

T34 World News

2011 Edition #1

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T34 World: Plans, Hopes, & Dreams

I've been involved with T34s since 1987 and over the past 20 years I've seen many changes in the organizations that help T34 owners. The KGOC-Great Britain (founded by Andy Holmes) is the longest-serving club that focused on all KGs in GB. Since the USA didn't have any T34 owners club I formed the T34 Registry in 1989. There have been several German KG clubs but none dedicated to T34s. And then in 2004 when the T34 Registry went free & completely online I founded PureT34 to help T34 owners dedicated to original restorations. With the T34 50th Anniversary in 2011, I felt it was time to create a worldwide T34 organization that helps all T34s. So the T34 World was conceived over cold beers with my good friend Antonio Pellegrino from Italy in the summer of 2010.

We began by sharing the concept with serious T34 owners in many countries around the world to see if it was a good idea. From there we built an international team of representatives that agreed to support their local T34 owners with advice, parts sources, & information that would help them enjoy their T34s more. By September the team was at 28 reps in 16 countries.

The idea with one worldwide T34 organization would mean that the two current T34 groups (T34.org and PureT34) would merge into T34 World to provide one central source for all owners. The T34.org administrators had not been actively improving that site over the past several years and I believed they would want someone else to take on the responsibility of managing the work. After two months I learned that we could not come to an agreement to work together. This was an unfortunate situation and I hope someday these two groups will merge to better serve the world's T34 owners & enthusiasts.

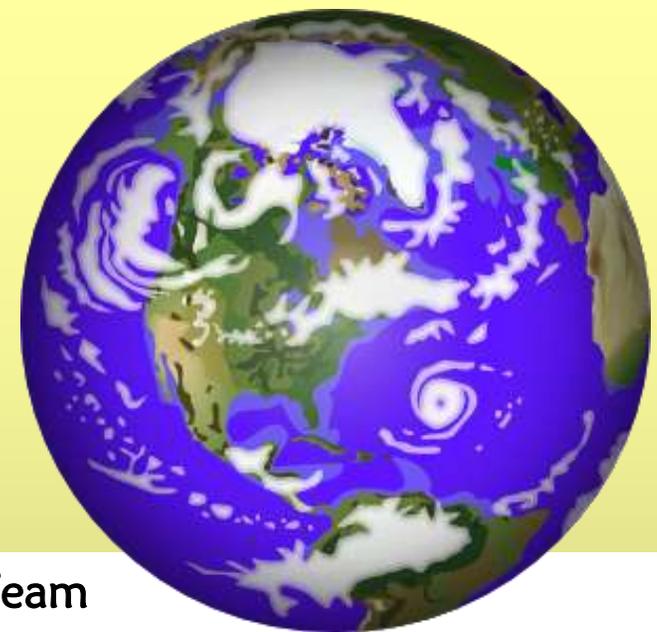
With the meteoric improvements in web design & features I developed a short list of the improvements that would be necessary. An active forum discussion panel, an active email group, a dedicated classified ads section, and everything would be connected via one simple modern web site interface.

I have years of experience working with HTML web design (thanks to Paul Colbert back in the 90's) but I've chosen to use the new Flash design for several key reasons: creative visual design, integrated sound & movement, ease of use, and uniqueness. The T34 World web site www.T34World.org gives us a modern look, some great graphic creations, and it's much easier to use than anything before it. You'll see ...

As with any new organization there are many things that need to be improved. We're evaluating a new classified ads program, evaluating a new database program, and improving the functionality & content on a daily basis. However, the email group & discussion forum are active, the galleries are loaded, and the international rep team is ready to help. We'll soon have individual owner's galleries to share images of their restoration work. We have the Parts List Book & Wiring Diagrams already and soon will have all of the owner's manuals. We will continue to email the World News magazines to keep you energized & informed of the latest T34 news & stories.

Enjoy!





T34 World International Team

The key to the success of T34 World will be maintaining an active group and the support of T34 owners in many different countries speaking many different languages. This support will be handled by an international team of representatives dedicated to helping the T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's the team!

GERMANY:

- Southern – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Northern – Klaus Morsch (KlausMorsch@T34World.org)

UNITED STATES:

- Southern California - Scott Taylor (ScottTaylor@T34World.org)
- Central California - Tom Reay (TomReay@T34World.org)
- Northern California - Larry Edson (LarryEdson@T34World.org)
- Mountain States - Paul Colbert (PaulColbert@T34World.org)
- Southern USA - Jason Weigel (JasonWeigel@T34World.org)
- Central USA - Bob Dervin (BobDervin@T34World.org)
- NorthEast USA - Rick Hasse (RickHasse@T34World.org)

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- Jurgen Magdelyns (JurgenMagdelyns@T34World.org)
- Paul Peeters (PaulPeeters@T34World.org)
- Jimmy Vernelen (JimmyVernelen@T34World.org)
- Kris de Bruyne (KrisdeBruyne@T34World.org)
- Mike Zanella - Liège (MikeZanella@T34World.org)

UK: Mark Poulton (MarkPoulton@T34World.org)

AUSTRALIA:

- Queensland - James Kramer (JamesKramer@T34World.org)
- Victoria - Patrick Duane (PatrickDuane@T34World.org)

BRAZIL: Fernando Mendonca (FernandoMendonca@T34World.org)

CANADA: Ron Buckley (RonBuckley@T34World.org)

FRANCE: Franck Boutier (FranckBoutier@T34World.org)

ITALY: Antonio Pellegrino (AntonioPellegrino@T34World.org)

MEXICO: Antonio Martinez (AntonioMartinez@T34World.org)

NEW ZEALAND: John Kanters (JohnKanters@T34World.org)

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

T34 50th Anniversary: The Latest Info

www.50-jahre-typ-34.de

The T34 was first introduced in September 1961 at the Frankfurt International Auto Show. Over four days in August 2011 the T34 community will celebrate the 50th Anniversary of the T34 in Georgsmarienhütte, Germany. GMH is only a few kilometers from Osnabrück where the Karmann factory built all 42,505 T34s from September 1961 through June 1969.

T34 owners from around the world will converge on GMH beginning on Thursday August 11th and the final day will be Sunday August 14th. There are expected to be over 50 T34s which will set a new world record for the most T34s attending one event. In addition to the car show area there will be a spare parts area to buy T34 parts & accessories.

Registration for English-speaking T34 drivers can be found here. The cost is 50 Euro per T34 and additional passengers are 10 Euro. The drivers package will include a mug, magazine, HO-scale model, and other surprises.

www.50-jahre-typ-34.de/registrierung/nennung_english.pdf



As of mid-January there are 44 T34s registered for the event. Only 50 is needed to set a new world record.



There will be several T34 caravans coming into GMH from various areas including Belgium, southern Germany, Switzerland, and Italy.

Thursday 11Aug will be when the participants arrive at their hotels and spend the evening meeting old & new friends.

Friday 12Aug will begin at 10am with the T34s lining up in the show presentation area and by 11am the show will be open to the public to inspect the cars. T34 lectures on T34 history will begin at 1:30pm and will involve experts in the T34 world, old workers from the Karmann factory, and will have a lot of great photos & information that will be interesting to everyone. The dinner program will begin at 6pm.

Saturday 13Aug the T34s will again meet at the show area at 10am and then at 2pm the cruise will happen with miles of T34s all in-line driving around the German countryside. Again at 6pm the dinner program will begin.

Sunday 14Aug will be the last day and at 10am the awards ceremony will begin, handing out trophies to the best T34s in all classes.

For specific help with hotel reservations & event registration please contact Jörg Fischer at vwtyp3@gmx.de as he is willing to help non-German speaking guests with planning.

Merry Christmas and Happy New Year



From Deimos Air Cooled

Frohe Weihnachten
Merry Christmas



Karmann-Ghia-Passion, Carsten Klein



Wishing You
A Very Merry
T34 Christmas



PureT34



BUON NATALE
A
TUTTO IL CLUB



Merry Xmas
& Happy New Year

Mike

Personalized License Plates & Decals

Here in the USA our license plates change over the decades and it's an easy way to identify original cars. In California there were several plates used in the 1950's, 1960's, & 1970's. The most commonly seen one on original California T34s are the black & gold style which began in 1963 and ended in 1968. Many owners that restore their cars prefer to use these old plates instead of the modern reflective ones. But owners also like to have personalized plates with their own message, which was not available on the old black & gold plates.

One way around that is to get personalized modern plates with the message you like (upper right) and then buy new custom plates to match those numbers but in the 1963 black & gold style. You can also buy original decals for the month & year of registration to give the plate a really cool look.

The site that specializes in new black & gold plates for California (or any other state/country) is www.licenseplates.tv The cost of the new metal plate is \$80 for one. It took about two weeks to print and is a perfect match to the original old 1963 one. It's metal & embossed with the month/year rectangles as well as the lettering for CALIFORNIA and the personalized numbers.

The ebay seller that sells the month & year registration decals is ljunkman. The decals are identical to the originals and cost \$10 each. I chose September to mark the introduction of the T34 in September 1961 at the Frankfurt Auto Show.

And although the most authentic plate for 1962 would have been the early Gold & Black style, I have chosen to use the 1963 Black & Gold style because I like it better on the Ruby Red body. To be completely legal I cut the original 2011 registration tag off of the new license plate and mounted it above the 1962 decal so the police don't have any reason to question my T34 driving down the road.



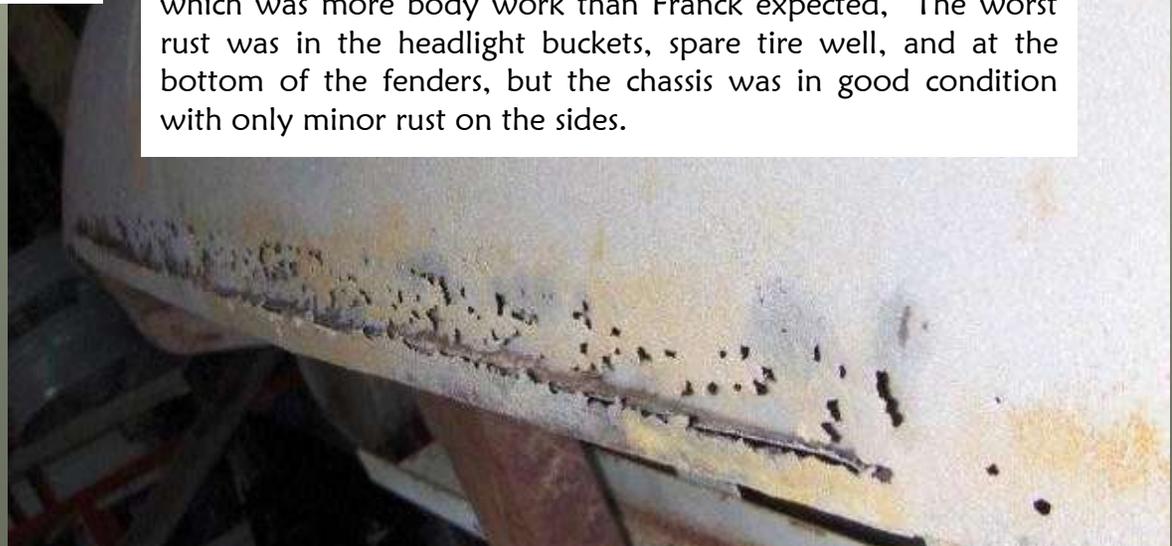
Resto Report: French 1965 M343

Franck Boutier from France has been involved with T34s for 20 years now. He was the French rep for the T34 Registry from 1990 thru 2004 where he helped to locate & register the existing T34s in France. In 2000 he bought his Sea Sand & Pearl White 1965 M343 which he found in eastern France. The car was complete, low mileage, dusty and not roadworthy. Franck noticed some rusty spots in the usual places but after a good cleaning & servicing the T34 really looked good and ran well. He knew that it would need some attention in the upcoming years but at the time he just wanted to enjoy driving it. After eight years of driving it he re-connected with Lee Hedges again in 2008 and he learned about the T34s 50th anniversary in 2011. Franck knew it would be a good deadline for a complete pan-off restoration. But could it really be done in just three years? Franck was willing to make it happen.

So he began the search for parts, seals, and a good metal man. A friend told him about a metal man which had restored his 2CV Citroën and that he had done a good work. Franck met him and they decided that the T34 would have to be ready to go into the body shop by October 2009. The stripping began in July 2009 and there were no problems, everything came off without breaking a nut! Parts were listed and stored carefully. When October arrived the T34 was delivered to the body shop.

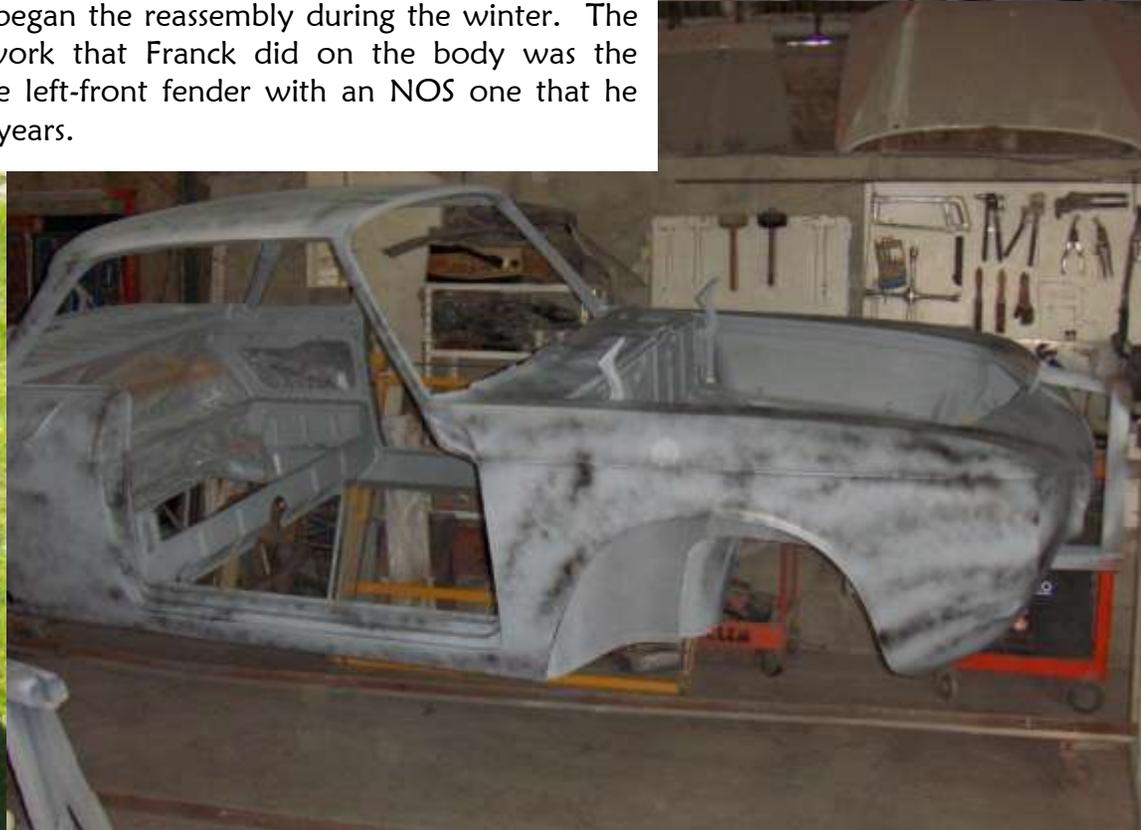


The chassis and some rear end parts were sanded-down as were the bottom and the undersides of the fenders of the T34 body. Franck didn't want to sand the whole body because he was afraid of metal distortion. The sanding exposed the rust damage which was more body work than Franck expected. The worst rust was in the headlight buckets, spare tire well, and at the bottom of the fenders, but the chassis was in good condition with only minor rust on the sides.





All the chassis components were ready by the end of December 2009 and Franck began the reassembly during the winter. The most important work that Franck did on the body was the replacement of the left-front fender with an NOS one that he had in storage for years.





He had a tough time with the removal of the original paint with paint stripper, brush, and doing the job with his own hands. Hoods and doors were lightly sanded which showed them to be in very good condition, and most of the body panels required very little metal work, a sign of a well-preserved original T34. Priming was done during the Summer & Autumn of 2010. The hoods, doors, underside, and inside of the T34 were painted at the beginning of December. And finally the body was painted during the first week of 2011, back to its original Sea Sand with Pearl White roof! Now is the time for the long reassembly process but Franck isn't sure if his T34 will be back on the road by August, in-time for the historic 50th anniversary events in Germany.

We will continue to feature Franck's restoration work in future editions so stay tuned.



For Sale: Early-1962 M343 in California

T34s were never officially exported by VW of America into the United States mainly because VW required distributors to stock spare parts for the vehicles prior to approving exportation. However, there are more T34s in the USA than any other country in the world. Most were exported into the country by private owners after buying them on VW's Tourist Delivery program, and some were shipped into the States by US servicemen (since it was free to ship a new car back), and some came south from Canada. It's always amazing to consider how the earliest 1962 T34s came to the USA, but here's one that's for sale today living in Northern California.

Larry Edson found this abandoned early-1962 M343 in an auto junkyard in Northern California two hours east of San Francisco in 1998. Over the past 12 years he's been collecting parts for it to make it complete, someday hoping to restore it to original once again. With expensive university expenses ahead he's made the tough decision to offer it to another to restore properly. He'd really love to see it get the attention it deserves.



This early-1962 has VIN #0 018 896 and was built 21 February 1962. It's currently the 31st oldest known T34 worldwide. It has matching body/chassis #s and still has its original engine #0 014 504. It had been in the junkyard for about a month when Larry found it and the doors & hoods, front bumper, lights, gauges, radio, & seats had all been removed & were sold separately, as is the tradition of most junkyards. The T34 was in excellent condition for a junkyard car and best of all it was totally rust-free, so he bought it. Over the next six months he tracked-down the original parts and bought them all back again to make the T34 complete. It has never been involved in an accident, has little rust, and could be a straight-forward restoration project. It comes with all its unique parts, early-style seats, and even some NOS parts too. He's including a set of repro rocker panels (6 pieces) and original sheetmetal for the sections that need to be repaired. Larry bought the repro red cloth seat material too, which is also included to restore the interior back to authentic original condition.

If you'd like to give this T34 a new home, contact Larry Edson at LarrE345@sbcglobal.net or you can visit this site for a full collection of photos & information. He's asking \$3500.

www.leehedges.com/1962m3430018896.htm





In-Scale T34's: Rare Ichiko Coupe

T34 scale models came in a variety of sizes & materials from the large tins down to the tiny plastic HO-scaled models. There are two manufacturers of the large tin models: Ichiko & Shimazaki. They both were made in Japan but the Ichiko seems to be a bit more common than the Shimazaki. Today these are seen for sale monthly on ebay and are typically sold in the \$100-250 range (75-200 Euro).

Most of the Ichiko variations are police cruisers with a wide range of color scheme, lights, decals, & sirens. The rarest of the Ichiko variations are the non-police Coupes and the rarest of those are the two-toned Red & Black or Gray & Red versions. This Gray & Red one was bought in late-2009 on ebay Germany for \$200 with the help of Carsten Klein and joined Lee's collection in San Diego, California as a birthday present.

It's a 1/18th scale tin model that has a friction-driven motor that propels the car forward. It has ICHIKO on the rear license plate and the Ichiko logo printed on the rear window shelf but there are no other markings on the chassis.





When I decided to go ahead with the restoration anyway the first thing I did was to buy all of the reproduction metal I could find. Rudiger Huber (www.karmanngia.de) had a 6 piece outside rocker panel set that sells for 699 Euro (plus shipping) & the rear wheel arches for 98 Euro each. After stripping the body the next step was media blasting to expose the rust damage.

Resto Report: American 1968 M345

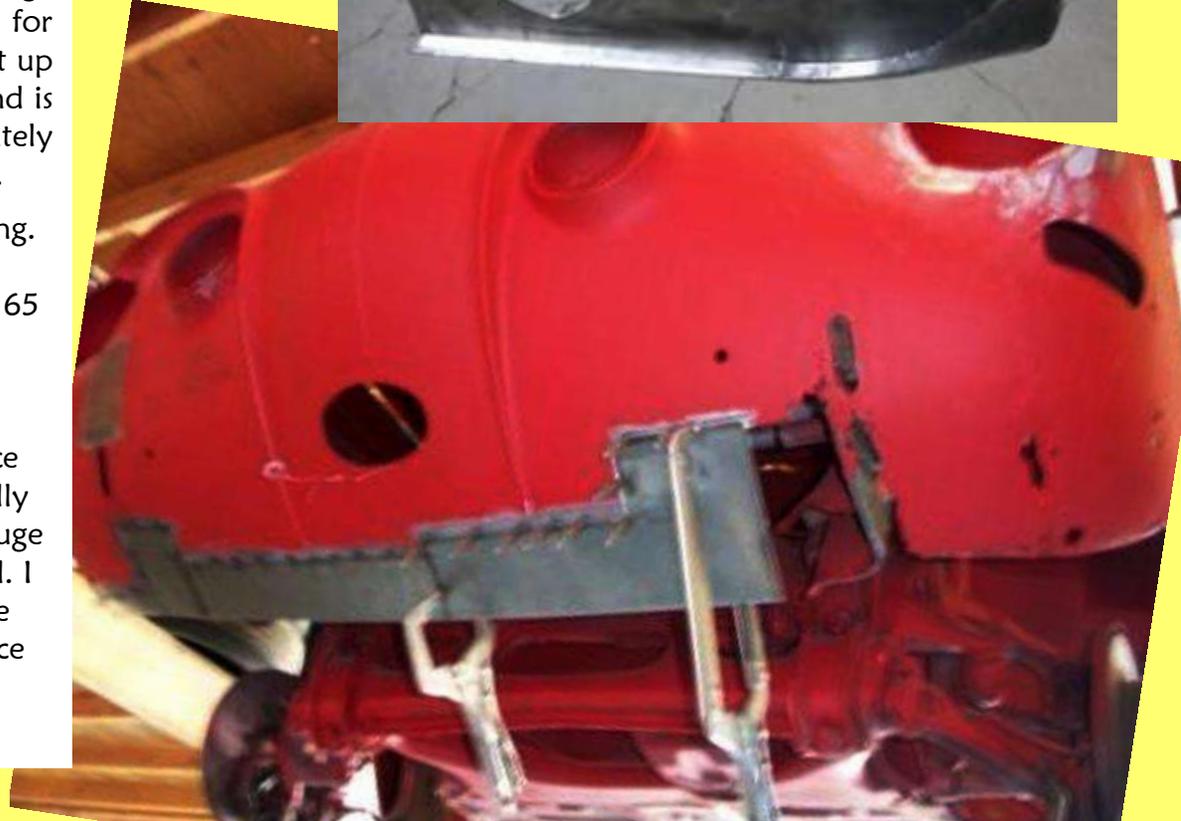
When evaluating a T34 for purchase and/or restoration there are several factors that need to be evaluated. Along with completeness, one of the most primary concerns is rust. Completeness is important because all the time, money and effort required finding the rare and sometimes non-existent parts for the car. That being said unless you have metal working and welding skills, rust repair will eat your restoration budget alive like nothing else! I purchased this 1968 Electric Sunroof, Automatic T34 sight-unseen on ebay. The description led me to believe that rust was not a huge issue, and the car was mostly original. I also took some comfort in seeing the rocker trims in place on the car as missing rocker trims is generally the first clue that rust is present. When it arrived, I was disappointed to see that the rust was an issue.





Normally if I was to media blast to remove old paint I would prefer soda blasting as it's best to keep from warping the large flat area. However with this much rust present, I opted for Silicon Carbide as it's harder but it cuts fast so it doesn't heat up the metal as much. It gets to the surface rust much better and is also a little less expensive since it can be recycled. Immediately after the car was blasted it was coated with an epoxy primer.

The car was then transported to Roper Fabrication for welding. Sean Roper has had a lot of experience working on Type 34s from the work he has performed on Chemo Ordaz's car, my 65 M345 and Lee's M346. This car turned out to be another challenge. After cutting the existing rocker panels off, it was determined that it would be necessary to replace the heater channels as well. Although heater channels may come up once in a while, the cost can be prohibitive. In my case Sean actually fabricated new ones for both sides. He also used a heavier gauge steel for the reproductions and even dimpled like the original. I really feel it is very important that the entire rocker system be restored to its original integrity, it is critical to the performance and to strength of the vehicle. Of course having heat doesn't hurt either.





There were also lower fender and apron areas that had to be repaired. I was able to get some of the metal from parts Larry Edson had available, many other parts had to be fabricated. It was fortunate for me that Chemo Ordaz was available to work out the metal as the work progressed. One very interesting thing about this car was as bad as the body rust looks, the pan is perfect even under the battery. As of the end of 2010 the rust repair is complete and the car is coated in sanding primer waiting for the final body work to get done. Stay tuned ...



Rep Intro: Ron Buckley in Canada

Ron Buckley owns one of the earliest 1962 T34s in Canada. He lives in Nova Scotia, on the southeastern coast of Canada. He was born there and attended Acadia University and later did graduate work at McGill University in Montreal. Nova Scotia is surrounded by the Atlantic Ocean, so we have a milder climate than most of Canada as we get the warmer ocean currents from the Caribbean. We still get snow during the winter months.

At 76 years old Ron is probably the oldest member of our team. He had joined the T34 Registry soon after Lee established it in 1989 and when the newsletter was only a few pages long. At that time Ron was the Western Canada Representative as he was living in Alberta at that time.

Ron bought his T34 in 1980 from a curber who had the car parked on his front lawn. He was familiar with T34s as his brother Dale purchased an early-1962 Pacific & White T34 soon after they began to be sold in Canada (below). Ron used to drive his brother's T34 and liked the sportiness & styling but he couldn't afford an expensive T34 at the time having just graduated from University and could only afford to drive a 1956 Beetle that he bought in 1959. So Ron has always been very interested in restoring his T34 back to its original condition.



His early-1962 has serial number 0 027 895 and was born 28 March 1962. It's been in storage since 1980 with only occasional work being done on the restoration as he was occupied with a growing family and working as an Engineer & Geologist. However during that time he restored two Ford Model T's and still has the 1925 Ford Model T Coupe. It's his intention to have the M343 on the road by next summer although he's got a lot of work to complete before that time.

There is a VW club here in Nova Scotia and he plans to attend some of their cruise nights. It will be a 60 mile drive to join them in the cruise. They do not have any T34 vehicles in their club so this car will be an unusual addition to the cruise nights. He's hoping to find other Type 3 cars through this club. He & his wife would really love to join the group in Germany next year if at all possible.

If anyone has any questions or just wants to touch-base, please contact Ron at buckley@ns.sympatico.ca He lives in Port Williams, Nova Scotia and can direct anyone travelling in the area to his garage for a visit and to see his 1962 progress.



Rep Intro: Antonio Pellegrino in Italy

Antonio Pellegrino lives in Vicenza, Italy (near Venice), is 50 years old and has been a vintage Karmann Ghia enthusiast since 2006. He is the president of the KG Club of Italy and has been working hard to promote KGs in Italy. Back in 1971 he remembers his uncle owned two T34s (Black & Beige) when Antonio was only 12 years old. Antonio bought his T34 in October 2007 after liking the unique body styling. Antonio was fortunate to meet the T34s original designer, Mr. Sergio Sartorelli and speak with him over coffee about the T34 project for Carrozzeria Ghia. He continues to work with Mrs. Sartorelli to honor her husband for his important contributions to T34s.



Antonio's T34 is a 1963 M343 in Sea Blue with a Blue-White roof and has chassis #0 215 090. It's currently in restoration for the bodywork & paint and hopes it will be completed in time for the T34 50th Anniversary events in August 2011. He plans to restore it to original pure condition and believes owners should take care of it like a fiancé and show it to people so they can learn to know and love this amazing car and its story.

The two parts he's been searching for are the aluminum radio faceplate and the under-dash parcel tray. He hopes to take part with his restored M343 at the KG meetings all over Europe. You can contact Antonio at apellegriano@karmannghia.it





Resto Report: British 1965 M346

Southern England's Janet Richardson is one of the few women in the world that daily-drive their T34s so she's a special girl in our eyes, but since she owns an M346 (RHD Electric Sunroof) that puts her in an exclusive class of women T34 owners! Her husband Clive had restored their Smoke Gray & White early-1965 # 345 077 077 over a decade ago and it was a beauty, participating in all of the UK events for the KGOC-GB and taking first prize in most shows. Their original restoration focused mainly on the rotten chassis floorpan and the body looked OK at the time. Fast-forward 10 years and the rust-worm had begun to show through so they decided it was time for a full body restoration. They contacted their local vintage VW body shop and by October 2009 had the T34 stripped as a rolling shell.



After some of the paint had been stripped away it revealed several areas that needed some serious repairs. The rear wheel arches were composed of many tiny pieces welded together, the front valence was paper-thin, the spare tire well cross-member was rusting away, and the spare tire well was destroyed beyond repair. They were able to buy rear wheel arches from the KGOC-GB's T34 Spares Secretary Mark Poulton and Clive had an extra spare tire well in the garage but the remaining areas were left to their body guy to fabricate. T34 sheetmetal panels are obsolete and parts cars in the UK are simply not available.

Body expert Daren used a bus front panel as a basis of the replacement of the front valence, with lots of modifications and hammer and dolly work to make it look original. The rear lower wings, wrapping round to the rear valance, were hand made from sheet steel using a card template which was reversed to get an exact match for the other side. The replacement metal was all been carefully spot-welded in to prevent panel distortion by seam welding.







One year after they began the body restoration the Richardson's got their M346 back just before Christmas. But the bitter cold outside and a cramped garage packed with their two T34s meant they were forced to wait for better weather to begin the reassembly process. The parts for the car had been carefully stored in the spare bedroom over the year and Clive says if he'd been properly organized they would all have been inspected, cleaned and polished or painted as necessary or even replaced in some instances. Unfortunately Clive says he wasn't that prepared and it was only at the point when he needed to put it back on the car did he check their conditions. Hence there were a few rushed orders to various suppliers to obtain the parts which were beyond reuse.

By February 2010 they had found time to get the T34 reassembled. They were fortunate to be able to reuse most of the original parts which made the process go quickly. The sun had faded the rear shelf material so they ordered new material and fitted the fresh cover and then the rear glass. The electric sunroof panel went back in after fitting new Beetle sunroof seals which are almost the right length and worked OK in the past. It took quite a lot of adjusting to get it to fit properly and he used a jump-start pack to get the sunroof motor working. By Easter they had completed the job and received their MOT (registration inspection) so Janet could continue driving her M346 once again.







Owner Tales: A Pacific Rose

On September 9th, 2008, while checking my email I saw a name not unlike many I receive every day; yet this one was different. The name was Ben Mistak, a good friend of a woman named Rose Luardo who lives in Philadelphia and had just inherited her grandparents possessions including their home in Red Bank, New Jersey. In their garage, which seemed to double as a time-capsule, sat a 1964 T34 Coupe. This “American” barn-find, for lack of a better term, had been mothballed for nearly 30 years and she (affectionately known as Rosie) is found to be nearly all original as the day in July 1964 that she was first sold to Mr. John F. Smith.

The email stated that he has stumbled upon my email address from the the1500Club.com website that Google prompted while searching for “Volkswagen 1500”. A neighbor of the late John Smith had given an insulting offer and wanted to protect Rose’s interest in obtaining the true value of what the car is potentially worth. Without any pictures to identify the model of car, I assumed it was a Notchback or Squareback, but quickly discarded that notion when Rose titled an email on October 5th, 2008, “Volkswagen Carmengia”. As I read the email, I then assumed that this was a Type 14 Ghia, and embraced the notion of helping a perfect stranger obtain the vehicles full potential value with no personal gain, other than a self-serving “thank you”. Still no pictures to go by, I explain to her that I will need some pertinent information in order to help her find a buyer, starting with some detailed pictures.

On October 16th, 2008, I opened an email from Thom Lessner, Rose’s boyfriend, which contained a link to his “flickr.com” account which allows registered users to post pictures for their internet audience to view. Then like a teenager being kissed by a beautiful woman, I nearly fell off my computer chair when I see the backend of the T34. My heart was racing and endorphins were firing off in my brain much like a young man in love for the first time.

I couldn’t keep this discovery bottled up so I quickly contact the founder of the 1500 Club and good friend, Jason Weigel. I stumble to explain what has fallen into my lap, just by sheer luck, and he is anxious to see pictures. “These ‘finds’ just don’t come up every day, or every decade for that matter” he claims, “this is a historic find not often seen in the 21st century”. The webpage offers up a dozen pictures of ‘Rosie’, which hasn’t seen daylight in 25 years or so. I quickly assess that this car will need some work, but I am most interested in being its second owner.



Later that same day, I decide I need to share this find with T34 expert and friend, Lee Hedges, who, in my opinion, does more for the preservation of these cars than anyone else in the world! He notes that he has not heard of this car nor has it ever surfaced in the T34 World. A great feeling is shared by both of us to have found such an unmolested, all original, example of a classic 'barn-find'. Lee quickly assesses the value but notes inconsistencies of originality, but superficial in the whole scheme of things. Due to the fact that the car hasn't moved in about 25 years, the entire brake system and drive train will require a full overhaul. Also, due to the extreme weather conditions of New Jersey, especially the cold winters, a mold has grown on all the interior vinyl and rubber. We also see evidence that a mouse has made the engine bay its home.

I enlist the help of VW extraordinaire, Kai Schilders, of the Netherlands, who puts me in touch with someone in the Philadelphia area. This person, named Gibbs, gets me in touch with Ed "Jersey" Picco who resides in New Jersey. Over the next few months Ed and I develop a friendship and he finally meets with Rose's boyfriend, Thom, at the Red Bank property on February 15th, 2009. He works for hours trying to load the car onto the trailer. Two wheels were completely locked up and all tires needed air. In the following weeks, he procures an auto transport company and sends it off on March 23, 2009. Mike Hall, the proprietor of his own Transport Company, delivered the car to fellow 1500 Club member, Jack Fisher, in his hometown of Imperial Beach, California.

On April 1st, 2009, I drove down from Los Angeles County to San Diego to meet my newly acquired member of my Type 3 family. I enlisted the knowledge and skill that Jack offered to help breathe life back into my car before the 2009 VW Classic. This gave us just over two months to get her roadworthy for her debut after 25 years of hibernation. In the short two months, we were able to rebuild the 1500 S motor to original specs, including a set of NOS dome-top pistons, powder-coated tin and fan shroud, rebuilt carburetors, distributor, fuel pump, coil, and generator, to name just a few.



Longtime friend and mechanic, Rick Arnoult, rebuilt the long block to factory specs, whereas Jack and Pedro Sainz took care of the daunting task of putting it all together and running like a fine tuned 54HP power-plant. The engine came equipped with a period correct EMPI Ignition Screamer Kit which included a Bosch .019 Blue Dizzy and 6v "Hot" Coil. When new, this little sportscar was the fastest offered by Volkswagen at the time.

While Jack rebuilt the brake system, Pedro fabricated the luggage racks. All the exterior chrome was repaired and triple-plated. Jack went through the electrical system where we discovered that besides a new "Optima" battery, we needed to replace a few relays and cleanup a few contacts throughout the car. Finally, he removed the interior and to our amazement, discovered that the original owner had covered the original carpeting and floor mats in order to preserve them. We also used cleaning solutions without bleach to clean the mildew off of all the rubber and vinyl which was no small task. We spent hours trying to clean the seats and door panels being extra careful as not to damage the original integrity of the 45 year old interior. When finished we uncovered the original "Ice Blue" interior that was originally installed at the factory early July 1964. I sorted out an original armrest and refurbished the gauges to restore the interior back to its original grandeur. I also obtained white-wall BF Goodrich tires and with the help of Everett Barnes (thesamba.com), Lee Hedges, and many others, we refurbished it back to her original splendor. Aside from an unforeseen horn relay problem, "Rosie" took 2nd Place honors at her debut at the 2009 VW Classic in Irvine, California.

The car's history as told to me by Rose, the granddaughter of the original owner, was recalled through various email correspondences. She recalls that her mother's father, John F. Smith, served in World War II in the 1940s as a mechanic for the Armed Forces. While stationed in West Germany in 1964, he purchased this two-toned Pacific Blue & White Type 34 from a VW Dealer. Upon retiring in the 1970s, the U.S. Government shipped his prized gem to Red Bank, New Jersey, where he was known to tinker with his car from time to time, yet always having it garaged. Rose recalls at a very young age, she would be driven by her grandfather around town on family get-togethers. Mr. Smith cherished his prized possession until the day he passed away in 1987. Rose's grandmother, Mary Smith, a homemaker and housewife, stood by her husband until she passed away in 1985. Due to the fact that most Americans, at the time, had never laid eyes upon a T34; the family lore was that this was a "Kit" car that grandfather had built in Germany and had shipped to the U.S. when he retired.



Rosie is a July 1964 build, with Export spec headlamps and speedo, Pacific Blue & White roof Coupe. In the previous 22 months I've owned her, I have installed a tachometer, full-circle horn ring, YOM license plates, vintage Blaupunkt Frankfurt radio, VW accessory trim rings, mud flaps, early "cat-eye" side mirror, & vintage dealer plate frame. I rechromed the pop-out hardware, door handles, and vent-wings, and fixed a few mechanical and electrical problems. In the near future, I plan on repairing the few rust spots on the car and repainting the outside shell. For now, I just enjoy driving her to local shows and showing her off to my friends and family.







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