I drove off in my new T34 and have been enjoying it as a daily driver ever since.



I've redone the electric's to 12 Volt since it was partially upgraded over the years. I also fitted a new muffler which was expensive and difficult to find, but it is the right one and I am pleased with it, especially since it fits perfectly and does not hang out in the rear like the old one. I have not touched the original paint yet, preferring to wait until I have the funds to do it properly.

I'm thrilled to have found the T34 Registry and look forward to doing my T34 up right, keeping it original, and driving it all the time.



PROJECT UPDATE: Tackling a New Restoration Project

Story & Pics by Ron Blalack (Clovis, California USA)

You might remember me from the Karmann Ghia Treffen in Oxnard. I bought my Type 34 from Craig Cummings. So far I have separated parts and began to catalogue what I have in preparation for the restoration. As the pictures show, I have a long way to go but at least the body work is finished.

It all began about three years ago when I purchased a 1963 Ragtop Beetle that my son and I began restoring. We have enjoyed the project very much and have wanted to take on another project. I have told all my friends to tell me if they know anyone who is wanting to

sell any air-cooled Volkswagen. A friend of a friend told me of a "strange" Karmann-Ghia for sale. I met with the owner and we struck a deal and now I had my new project.

Restoration History. The car is in unassembled condition. The bodywork has been performed and car is ready to paint. Both the front & rear suspension have been rebuilt and repainted.

With some good luck and help from T34 Registry members I should be able to get this T34 back on the road again.



FROM THE ARCHIVES: New Historical Photographs



Andy Holmes in England found these two (taken in late-1961 at British automotive trade shows) by digging around in England's National Motor Museum photographic library. The Cabrio is one of the early 1961 prototypes too.





1964 rally T34 Coupe racing in the snow-covered country in Germany. Check out the spotlight mounted inside the front windshield! And an unpublished press photo taken in 1967. Both were found on eBay.



REPRO PARTS: REPLACING NEW DOOR CHECK STRAPS

You've seen it before ... huge gashes in the beltline metal near the front edge of a T34 door. Many T34s have this problem and it is easily prevented with an hours worth of work and \$50. How did this happen? It happened because the original door check strap broke and the unchecked door opened wider than it was supposed to. How do you replace the straps so it doesn't happen again? Follow these simple steps.

PARTS:

- Door check straps (343 837 253)
- Check strap rollers & pins (141 837 255B)



Most KG suppliers will have both of these parts in stock although you'll need to use the T14 KG door check strap (slightly shorter than the original T34 strap) since the T34 strap is not being reproduced. KG Parts & Restoration (800 927 2787) has the door check straps for \$28/pair and the rollers/pins for \$26/car. Other suppliers like Bill & Steve's (562 923 3151) have the parts too for similar prices.

First step is to remove your door panel. Remove the window winder handle clips, door pull cups, metal trim plate, and carefully pop-off the door panel clips.

If you have the original check strap still connected to the door hinge, start by removing the circlip on the pin & sliding the pin out. At the front edge of the door you'll see an aluminum retaining plate that houses the check strap & rollers. Remove the plate with two screws. You'll see two pins & rollers with two tiny circlips holding it in place. Carefully remove the clips, pins, & rollers (most rollers have disintegrated already). The blood you see in the pic is my blood from a sharp screwdriver blade gouging my thumb in a poor effort to remove the tiny circlips. Be careful ...



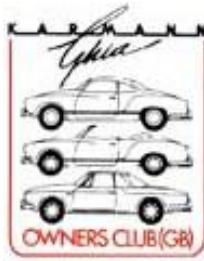
Next I found it necessary to grind-down the edges of the rollers to fit the T34 retaining plate. I also found that only one roller was needed, not both. Each check strap is marked with an L or R to show which side goes up. Install the check strap (fat end towards the back of the car), pins, roller, & circlips.

Mount the retaining plate & check strap assembly back into the door and finally install the pin through the front edge of the check strap in the door hinge. Test the door to see if it opens far enough and is restricted. Lube your hinge, replace the door panel, and then do the other door check strap. It took us about an hour to do both doors (no beers involved).



THE CLUB SCENE: KG Owners Club – Great Britain

The Karmann Ghia Owners Club of Great Britain is a club dedicated to KG owners & enthusiasts in Great Britain & Europe. They have a huge organization with excellent spares & regional reps. They have a bi-monthly newsletter Karmann Komment that caters mostly to T14 KGs but also has some great articles by their T34 Rep Clive Richardson. For more information, visit their



web site at <http://www.kgoc-gb.org/> or send your membership info & payment.

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

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

CLASSIFIED ADS INFO

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

SUBMITTING ADS: You have several options for submitting ads to the Registry. Mail ads to: Doug Gray, Classifieds Publisher, 12024 SongBird Hills Street, Parker, CO 80139 USA. Call ads into: Doug Gray @ 303 646 0025. Fax ads to: Lee Hedges @ 760 931 9118 or email 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 [Jan03]
2. 1962 343 Blue & White, great restoration project, needs rear quarter panel & floors, dash is perfect, bumpers OK, asking \$1800 obo. Daniel Scribner (Vermont) 802-442-8073 or email scriberv@yahoo.com. [Nov03]
4. 1963 343. Must sell for medical reasons. Far too much to list. Over \$4000 invested in the engine. Thousands of dollars worth of spare parts, original type 3 repair manuals and VW tools included as part of the deal. High-resolution pictures available on request. Asking \$12,000 trades possible. Contact Dirk at dbrog28301@aol.com or Telephone # 805-737-1553 for more info. [Jan03]
5. 1963 343. All original car, used as daily driver, very good condition, 10 months MOT 5 new Firestone tires. 00356 9925 8771, Mellieha, Malta, Malta. [Nov03]
6. 1964 343: (0 410 709) Purchased in 2001- Parts never un-Packed Price \$ 1500.00 Engine disassembled (3 jugs missing) everything else seems to be there including carbs. Complete interior seats, everything, all needs to be re-done, but complete nothing robbed. Original AM Radio, Gasoline Heater , Wheels, Will Roll, Knobs, All Glass No Damage. Some Manuals, Title, Some records, Lots of Rust, but definitely re-buildable. I will consider delivering. Billie, Batesville, Mississippi, 662-563-1170 [Jan03]
7. 1964 343 (0 447 560), rusty project but good overall shape, needs floors & > restoration, engine runs, interior needs to be redone, \$2200 obo. Alan (West Springfield, MA) 413-739-5994 or email skyfungus@aol.com [Nov03]

8. 1964 343 Pearl White, stored 15 years, nice, fairly complete, 90% rust-free (except battery area), runs & drives great with no leaks, Calif plates & title, \$3900. Thomas Nottelman (Vancouver, Canada) 604 904 4465 or email thn@telus.net [Nov03]

9. 1964 343, \$7500 559/229-3521 or 559/431-7124 Location is in the Fresno, CA area. [Nov03]

10. 1964 343. It's currently non-op in Calif. Original black plates & 6v. Very nice Emerald green paint job. Working Frankfurt radio. Everything works and drives like a charm. Original 5.60 black wall Continentals and rare Green coco mats, \$6500. [Nov03]

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

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

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

14. 1965 343(345 167 800) Electric Sunroof model, no rust, needs full resto, includes 64 parts car, \$5000. Dan McKellip (Bayfield, CO) 970-884-2659 wmmckellipw@gobrainstorm.net [Nov03]

15. 1965 343. Rebuilt 1500, rebuilt gauges, 50% new rubber seals, new floor pans with car, new headliner with car. \$2000 obo. Contact Carole at Sewfine, 800-SEWFINE, or 303-347-0212.

16. 1965 343. For sale or trade for a bug. 58k and has been hit in the rear end. I have the owner's manual in German. Sales@twistedperformance.com, Winston-Salem, NC USA -

17. 1965 343: Partially 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.

18. 1966 Type 34 Ghia- Project Car. Has been in some sort of accident; nose and rear have Bondo. Bumpers are good. Lots of parts. All reasonable offers considered. Medford, Oregon. (thpeoplecke@aol.com) 541-282-0730. [August, 02]

19. 1966 343 Arcona White, clean, runs good, & kept in the garage, \$5500 or > make offer. Kelly Agner (Redding, CA) @ 530-246-0988 or agner@c-zone.net

20. 1969 Sunroof one family owned from new. Oriole Yellow with fabric folding sunroof. Full history and documents. Fully restored 5 years ago including new front wings, sills and engine. 61385 miles. Last used in 2000, no MOT due to owners illness. One of the last cars produced - offers around £5,500. Susan Ferdinand +44 1423 331401 - Car in York area, UK. Email adrianferdinand@tiscali.co.uk

Dealer Parts for Sale

1. Bill and Steve's: Repro T3 heat exchangers! New T3 under-dash bamboo parcel trays \$50! NOS 6v Fan Shroud, NOS push-button chrome trim, early '62 chrome wheel trim (holds to outer rim), T34 Roof Racks \$325, NOS sets of solid, slotted & unusual VW accessory trim

rings for '62-'65 AND '66-'69 T3s @ \$100/set; NOS 6v wiper switches, 6v horn/fog light relays & 6v bulbs, NOS '62 T34 Gray shift boots, T3 rocker panel trim & clips, NOS wheel & master cylinders, brake drums (front & rear) for '62-'65 T3s...these are getting extremely hard to find**
NOS '64-only 1500S distributor caps, NOS set of domed 1500S pistons, NOS door handles, NOS T34 front hood hinges, Ivory rear seat straps, NOS rear decklid locks w/ keys, rubber boot for carb to air cleaner (311 129 581B): \$10; rubber boot for air cleaner to body (311 129 695B): \$20; pre-heat valve for single carb engine \$20. Doug Narczewski, ofcdoug@hotmail.com (Illinois) [May02]

2. Neuffer - Kompetenz in Sachen Karmann: www.vw-nos.de
Reproduction rocker panels, front, center & rear sections from 89 DM each!!! Repro window scrapers guaranteed to be like the originals with rubber & aluminum strip available now @169 DM each; NOS front & rear glass, NOS and repro windshield rubber, door rubber. The following parts are NOS and available now: complete foglamp assembly, bulb-style headlamp rings, rear air-deflector rubber, rear lenses, front lenses, fuel gauges, late window cranks (black), front bulb holders, door handles, bumper guards, speedos, door hinges, inside mirror, vent wing (complete), door glass, wiper motors (6v & 12v), wiper arms, blades, and much more. Call Lars Neuffer (Germany) @ 49 551 50 50 70, fax: 49 551 50 50 7 50 or Lars-Neuffer@t-online.de

3. VW-Veteranenteile: NOS door rubber, repro windshield & rear glass rubber. Repro rear lenses (solid red) @ \$42.50 each, amber or clear repro front lenses @ \$19/each. Access to many 2nd hand T34 parts...e-mail or fax with needs (including part numbers). Joerg Beckmann: (Germany) Phone + Fax +49 25 02 17 77 or E-mail: VWVetJBeckmann@t-online.de

4. Sewfine: Stock or custom interior door panels, headliners and carpet kits for the T34. Call for their free catalog and tell them you heard about it through the Registry. Carol (CO) 303 347 0212, 303 773 8455 or e-mail: sewfineproducts@hotmail.com

5. Baum Tools Unlimited, Inc: Special Tools for German and Swedish Automobiles. Technical Support and Publications: 415 566 9229, Tech Services & Publications: 415 566 0694, Tech Fax 800 848 6657, Tool Order Desk: 941 927 1414

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

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

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

9. West Coast Classics: Top quality interior restoration from carpet to door panels, they have a T34 on site and have done complete interiors for T34s 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 668 693 or online www.wildhg.demon.co.uk/t3d

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

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

13. ISP West: Sealed-beam assemblies (not rings) \$150, ring sealed-beam \$100, fog light rings \$150ea, fog lights complete used \$150ea, fog light lens \$75ea, front turn bases \$175ea, clear front turn lenses \$45ea, rear tail light lenses \$100ea (early & late), tail light base \$300ea with lens, 1967 kilometer speedo (excellent used) \$100, 1962 kilometer speedo (excellent used) \$100, 12V fog light relays \$50ea, dual horn 12V relays \$50ea, bumper guard set \$500/set (late style), dome lights (trunk & interior) \$100ea, rounded 63-65 outer mirror good used \$100, bumper corners front \$250ea, right outer door handle \$150, rear view mirrors \$200ea (early & late), grab handle \$100, rust repair panels (rockers, fenders & corner pieces from Lars) \$1000/set, corner windshield clips (4), glove box lock with key \$75, rear trunk liner (large piece only) \$250, front & rear window seals \$100ea, upper dash pad used uncracked \$500ea, lower used uncracked \$300ea, rear push-button lock with keys \$125, turn signal arm \$200, fuse box \$50ea (both 10 & 12 fuse), ignition switches \$150 used or used w/ new electrical \$200 or NOS \$225, SWF early wiper arms \$100/pair, shifter knobs 2-tone \$25 used nice or solid white \$100 used nice, m cyl #021A/B/C \$175ea, m cyl #023 1966-only \$175, 61-63 or 64-65 w cyl \$225/set (4 pcs fronts only), 1966 owner manual \$100, side marker set \$60/pair used or \$100/pair NOS, side marker seals \$15ea, shifter boots \$25ea (gray or anthracite), coco mats \$200 (3 pc set in either Sea Blue or Safari Beige), domed window winder handles used nice \$60/pair & cupped-style NOS \$50ea. All parts above are NOS unless indicated, and are limited to existing stock. He'll be going to Germany in early April for more T34 goodies! Also has other Type 3 NOS & used parts, full restoration facility, used cars, and parts locating service. Alex (So Cal) 310 637 2109 or www.vwspwest.com, contact@vwspwest.com

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

15. Wolfsburg West: NOS Bosch Fanfare accessory horns (12V) \$100/set. Reproduction spray-can lacquers for VWs using the original L-codes! \$12 ea, rubber glove box stoppers \$1 ea, fuel-pump rebuild kits, etc., Ron (So Cal) @ 714 630 9653

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

17. Windshields: Glass Search, Ohio - 800-848-1351, ask for Shawn, has 3 in stock which are delaminated around the outside he said they would be foggy for about 1/4 to 1/2 inch beyond the windshield rubber. For the budget minded, \$150 (I think if you offered \$100 they'd take it) + \$75 for crating and shipping.

18. Windshields: Glass Seekers, New York - 800-345-4527, ask for Ira, has access to 12 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 Registry discount, 6 in stock, \$300 + \$65 for crating/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

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, either ivory or light grey. Autoradio Wagner Tel.: 0049 214 61421 Fax.: 0049 214 66050 Email: autoradio-wagner@t-online.de

23. Reproduction T34 rubber seals: PoP from Thailand. Currently reproducing front turn seals, headlight seals, front and rear window

seals, front pop-out seals, side marker seals, bumper over-rider seals, and taillight seals. Working on others. Email for prices and availability. cbutpet@yahoo.com
 24. Show quality knob repro's. Window crank repair knobs, \$47 set. Dash knob sets of 3 knobs are \$45. Brezelwerks 978-649-7710.
 25. High quality billet aluminum sunvisor clips. John Copello, the same person that rebuilds door hinges. Clips can be anodized in many colors. \$40/pair. metalworks@volcano.net

Private T34 Parts for Sale

1. Used T34 Parts: Blaupunkt AM/FM 12V 4-band black buttons with chrome covers & T3 faceplate \$150, 6V fuel gauge insert (341 919 029) \$30, sun visors without chrome (1 has mirror) \$10ea, tail light base with dents \$5, Solex carb (341 129 027C) 32-PDSIT-3 \$150, fuel sender (311 919 051) \$45, "pear" shaped outside mirror \$35, ivory plastic inner window cranks \$10ea, ashtray \$20, hinge plugs \$2.50ea, 6V engine parts, door threshold aluminum plates \$12ea, stock chrome gearshift \$25. Many more NOS parts for sale. Call 626 256 1345. Contact Jim Maljanian (So Cal)
 2. T34 Roof Rack Locks: chromed, case hardened steel, American made and patented. Rick (CA) 650 583 8245 or 650 619 2663.]
 3. NOS Type 3 master cyl 61-66 \$75, NOS Type 3 wheel cyl front \$45, NOS Type 3 wheel cyl rear \$30. Geoff (BC Canada) 604 760 5899 or e-mail: peterjohnw@hotmai.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. rgvw@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: sewifneproducts@hotmail.com
 7. Heat able Rear Window (option M 102) Exc. shape \$150. NOS front lens (amber), Mats (Sweden) e-mail: ghia@malmo.mail.telia.com
 8. NOS T34 Parts in Norway. 343 955 113 E Wiper motor 12V \$85, 341 107 301 Piston rings (40 avail) \$5 each, 341 115 303 A Tube \$15, 341 129 257 Bushings (2 avail) \$8 each, 341 129 399 Brass pins (4 avail) \$5 each, 341 129 401 Plugs (4 avail) \$4 each. Also have a lot of NOS Type III parts. Stan (Norway) phone: + 47 38 16 75 70 or email to konfars@online.no
 9. UK Type 3 NOS Parts: loads of NOS T3 parts from England seller online, contact him for prices & availability. Sjnot@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: 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@catt.com. [may03]

17. T3/T34 Parts For Sale: Passenger Seat (Adjustment Knob is broken) - \$50, Door Sill plate (from 1966) - \$20, Nose Panel (not complete - has foglamp buckets) - \$70, Rear Quarter Window - \$10, Rear Glass - \$50, Quarter Window Posts - \$10/ea, Spare Wheel Cover - \$15, Decklid Latch Assy - \$5, T3/T34 Early Style Gas Tank - \$30, Jack (needs cleaning) - \$20, Engine Bay Grilles - \$10, Dash Grab Handle (Black) - \$10, Rear Bumper Center Section (needs work) - \$10, Gary Leonhardt (405) 640-7607 (cell phone, iv 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) [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: \$165 front, \$175 rear for complete 3-piece blades. The quality is excellent, the work is fast, & price is reasonable. Bill & Steve's VW Restorations 562 923 3251 (So Cal).

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

4. T34 Drawing! Full color oil pencil drawing of your T34 or other VW. Takes 2 weeks for an 8x10 drawing from your photo. \$85 for 8x10 drawing, more if larger. Call David Turton at 409 564 7593 after 6pm central or email arthouse@netdot.com

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) 760 754 8496.

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) 760 754 8496.

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

8. Baja Upholstery. they are located in Highland Park, close to South Pasadena, Ca. Jesus, 323-222-6109.

9. Ignition/door re-key. Can re-key ignition and doors to match all locks. Makes the tumblers, so he is able to offer what no one else can. 24 hour delivery and will happily use UPS or Postal to ship anywhere. Access Auto Lock and Key, California, Tim Shirey, (661) 823-8990. In business for 20 years and is a VW enthusiast.

10. VDO instrument repair: Forster Instruments Inc., Attn. John Anderson or Jeff Heal, 7141 Edwards Blvd., Mississauga, Ontario L5S

122 Canada, Phone: 800-661-2994, Fax: 800-632-9943 or don_strongitharm@forsterinstruments.com

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

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

Wanted T34 Parts

1. 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 760 931 9118.

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

3. 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.

2. 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@t34up.nacamar.de

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

4. 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

7. 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 760 212 5144 or LeeHedges@Type34.org for info. Check, cash, money order, or PayPal accepted.

8. 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 760 212 5144 or 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.



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

To order regalia items, send request & check to:

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

For details on availability, shipping & insurance costs, please call 505 672 3159.

Make all checks payable to "Fred Hampel". If items are in stock they will be shipped within 1-2 weeks. If they are not in stock and need to be reordered, Fred will let you know when to expect them.

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

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

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

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

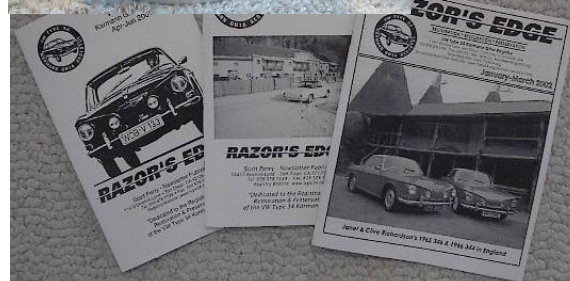
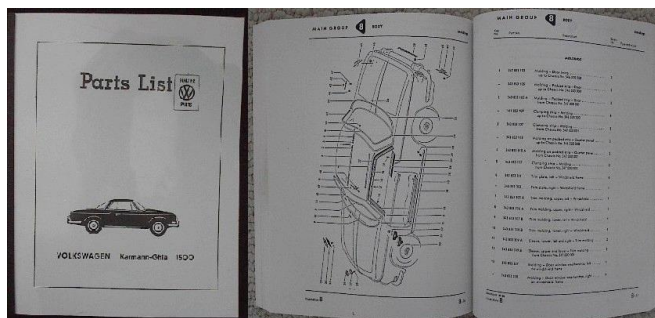
Window Stickers: mounts to inside of window, available in Black or Blue, \$2 postpaid.

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

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

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

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





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

October-December 2003

First Class Mail

