

T34 World News

2011 Edition #10

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An Amazing T34 Driver's Weekend!

I really can't convey just how special this past weekend in Cayucos was for me. It had been a long time since I'd really driven my 1962 for any long distance, so I was a bit worried that it might have some issues. When I went to start it I discovered the fuel pump was dead. After a couple phone calls my good friends **Jack Fisher & Pedro Sainz** sourced a rebuilt original to save the day. Then I noticed the clutch was slipping a bit going up steep hills, and another old friend **Jason Weigel** diagnosed the likely problem as a leaky main seal getting oil on the clutch disk. But after a good washing I packed the tool kit, blanket, and clothes and was ready for a nice long driving weekend with the T34. The Central California T34 50th Anniversary weekend had six T34s (twenty T3s total) and the driving experiences along the Pacific Ocean coastline and into the rolling hills was simply fantastic! Cold amber beers at the local pubs, amazing tri-tip steak dinner, homemade T34 cookies, and all the owners just relaxing were all memories that I'll cherish of this 50th Anniversary. I got sunburned during the 7 hour drive each way, but it was worth it! I want to extend a huge "thanks" to **Tom & Terri Reay** and **Scott & Cathy Taylor** for the expertly organized events. Another big thanks to **Bob Walton** who gave up driving his T34 and chose to bring his new truck & tow bar to help stranded T34s along the way.

The special limited-edition metal T34 50th Anniversary badges are ready for delivery. Each one is stamped with individual numbers on the back. It mounts with two screws into body or with 3M adhesive tape on the back for a less permanent option.

When I bought the old California black & gold license plate and fitted the original 1962 registration decal, I had always wanted to find a metal plate to attach the current year registration decal. Thanks to my old friend **Scott Perry**, he had an extra one that he sent me (right photo). Now the 1962 T34 plate looks perfect ...

The new **T34 windshield group order** now has 18 orders within the USA and we should be receiving them by late-November. If you need a windshield it's not too late to get in on this order. They cost \$325 + shipping. Call me at 760 845 8447 or email LeeHedges@T34World.org





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. Our team of 34 dedicated T34 reps in 21 countries will help T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's your international team! Please contact them directly for assistance & advice.

ADMINISTRATOR: Lee Hedges (LeeHedges@T34World.org)

GERMANY:

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

UNITED STATES:

- Southern Calif – Bob Walton (BobWalton@T34World.org)
- Central Calif - Tom Reay (TomReay@T34World.org)
- Northern Calif - 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)

BELGIUM:

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

AUSTRALIA:

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

UK: Mark Poulton (MarkPoulton@T34World.org)

BRAZIL: Fernando Mendonca (FernandoMendonca@T34World.org)

CANADA: Ron Buckley (RonBuckley@T34World.org)

DENMARK: Morten Christensen (MortenChristensen@T34World.org)

FINLAND: Timo Tanhuanpää (TimoTanhuanpaa@T34World.org)

FRANCE: Franck Boutier (FranckBoutier@T34World.org)

INDONESIA: Iwan Sadono (IwanSadono@T34World.org)

ITALY: Antonio Pellegrino (AntonioPellegrino@T34World.org)

JAPAN: Toru Ebine (ToruEbine@T34World.org)

MEXICO: Antonio Martinez (AntonioMartinez@T34World.org)

NETHERLANDS: Remco de Bruijn (RemcodeBruijn@T34World.org)

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

NORWAY: Dag Henriksen (DagHenriksen@T34World.org)

PHILIPPINES: Dindo Razonable (DindoRazonable@T34World.org)

SOUTH AFRICA: Greg Davids (GregDavids@T34World.org)

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)



American T34 50th in Cayucos

In late-September twenty T3 owners converged at the village of Cayucos along the Central California coastline for the American celebration of the 50th Anniversary of the Type 3. Cayucos is a five-block town that looks like it could be in the 1960's with single-story businesses, old taverns, & quaint Bed & Breakfast hotels. Organized by **Tom & Terri Reay** (1965 & 1968 M345's) & **Scott & Cathy Taylor** (1962 T34), they planned a perfect weekend of driving & socializing.

Thursday was the drive-in day with caravans coming in from as far away as Northern California, San Diego, and even Japan to see some of the nicest T3s on the West Coast.

Friday began with an amazing 10am morning cruise north along Highway One to Lucia, just south of Big Sur. The expansive Pacific Ocean on the west and eleven T3s driving in-line along the winding coastline. Lunch stop at Lucia with a breathtaking view of the ocean, then the return trip back to Cayucos.

Saturday began with a 10am cruise into the mountains overlooking the ocean with 20 T3 owners cruising together. Over the hilly terrain, around tight corners, and through dark forests of oak trees the cruise was even better than the day before. The cruise stopped for a few hours in Cambria at an all-German car show. The brautwurst & sauerkraut was perfect and the Octoberfest beer on-tap could not have been better.

The six T34s were: **Lee's** Ruby Red 1962 Cabrio, **Bob Walton's** Pacific & White 1964, **Dave Whitaker's** Pacific & White 1964, **Jack Fisher's** Manila Yellow 1964, **Tom Reay's** Sea Blue 1965 M345, **Larry Edson's** 1965 M345.





Saturday evening was the event dinner at the Borradori Garage, built in 1932 and only used for special occasions in Cayucos. We were very lucky to be allowed to celebrate there. Tom & Terri Reay grilled tri-tip steaks & brautwursts with homemade salads. Jack Fisher & his girls Kendall & Emma prepared special T3 cakes in the shapes of a Notchback & Squareback and there were T34 cookies as well. One of each T3 model was parked inside and the rest were organized in front. Lee brought his original T34 dealership posters for display & Scott Taylor printed huge press photos of the T3 models. It was really a well-done dinner that was the highlight of the weekend event.

Sunday morning the garage hosted everyone back for breakfast with steak & egg burritos. Then everyone started off for the long cruise home.

The Cayucos T3 50th Anniversary was an outstanding American celebration of the T3 with owners from all over the West Coast and every different T3 model imaginable.









North American orders will be handled by Lee Hedges. Cost is \$30 shipped within the USA. Payment methods include cash & PayPal (with 4% fee added to total). LeeHedges@T34World.org Anyone outside those areas can contact either Heiko or Lee.

Mounting the badge can be done with the two pre-drilled holes or by using 3M adhesive tape on the back. I mounted mine on a flat metal strip connected to the front bumper bolt. The badge will come in a beautiful blue display box with felt lining.



Limited Edition 50th Anniversary Car Badge

To have a permanent reminder of the 50th Anniversary of the T34 we have created a special metal badge. It's based on the special t-shirt design that John Jaranson created for the GMH event. Heiko Thum made only 150 badges and each is individually stamped up to 150. The earliest orders will receive the lowest numbers. The badge is 3.25" tall & 0.25" thick and is cast in chrome metal with glass-filled colors.

Orders within Europe will be handled by Heiko Thum. Cost is 18 Euro + 3 Euro shipping within Germany. Contact Heiko at hthum64@yahoo.de for payment details.





Resto Tip: Sun Visor R&R

Most T34s have sun visors in need of restoration or they are missing entirely, especially those in the USA with the hot sun that bakes the interior parts. If you have visors & decent bases then you'll be faced with restoring them to look good & work correctly. My 1962 had bad visors so I was lucky to find an original 1966 pair in Germany this summer. They were dirty, stained, surface rust on the arm, & Cloud White. But there are very few options for T34 visors so I happily paid the asking price.

Restoring the visor components is a simple process. Once you remove the two mounting screws and remove the visors from the car you'll want to use a screwdriver to loosen the visor pad screw and remove the visor base/arm from inside the pad. Next use a needlenose pliers to remove the tiny metal clip from the backside of the visor base. Then the other components come off easily. The base may be tightly holding the chrome arm, but with some pressure it will come apart.



I used a degreaser on the components with a toothbrush to get them as clean as possible and then allowed them to dry completely in the sun. See the difference (bottom)? But even after cleaning it was obvious that the staining didn't look good so I made the decision to paint the parts back to Silver-Beige so they'd be correct for my 1962. The base & visors on early T34s (1962-65) is Silver-Beige and on late T34s (1966-69) is Cloud White. Wolfsburg West has spray cans of L466 Silver-Beige paint.

I carefully masked the vanity mirror surface with blue painter's tape as well as the hex nut inside the base and used an Exacto knife to get clean edges. Then I applied several coats of the Silver-Beige spray paint.





The Silver-Beige color looks awesome and really made a huge difference over the old stained visors. I lubed the chrome arms before mounting them into the visor pad holes, then tightened the set-screw to get the right amount of tension on the arm to keep the sun visor in-place while driving. The next step will be to have the surface-rusty chrome arms rechromed.





Progressive Refinements: 1965

1965 is perhaps the most common model year seen these days. With just under 6900 cars sold in 1965, it is most often seen in Arcona White, Sea Blue, & Manila Yellow, & Roulette Green colors schemes. 1965 is very similar to 1964 but there are a few features that can easily be identified.

Interior: The speedometer diameter was enlarged in early-1965 and all of the gauges were fitted with white indicator needles. The cigar lighter position was raised above radio, and the interior was done in a monotone style (interior panels & seat upholstery). The Aero-series vinyl upholstery was a horizontal-lined material used only in 1965 and is extremely prone to deterioration (above & left photos). This is a huge problem for owners interested about authenticity, since there is no source for this material.



1965 Instrument Panel: The gauges in 1965 feature bronze knobs & circles, white needles, and the enlarged speedometer. The straight horn bar was continued from 1964 but would not be carried over into 1966. The pull-knobs for the lights & wiper switches were mounted into a new dash metal design. And the cigar lighter position was raised for an unknown reason, but likely to make space for the optional emergency flasher switch that could be added to the dash.



The window winder handles featured the early “plastic dished” style, which would be discontinued after 1965 in favor of the 1966-only “solid domed” style.

Early style rubber floor mats would be fitted for the last time in 1965.

In the spare tire area (left photo), the jack storage location changed. The jack was now stored flat on the floor of the left-front panel (previously stored vertically on the left side panel). This was done to prevent it from rattling against the metal while driving.





Exterior: On the outside of the 1965 T34s it was much more difficult to identify. The minor detail features included: dual-horns mounted under the front bumper (previously mounted inside the spare tire area) with a metal cover plate filling the horn hole, unpainted VW logos on hub caps, thin-slotted wheel beauty rings with the early style clip-in hub cap, five-lug solid black rims, & smooth rounded license plate light lenses.

Last Year: Many features would disappear after the 1965 model year ended including: Premium fuel decal, VOLKSWAGEN 1500 S rear scripts, front drum brakes, five-lug rims, ivory quarter window knobs, ivory fresh-air knobs, side seat knobs, bronze gauge dials/center rings, plain sun visors, straight horn bar, dished plastic window winder handles, rubber floor mats, satin finish rear view mirror stem, thin-slotted beauty rings, & "pointed" bumper guards.





Left: The 1965 engine compartment was identical to the 1964 version with early-style fuel pump, short black 6V coil, dual carb air cleaner with rectangular decal, but the 1965 engine featured a quick-release fan belt inspection cover with clamps vs the earlier style bolts. The four-ribbed air cleaner boot was continued from the earlier design.

Below: the oil filler was changed in 1965 with the OIL letters on the upper-half of the cap (previous years it was on the lower-half). Presumably this was done to help gas station attendants identify where to check the oil more easily when drivers stopped to fill-up with gasoline. The silver oil decal with red lettering was fitted to all T34 model years.



Above: the Super/Premium fuel decal & mounting plate began in mid-1964 and continued through 1965 production. It was a warning to owners to use high-octane gasoline which was required for the high-compression domed-topped pistons in the 1500 S model engines. Owners complained that the S model engines would ping and perform poorly when filled with low-octane gas. Thus this decal was fitted.





Spotlight: Brazil's 1968 Cabriolet

In 1999 Jason Martins was living in Belo Horizonte, Brazil, the capital of Minas Gerais & 5 hours north of Rio de Janeiro. He was talking with a friend about old VWs. His friend whispered to him some great information "I know where there is a strange Karmann Ghia, must be German, and it's very close to us now standing in the back of a car workshop!" Jason knew it must be a T34 because he had seen them featured in magazines like the VW Trends & Hot VWs, which he'd been reading since 1984. That was a Friday afternoon and he immediately went to the garage but it had already closed for the weekend. But through the gate he could see the front of the T34 in the back of the shop! He didn't sleep the whole weekend until Monday came and the shop opened its doors. Luckily the car purchase was negotiated easily and he paid the same price as a good used Beetle at the time. He didn't see many details of the T34 before closing the deal because what really mattered was to get that rare VW!

He learned from the VIN #348 206 811 that it was a late-1968 model year. It had been painted with various colors due to an unfinished restoration but the last layer was the burgundy metallic. Jason installed a new battery and drove home very happy driving his jewel. It was a great day. Upon arriving home and seeing the car in more detail to his surprise the T34 was actually a cabriolet model with a removable hardtop! Could this get any better?



The T34 was fitted with Brazilian SP2 wheels so Jason just checked-out the mechanical components and drove it very rarely, only to VW club meetings in the city. In 2004 Jason moved 4 hours south to Varginha in the southern state of Minas Gerais, and that's when he decided to begin the restoration. First was a new engine and brake system, and then he sent the car to the paint shop. After several layers of paint were removed he luckily found a great body and virtually no rust with no bondo. Only the floor pans needed some minor repairs but did not need to be replaced. He also found that the original color was Cherry Red and he found Cherry Red was listed in the original documents. After applying the primer he chose a new bright red to cover it, which was followed by application of clearcoat. Once the T34 returned home the massive job of reassembling the parts was in front of him. But at this time Jason was forced to stop the restoration project.





Jason says the T34 world community was very important which provided him with the information and tips. The discussions on the internet allowed him to learn quickly what he needed to find for his 1968 so it could be restored correctly. Now he's looking forward to working with Lee to help finish what is still to be done.

He would also like to thank some people who really helped him get to this point: his family, wife & daughters (support and patience), his cousin Vinicius (incentive), and friends Clayton (paint job), Nixon (motor and gearbox) and Vanderley (electric and carbs). This T34 project could not have been done without them!

Many years later, only this year in 2011, the reassembly process restarted. He tuned the mechanicals, reconnected the electrical parts, replaced the bumpers, installed the windows, and created new black interior panels. As no T34 restoration is ever really finished, today he still needs to finish covering the removable hardtop and find carpeting for the floor.

But on 06 August 2011 Jason & his wife Liliane hit the road for a 160 km unveiling at the 4th Poços Classic Car show in the beautiful city of Poços de Caldas. The T34 is very rare in Brazil (with only a dozen cars existing), so imagine how the T34 attracted people's attention and caused great admiration, even among those older collectors. Jason was a very proud guy!





Accessory: White Wall Radial Tires

When T34s were sold at dealerships in the 1960's they all came standard with blackwall bias-ply 6.00x15 tires. When owners wanted something more they could pre-order M128 and get 3/4" white walls as seen on the new 1967 above. Of course radial tires are much safer than bias-ply tires these days, so if you'd like to add radial white walls to your T34 you can find them at Coker Tire in the USA for about \$156 each. Consider having the tires sent to your local tire store instead of your home to make the installation process easier. Below: Coker white walls on Lee's 1962 & Steve's 1967.



BF Goodrich 3/4 Inch Whitewall - 165R15

PRODUCT INFORMATION

SKU:	579810
UTQG rating:	300 AC
Overall diameter:	25.40"
Cross section:	6.50"
Tread width:	4.60"
Load capacity:	1168lbs @ 35 PSI
Rec. rim width:	4-5.5"
Tube type:	Tubeless
Max inflation:	35
Price:	\$156
Quantity:	<input type="text" value="1"/>

ADD TO CART



Accessory: Better & Brighter 6V Headlights

For those of you driving a T34 with sealed-beam headlights with original 6V electrical systems then you know how frustrating it is to have low-power lights at night. The sealed-beam bulb is typically ugly as well. So if you'd like to improve the look & performance of your headlights, check this out.

I've found a simple 6V Halogen bulb that fits into a new 7" reflector that has a beautiful fluted design. And it's a direct fit into the existing headlight frames on your T34 now.

Daniel Stern Lighting offers the Cibie H4 headlight reflectors with a convex (domed) fluted lens for US\$75 each. These have bulb openings in the rear that can be fitted with their H4 6V 55W bulbs. Combined they replace the sealed-beam bulb and use all the original headlight components. These Halogen bulbs produce **DOUBLE** the light of the standard sealed-beams.





Spotlight: Sea Blue 1965 M345

Tom Reay bought his second 1965 M345 in November 2002. He already had a 1965 T34 Coupe that he was planning on restoring.

Being new to T34s when he purchased the first one, he was unaware of what made an excellent restoration candidate. This new 1965 also had two features that were more attractive: it was Sea Blue (his favorite color) & it featured an electric sunroof!



The T34 was located in Bat Cave, North Carolina and since Tom lives in rural Central California it took 6 weeks for the transport because both locations are so far out of the way from normal shipping routes. When it arrived Tom remembers thinking “Why did I buy this disaster?” The paint was a bad re-spray, the interior was all moldy black vinyl, the door panels were missing, the wheels and tires were a mess, and the rubber around the windows was so destroyed the windows ready to just fall out. Just when he thought he’d made a huge mistake he took a closer look. With the exception of the door panels, the car was very complete. All those parts that make the T34 so unique were there. Inside the car was a bag of rubber for the restoration which was a nice surprise. The previous owner had bought it from House of Ghia back when they still selling T34 parts. Better yet the bumpers had been re-chromed through Bill and Steve’s. Finally, there was a plastic box that had a copy of the T34 parts manual and more importantly, all the documents that establish the early history of the car. That was a huge relief! Things were looking really good now and Tom was feeling better about the decision to buy this 1965.





From the documents Tom pieced together its history:

The original owner was a lady named Mrs. Frances B. Tobias, stationed as a Social Worker with the American Red Cross in Landstuhl, Germany. In May 1965 she purchased a Type 14 Karmann Ghia Cabriolet from the Georg Rittersbacher VW dealership in Kaiserslautern. From the sales receipt included in the documents she paid 7959.50 DM for the T14 which included accessories like seat belts, a back-up lamp and a Bambus parcel tray. She knew that she was going to be re-stationed back to the USA and she decided that although the T14 was a nice car, she wanted to bring a special car back with her. On November 26th, 1965 Mrs. Tobias placed an order for a “Blue 1500 S Karmann Ghia 345 with electric steel sliding top” (per the order form document). The cost for the car was 8450 DM, plus 77DM for whitewall tires and 185DM delivery charges. Handwritten on the back of the form is \$2,405 – radio. Written on the document as well is that she intended to trade in the T14 for 6300 DM. It’s interesting to note that the order document is written in English, including the small print on the back. In case you were wondering the warranty at the time was 6 months or 6,000 miles, whichever came first. Delivery of the vehicle was on December 9th, two weeks after the order. On the delivery document it notes that the vehicle is “mit K- ausstattung” (with Canadian equipment) and indeed it has the side emblems, solid red tail lights, MPH speedometer and laminated windshield.

VOLKSWAGEN ORDER N: 51450

Autohandels-gesellschaft mbH Georg Rittersbacher
 Volkswagen-Wholesale-Dealer
 475 KAISERSLAUTERN PHONE 3341-3345

TO MESSRS. **Francis B. Tobias, DR 181674** OCCUPATION **Soc Worker**
Landstuhl DR 181, Am. Red Cross HOME **4288**

ORDER HEREWITH THE FOLLOWING VEHICLE(S) AND EXPRESSLY ACCEPT THE CONDITIONS PRINTED ON THE BACK OF THIS ORDER, A COPY OF WHICH HAS BEEN RECEIVED BY ME/US.

AM **PASSENGER CARS**
VARIANT (RETAIL CAR)
TRUCKS (COMMERCIAL)
STATION WAGONS (BUSES)
(Other vehicles in separate list)

Model: **1500 S Karmann-Ghia 345 with electrical steel sliding top**
 Color: **Blue** Date of delivery (per building): **December 65**

	UNIT PRICE	TOTAL AMOUNT
PRICE EX PAPERWORK (GROSS) 8450 DM	8450.00	DM
Whitewall tires	77.00	DM
DELIVERY CHARGES		DM
TAXES		DM
TOTAL	8527.00	DM

TOTAL AMOUNT IN WORDS: **eight thousand five hundred twenty seven DM**

PROPERTY RESERVATION: The seller retains ownership of the vehicle until the entire purchase price, including back taxes, has been paid in full. The seller is not responsible for the vehicle until the entire purchase price is received. The seller is not responsible for the vehicle until the entire purchase price is received. The seller is not responsible for the vehicle until the entire purchase price is received.

Will be traded in for the amount of **DM 6300.-**
 Deferred Balance will be paid in cash on Delivery

1500 S Karmann Ghia (Coupe)
 Chassis No. 345 151 391
 Motor No. 895 464

Frances B. Tobias
 Landstuhl, DR 181, 26. 11. 65



The next sets of documents cover the process of shipping the car back to San Antonio, Texas. The car was shipped from Bremerhaven to Baltimore Maryland USA, leaving on August 4, 1966 and arriving on August 19. What is great on this form is an Inventory and Exception report. This document shows all the accessories the car had including the Blaupunkt radio, seat belts and utility rack (parcel tray). It also has the original license number: J-18443 (service plates?). The mileage is also documented as 5807 miles. What a great time she must have had driving a brand new T34 in Europe for 8 months!

Tom began the restoration in November 2002 and completed it by the 2003 VW Classic, where it helped set a new USA record of 28 T34s. Since then Tom was able to work out the bugs and it has been a wonderful, dependable, beautiful ride for over 34,000 miles, not a disaster at all! Next Project: his 1968 M345 Automatic!

Abrechnung

AUTOHANDELSGESELLSCHAFT MBH GEORG RITTERSBACHER

VOLKSWAGEN-GROSSHÄNDLER
KAISERSLAUTERN
FAKSIER STR. 90 - 517 0631700-41

Arbeitsgemeinschaft mit Georg Rittersbacher, 6708 Kaiserslautern - Telefon 304

Mrs.
Frances B. Tobias
30, Sed. Cross
Landstuhl

Rechnung Nr. 651106/Entr. Tag 9. Dez. 1965

RECHNUNG Stay/b

Bezeichnung	Georg DM
Sie erhalten auf Grund Ihrer Bestellung vom 26.11.1965 in vollständiger Ausführung und Ausstattung zu den Bedingungen für den Verkauf von VW-Autoschlüsseln:	
1 Volkswagen 1500 8 Karman-Ghia-Coupe, mit elektrisch verstelltem Stahlchiebedach, mit E-Ausstattung, neblig, mit Weißwandreifen,	8490,-- 77,-- 8567,--
Pflichtsteuer	185,--
Übersetzungskosten:	--,--
Elek. Briefkasten:	--,--
Gesamtbetrag:	8712,--

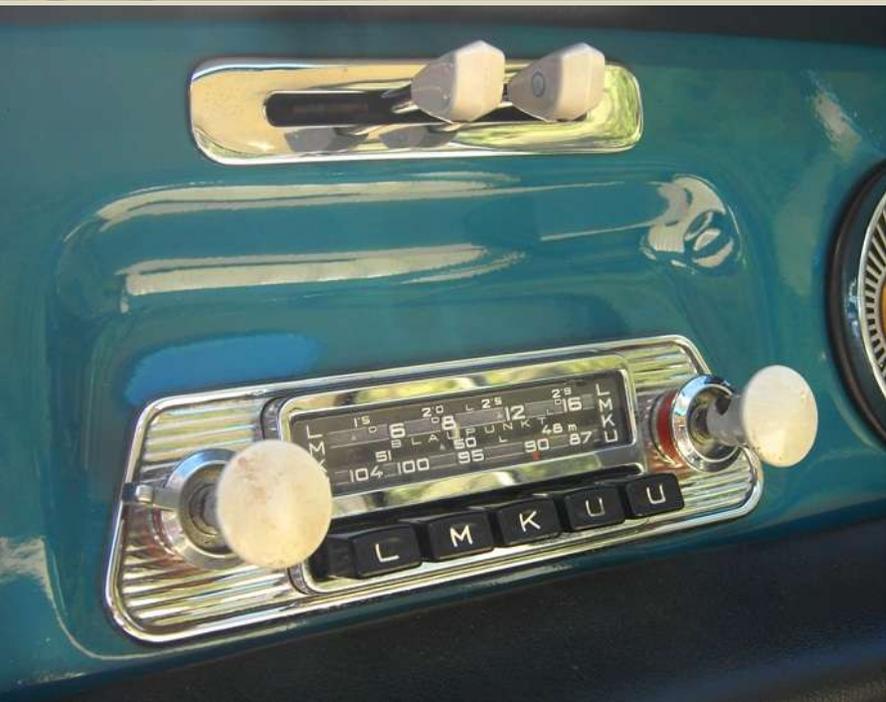
Pflichtsteuer: 185,--
Übersetzungskosten: --,--
Elek. Briefkasten: --,--
Gesamtbetrag: 8712,--

Für die Richtigkeit der Abrechnung:
Kaiserslautern, den 17. Mai 1966

Fahrer-Nr.: 345 151 591
Motor-Nr.: 895 461

Schlüsseln innerhalb 8 Tagen - Zeitgemäß und Geschäftlich Einlösen
Banken: 200 Volksbank Kaiserslautern - 1180 Kasseler-Kasse Kaiserslautern - 470 Volksbank Grottole - 500 Volksbank Lautereck
Kaufverträge: 378 Kaufverträge



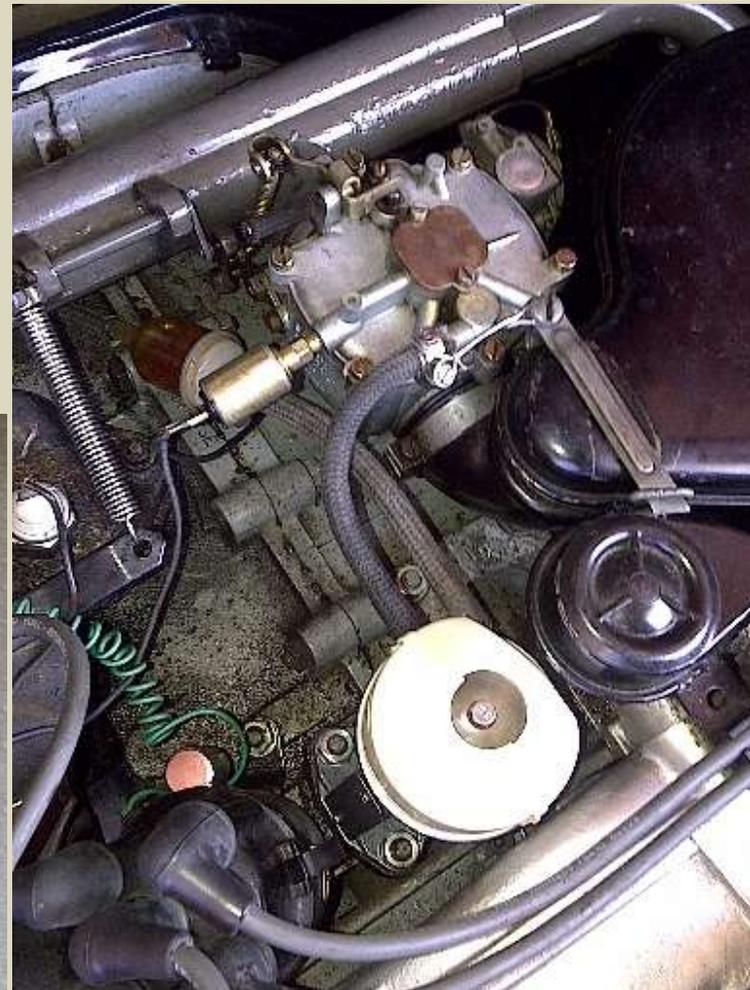


Resto Tip: Early Fuel Pump R&R

There are many components that are involved with making your T34 run smoothly. The fuel pump is one that cannot be overlooked. Our good friend **Pedro Sainz** from San Diego, California has developed a process of repairing the T3 fuel pumps which he agreed to share with our T34 World members. Pedro gladly rebuilds T34 owners fuel pumps (early & late). Contact him at sainzpedro64@gmail.com

The process of rebuilding the fuel pump begins with finding an original one that's authentic for your model year T34. The early years (1962-65) were fitted with the two-piece style fuel pump. The later years (1966-69) were fitted with the one-piece style fuel pump. There are many aftermarket fuel pumps out there which have been fitted over the years by shops versus rebuilding the original fuel pumps and keeping the T34 original. Once you've found the original fuel pump you'll need to tear it down into its components.

My 1962 had a late-model style fuel pump since the early ones were very difficult to locate. Recently the fuel pump stopped working and I was forced to locate one to be able to drive the T34 to the 50th Anniversary events in California. I called **Jack Fisher** local to me and he had a spare that needed rebuilding. He's had many of these rebuilt by Pedro in the past so he quickly got it to Pedro to R&R. Within a day the rebuilt fuel pump was ready to install. The installation was quick (5 minutes) and it instantly made a tremendous difference in the smooth idling & accelerating of my T34! It's never run more smoothly. So I have first-hand confirmation that it works!





When rebuilding a fuel pump there are several steps you must do. After removing the six screws that join the top-half & bottom-half you will need to use a file (or sandpaper block) to remove the debris & old gasket materials from the flat edges. This is extremely important to be able to get the optimal fuel pressure from the pump when reassembled. It will leak gas if you don't do it.

T3 fuel pumps are stamped with VW2 and a date, making it easy to identify the month & year if you're concerned with getting the most authentic fuel pump for your T34. On the bottom side you'll see a four-digit number stamped into the metal. First two digits are the month and second two digits are the year (ie 1263 is December 1963 in top photo & 0964 is September 1964 in bottom photo). These are authentic for 1964 & 1965.





Next is to buy a fuel pump rebuild kit. These are available on ebay & theSamba for around US\$50. But there are Beetle/Bus kits & T3 kits, so you need to be careful which one you buy. The T3 kit has a brass coating and a wire thickness of 1.6mm while the Beetle/Bus kit has a silver coating and wire thickness of 1.5mm. They all look the same but only the first 3 (above, bottom row) are #311 (T3) diaphragms with rubber at the bottom. The other four (top row) have a two-piece plastic which means they are repro #113 (Beetle/Bus) and won't work.

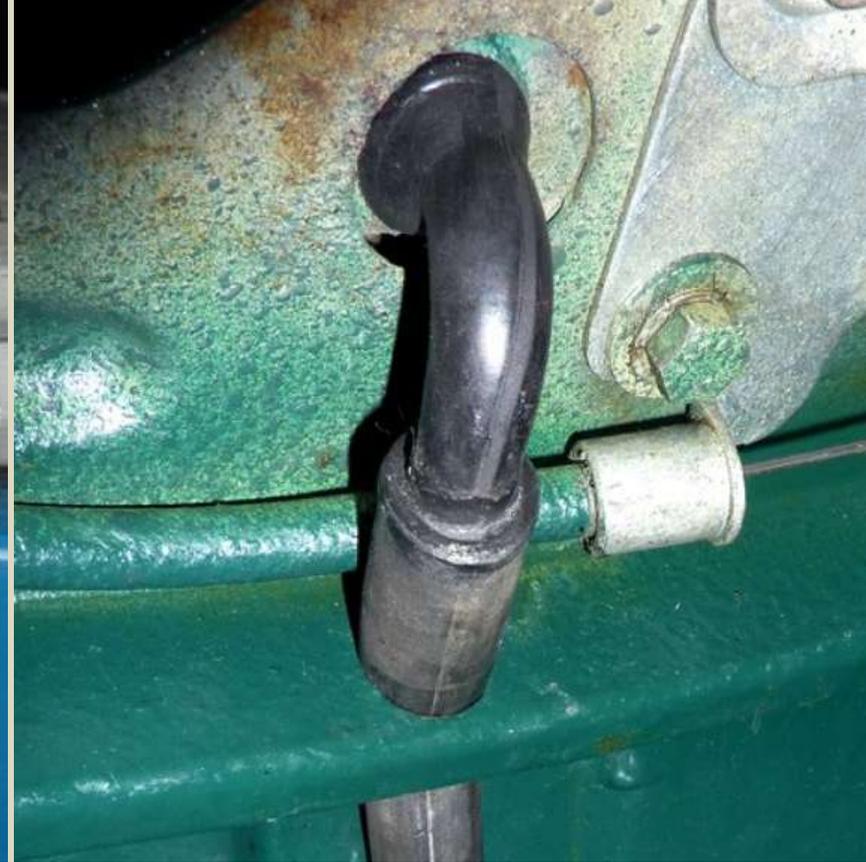
Below: T3 diaphragm (left) & Beetle/Bus diaphragm (right). The Beetle one sits at an angle when mounted into the fuel pump base.



Above: the complete kit #311 198 553 and the diaphragm is #311 127 141 (blue box). The complete kit includes base gaskets, fuel filter, spring, top screw gasket, and other parts.

Below: after assembling the parts, be sure to fill the side cover area with grease around the lever area and leave the top six screws untightened. When the fuel pump has been installed then you can tighten the six screws down fully.





Authenticity: Front Hood Drain Hoses

Paul Colbert initiated the research and discovered a new source for the correct size rubber tubing for the front hood drain tube set. The L-shaped short tube (T14 repro) mounts into the hole in the front hood channel. These parts come as a pair and are available from most KG parts suppliers like KG Parts & Restoration. The bottom end of this tube is cut-off so it can slide tightly into the top end of the 49cm (19.3") long rubber tube (1.0cm inner diameter). This metric tubing was discovered in England and Lee bought 10 tubes worth for USA T34 owners. The long tube is pushed through the hole at the top and then fed along the inner nose through the bendable clips and down to the horn hole.

On early T34s with dual horns (up to #345 031 XXX) the dual horns are fitted inside the spare tire area with a large rubber boot (T14 repro for US\$30-40) to keep the water/dirt out. A small hole needs to be cut at the top to allow the drain tube to go 0.25" into the hole so the water can drain onto the street. A photo of this is on the next page.





Above: with the new rubber boot fitted you can see how the long drain tube fits into the hole to drain water out of the car. Here's a low-mileage original 1964 showing how it looked when the T34 was new. And from under the front you can see the edge of the rubber boot, the dual horns, and the tip of the drain tube.

Below: on late-models (early-1965 through 1969) the long tube is connected at the bottom to a second L-shaped plastic tube (identical to the top one) and plugged into the hole in the metal horn hole cover plate. The dual horns are mounted under the front bumper.

The late-model seal (below) can be made from a Transporter Kombi rear window seal which is an inexpensive T2 repro with the slit to hold the metal plate. The two ends are super-glued together.

The metal horn hole cover plate is always painted black, regardless of the body color of the T34.

This couldn't have been done accurately without the generous help from **Paul Colbert, Andy Holmes, Franck Boutier, Jan Peter Henkels, & Mike Malamut** for their original restorations & photos.





Parts Sources: New Windshields

For as long as I can remember new T34 windshields have never been available. Owners had to live with the pitted/scratched one they had or buy a good used one and pray the seller would ship it carefully. Now we have a new source for repro clear safety glass T34 windshields in North America! We've placed an order for 25 and have taken reservations for 18 from North American owners. The windshields are US\$325 each + shipping. Shipping options are to have your windshield delivered to one of several central locations (East Coast, SoCal, NorCal, Michigan, Colorado) for around \$50 and pick it up yourself or you can pay \$250 to have it sent directly to your home.

If you'd like to reserve a new windshield, please contact LeeHedges@T34World.org or call 760 845 8447.



Owners Stories: Barn Find 1964 Coupe

Heiko Thum is from Germany and participated in the 50th Anniversary events in Germany. We got to talking about his T34 and I asked a series of questions about his experiences, hoping for an interesting story. What I learned ended up being a fantastic story!

I asked Heiko **“What made you want to own a T34?”** and he replied **“Nothing!** But you need to hear more about the story to understand my answer. When I bought the T34 in 2004 I owned a 1959 VW Beetle which I bought in 1996 and had done a careful restoration but had only 87,000 km (54K miles) with two owners. In the Summer of 2004 my wife Stephanie and I visited friends close to Mannheim and we drove the Beetle. These friends also had invited a single guy who was fascinated with my Beetle. He asked if I did the restoration myself. Yes, I said, everything, with the exception of the painting. He told me that his landlord owns a Karmann Ghia and that she wanted to sell it. I told him that I was interested and asked him how much she wants and if he can make a date to see the car. When he told me about the KG I believed it was a T14 and not the T34. I did not expect to own a T34, but it found me first!

When I first saw the T34 in the garage I was so surprised that it has been the rare T34 and not the popular T14! The car was completely dusty (pic above), some parts were missing, but the body was in really good condition. The owner told me that her son had plans to restore it and that there was a huge collection of parts she also wanted to sell. All the missing parts (backlights, front lights, turn signal lights) were there! When I saw the parts collection you can imagine my wide grin. She told me she wanted 2400 Euros for everything (T34 + parts + a 1964 Notchback) so the deal was done.

One week later, I pick up the T34 together with a trailer. My dad joined me that day (right pic). The woman was the second owner, bought it in 1970 and drove it until 1986. During that time the car has been repaired but never restored. In 1986 she bought a new VW Polo but kept the T34 because her son wanted to restore it. Her son collected parts but he died in 1995 and never started the restoration. From nine years the T34 was stored in the garage & never touched. The original mileage was 121,000 kms when I bought it in 2004.





When I bought it I decided not to fully restore it because the body was already in good shape. All that was required was to weld-in half of the right front fender and I was lucky that an NOS section was in the parts stash that came with the T34. The rest of the body was pretty good and also the interior, carpet, and seats are the originals. The two doors had some rust on the edges and I removed the paint with a chemical bath. The wheels were powder coated and I restored the brake system. The T34 is still running on 6 Volts. After the body work was finished I repainted it in the original color L87 Pearl White but I left the roof in its original L87 Black. I polished the bumpers and fitted NOS dual horns. I was very pleased to find an original full-circle horn ring fitted to the steering wheel, a wonderful accessory! And the radio block-off plate was still fitted but there was an antenna hole on the left front fender.

In the photo above you can see me washing the thick layer of dust off the T34 for the first time in ten years! The front hood & the front compartment linings were removed for some reason. The Ruby Red 1964 Notchback is in the background.

I'm very lucky to know both of my T34s owners and be able to speak with them about their experiences driving it. The first owner was a doctor's wife and now is in her 80's living in Mannheim, Germany. She owned it for four years and was pretty happy with the T34, driving the first 38,000 km. I tried to get some old photos from the time she had it, but she can't find them. I will keep in contact so I can get those photos.

The 2nd owner owned the T34 for 34 years. She used it as her daily driver transportation for most of those years and really loved it. She said the engine is original and has never been apart, now with 128,000 kms (79K miles).







We were married on 02 September 2006 in Bad Dürkheim at a **Limburg Castle**. The city is famous for the biggest wine vat, and we both love to drink wine. My wife Stephanie was grew up in this area.







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