



T34 World News

2011 Edition #5

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Almost at the 100 T34 Mark!

We are now up to **91 pre-registered T34s** for the T34 50th Anniversary this August in Germany. If you are planning to attend this event please get in-touch with Jorg Fischer (JorgFischer@T34World.org) so you can get help with hotel rooms, transportation, and other necessary information. There's a real likelihood of there being more than 100 T34s at this event which would be an incredible new world record!

We will soon have the finished graphic for the **T34 50th Anniversary t-shirt** that I will be printing to honor this special event. White 100% cotton t-shirt with the graphic on the front in any size needed including youth & adult sizes. Shirts are US\$20 each + shipping. Contact LeeHedges@T34World.org

There have been several T34s changed hands recently and some good stories to tell. A 150K-mile **original owner 1965 M345 from New Mexico USA** was sold to a three-generation family in Florida USA that plans to restore it as a family project between grandfather, son, & grandson. A restored **original owner 1967 M343 from Georgia USA** also found a new home with a T3 family in Michigan USA and the wife will be driving it daily during good weather conditions. I hope to have their detailed stories published in the next edition for all to enjoy.

I will soon have a **Ruby Red & Black 1963 M343** coming to San Diego to be prepped for sale. This is a special T34 since it was one I had bought & sold in 2005. With a new interior and excellent driving condition it will be at the VW Classic in Irvine. If you've been searching for a nice one, this may be it ...

The **reproduction parts scene** has some very good news coming in the next week or so. We will be offering a large inventory of new reproduction parts through T34 World and developing a worldwide distribution for a wide range of T34 parts so you can get it all from one source without dealing with international shipping costs, out-of-stock inventory, and lack of communication from vendors. We hope to make T34 World a hub of activity for T34 owners seeking quality obsolete repro parts. Stay tuned for the great news!





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.

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T34 50th Update: UK Celebration!

Eight RHD T34s all gathered in the middle of England at Wilmcote in early May to celebrate the 50th Anniversary. The event was organized by KGOC-GB founding member **Andy Holmes** and current Chairman **Clive Richardson** (bottom photo). The group cruised to the Stratford Armouries Museum for lunch then took a scenic drive over to Kinwarton Dovecote near Alcester (built in the 14th century) and finally ended up at the Mary Arden Inn at Wilmcote near Stratford upon Avon for dinner (right). Sunday morning saw the T34s arriving at the Heritage Motor Museum at Gaydon. We got a lot of “What are those cars?” and “Long time since I’ve seen one of those!” comments. The T34s proved to be a major attraction!





Top Right: Mark Poulton's Gobi Beige 1968 M344, Andy Holmes' Roulette Green & White 1965 M344, 1968 M344, Maureen Stanford's 1968 M344, Derek Frow's Yellow 1968 M344 with folding sunroof, Clive Richardson's Metallic Blue-Green 1966 M344, John Figg's Dark Blue 1969 M344 Automatic, & Andy Holmes' Black 1962 M343.



Spotlight: Cool Regatta Blue

Carsten Klein discovered an original restored Regatta Blue 1968 Electric Sunroof a few hours from his home in Germany and couldn't resist the temptation to check it out. Priced at 16K Euro (US\$23,700) it was at the higher end of the value range. But as you can see it's a beautiful T34, well-restored body with a wonderfully-preserved solid Black leatherette interior, 112K kms (70K miles), and only four owners. The electric sunroof, electrically-heated rear window, & aftermarket accessory head rests are cool features too.







Original Owner Tales: Our Romantic T34

Story as told by Joseph Henry Guay, April 2011

“I joined the military service in 1954 and was a paratrooper stationed in Augsburg, Germany. I learned to love Germany and its people and really loved being able to see the many countries in Europe. By 1968 I was again living in Germany, this time teaching history at the American school in Frankfurt.

At 34 years old I wanted to buy a new middle-class car but the Opel was too expensive on a teacher’s pay. I asked around and learned about the Volkswagen Karmann Ghia 1600 Type 34. Others had told me it was a poor-man’s working car and when I first sat inside it felt like putting on a new suit. It fit perfectly and felt like it belonged to me, became part of me as I drove around. I bought the T34 and also a new gray wool blanket at the VW factory which I’ve kept in the car all these years.

In 1970 I met my wife Kathryn while on a tour as she sat next to me. She was a nurse in the Armed Forces. We dated for a while and went for many drives in the T34 around Germany, down the Rhine River past the workers gathering grapes alongside the roads. It was the perfectly romantic area to fall in-love. We soon we married in Switzerland but had to remarry again in Germany due to paperwork issues. She later told me that the T34 was one of the biggest deciding factors why she married me as the T34 was a fine car, sporty and stylish, and that it showed her I had good taste. The Armed Forces transported the T34 back to the USA when we relocated back to Phoenix Arizona to raise our family.



After living in the hot desert floor of Phoenix we eventually moved to Flagstaff, high in the mountains because it was cooler year-round. We bought a home and loved the small-town feeling in Flagstaff in the 1970’s. The only drawback was there was only one Volkswagen service shop in town. It was run by a mechanic named Burkhardt Franke, but he preferred to be called Burke. He knew more about the T34 than we did and could tune its finicky dual carburetors. He was the only person allowed to touch it during its 42 years with us. I think he even loved the T34 as much as we did. Since we lived in Flagstaff and the town is small, the T34 never had many miles put on it.

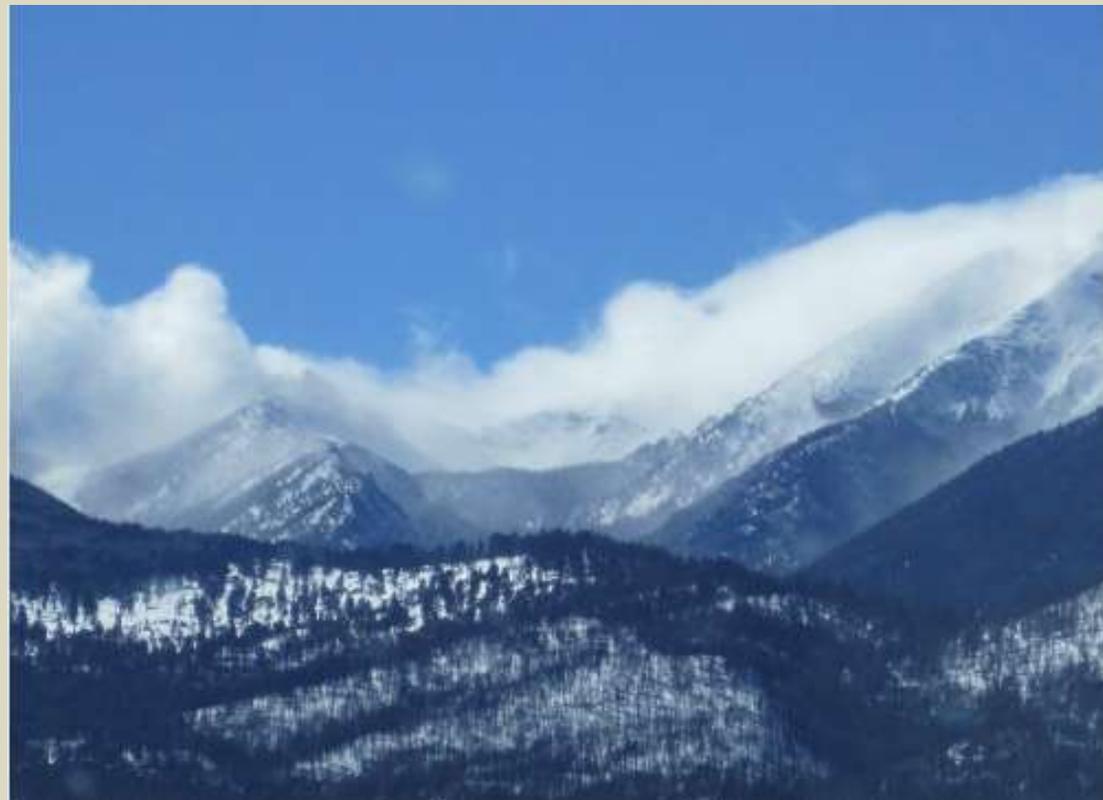




While driving it to school one day the electrically-heated rear window was broken by some students. We had a difficult time locating a replacement rear window and were unable to find the electrically-heated one, so a standard glass was fitted.

In about 1990 we'd driven the T34 to Denny's for breakfast one morning and an elderly gentleman accidentally backed his car into the left rear hind quarter of our T34. The damage wasn't bad but it required repairs. We took it to Fender Bender, a local autobody shop in town, for the repairs & repaint. I was afraid of having it damaged again so after about 3-4 months I parked it in our garage and drove my other car. There is sat with only very limited use for the next 20 years.

In late-2010 our mechanic Burke called to see if we still owned the T34 and asked if we'd consider selling it to him. He was the only person besides me that had ever driven it and he knew it better than I did, so we felt it was right to allow him to buy it. I'm a romanticist and my wife had been bugging me to clean-out the garage space to allow room for her projects, so the timing was right. We had always felt the T34 was like a Black Beauty, a great stallion that needed an owner that would care for it and respect it, so it couldn't go to just anyone. Burke paid us \$3500 and the T34 had just 55,000 miles from new and looked fantastic."



Museum Tour: VW Osnabrück T34's

Photos by Markus Bolsinger, Published in VW Classic magazine

Wilhelm Karmann GmbH in Osnabrück Germany built several coachbuilt models for Volkswagen including the Beetle Cabriolet, T14 Karmann Ghia Coupe & Cabriolet, and our T34. In April 2009 the Karmann company went into bankruptcy and

In October 2009 Volkswagen made an offer to acquire its long-time partner and in November VW said it would purchase the Karmann factory site to build a new car. Many enthusiasts were worried what would happen to the fantastic collection of Karmann-built vehicles in their collection. But now that VW has become owner of Karmann, the collection will remain intact and has been renamed Volkswagen Osnabrück.





There are three T34 models in the VW Osnabrück collection: the restored Pearl White 1963 Cabriolet (one of six survivors), the Cherry Red 1965 1600 TC Fastback prototype, and the Silver 1969 Electric Sunroof Automatic. These cars were regularly driven at important events and will likely be available for inspection at the GMH events in August 2011.

The Fastback was originally built in September 1964 as a design study in hopes that VW would agree to add it to the production, but it remained a driving prototype. In 1969 Karmann upgraded the Fastback with a new Automatic chassis & wood-grain dash panel from 1969. But it retains many of the 1965 features including the early tail light bases & lenses, early inner-locking doors, early door panels, early ignition switch & turn signal lever, & ivory window winders.





Repro Parts: Body VIN Plate

Here's a great new repro part for T34 owners that are missing their front ID plates! Many T34s have had their front clips replaced and the original VIN# plate was removed and not replaced when the work was done. Now we have a solution so these T34s can have matching VIN #s and get their T34s registered again.

There are three types of VIN plates: 1962-64, 1965-67, & 1968-69. They all are similar but have interesting variations that make them unique.

The 1962-64 plate is easily identified by the "Made in Western Germany" at the top.

The 1965-67 version has 34 as the prefix for the VIN# but the # is printed above the rivets.

The 1968-69 has the VIN# printed below the rivets.

The T34 front aluminum body VIN# plate has been reproduced and sells for 30 Euro (US\$43). Is anyone interested in replacing the VIN tag on the front of your T34? Contact CarstenKlein@T34World.org for ordering information. Lee has made arrangements to stamp the VIN numbers onto the new repro plate so it will pass inspection and look authentic. Cost for this is US\$20. Contact Lee @ LeeHedges@T34World.org



Repro Parts: Round Seat Slider Knobs

The front seat slider knobs (located in the front lower inside edge of the seat) for 1962 were round, just like their T14 sisters. Over time they get old, cracked, broken, or lost. Finally there's a reproduction of the gray colored knob that is an acceptable replacement. I found these repro knobs for \$4 each at KG Parts & Restoration (Southern California USA). The holes were a bit smaller than the original T34 knobs, so they required drilling-out to fit onto the seat slider posts. They are fitted by sliding over the post, not screwing into place.



Gray Headlight Seals

The headlight seals that keep the chrome headlight trims from scratching the body paint are now available in gray (previously only available in black). www.KarmannGhia.de has these for 39 Euro each (US\$56 each) under part #941191343AR.

Gray Early E-Brake Boot

Finally early T34 owners have an option for the emergency brake boot in gray! www.KarmannGhia.de has this new repro part for 28 Euro (US\$40) under part #HBM4.

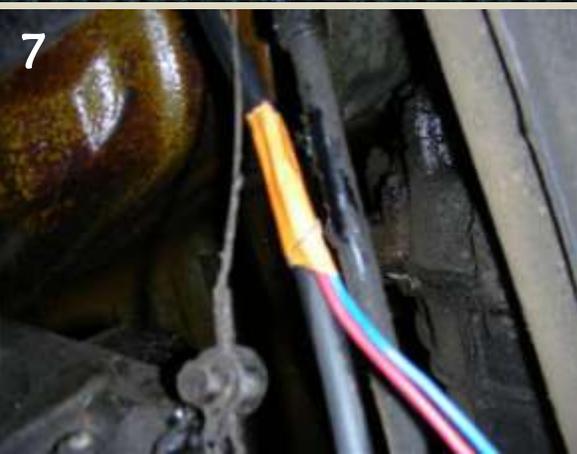


Repro Parts: 6V Hard Start Relay Kit

For a lot of original 6V T34s the corrosion in the 50 year old wiring systems has led to difficulty starting their cars. Our SouthWest USA Rep **Bob Walton** created a new kit for 6V owners to eliminate this problem. His kit comes complete & installs in under 30 minutes. It's a fast & inexpensive solution to your T34s hard-starting issues.

1. Remove the right rear hubcap & loosen the lug nuts on the right rear tire
2. Remove the lower rear seat & disconnect the positive battery cable
3. Prop-up the right side of the T34 at the jack port
4. Remove the right rear tire
5. Disconnect the red wire from the starter solenoid (next to the starter motor)

6. From the underside of the T34 pull the battery cable as far as possible towards you
7. Tape the red & blue wires to the battery cable under T34
8. Gently pull the battery cable from inside the T34 to pull the wires inside
9. Crimp the large eyelet connector to the blue wire
10. Crimp the small eyelet connector to the red wire
11. Attach the blue & red wires to the relay
12. Attach the 25amp in-line fused wire to positive side of the relay
13. Mount/ground the relay to the battery hold-down stud or secure it to the tunnel or on the rear firewall
14. Secure the in-line fused wire to the positive battery cable
15. Attach the blue spade connector to the starter solenoid
16. Attach the red spade connector to the ignition wire that was previously removed from solenoid



Contact BobWalton@T34World.org to order the kit. He accepts PayPal to the same email address. Cost is US\$50 + \$10 shipping within the USA. Email Bob for international shipping price.

Resto Update: French 1965 Reassembly

Quick History: Franck Boutier bought his Sea Sand & Pearl White 1965 M343 in France in 2000, had driven it for eight years, then began the disassembly in mid-2009. That gave him two years for the frame-off restoration. The body & chassis restoration was finished by 2010. Now is the reassembly process in 2011. The last update was in the #1 Edition in January as the body had just been painted Sea Sand again.

Jan-May 2011: the body was placed back down onto the chassis with the help of a lift-deck & three good friends. Franck guided them to position the body in the right places and there were no problems. The front VIN plates had been removed before painting and then reinstalled with rivets and screws as original. Franck recommends cleaning the VIN plates with a product called "OUATOR" using a soft cloth which is very good for chrome plated parts & aluminum to make the VIN plates look brand new again. The original wiring was in good condition so he simply cleaned it and replaced some of the connectors and broken sheath pieces. The dash pads are the originals ones but Franck used a cleaner called "CIF" with some water and a brush to clean them. Then he used "Trim Detailer" from Meguiar's to make them look new again.





Check out the attention to detail in the front compartment! The fuel tank, wiring, clamps, 1964-65 Premium fuel decal, and the lining material is all simply outstanding! The rear compartment area shows NOS oil filler & rear latch too. Franck is moving quickly on the reassembly process ...



Resto: Get Me To The Church On-Time!

By Steve Thirkettle from England

Progress has been slow on my 1968 M344 this month with no chance of completing it to drive to my wedding on June 3rd. Despite my best intentions work commitments and wedding planning has taken nearly all of my time leaving just four days and a couple of evenings to carry out as much work on the car as possible. I thought it wise to put the restoration work to one side in order to concentrate on other things so that I can come back from my honeymoon refreshed and ready to go again. It will also give me a chance to try and locate the spares that I will require such as headlights, R/H rear quarter window latch, amongst numerous other bits and bobs I'm sure to need.

I have managed to fabricate the front wing headlamp sections, both doors are now welded and smoothed, and removed the paint from the roof. I also smoothed a few dents and covered everything in etching primer. I just need to carry out a few more bits of welding and smoothing before I can spray the 2k primer in readiness for the top coat.

Well June the 3rd is almost here so I'd better practice my speech then it's off to Italy for two weeks of bliss in Sorrento. I wonder if I'll see any T34's driving in Italy while we're there.





Road Trip: Australian 3000km Drive Home

By Simon "Dumpty" Thompson

I'd known about this Arcona White & Black 1965 M344 (#345 096 917) for some time now, having attempted to purchase it from the original owner's estate but unfortunately I just missed it. My day came when I heard that the car might be available once more. So I got in-touch with the new owner and expressed my wishes then booked a flight to Adelaide from Perth ASAP. I'm the third owner and it has done 98,000 miles since new.

Upon inspection I realized it needed loads of work if I was to drive it 3000 kilometers back to Western Australia. Advertised as "a very nice, honest, reliable, fully working example, the best unrestored example in Australia", it was overstated. The lights didn't work, the gear shift/mechanism had fallen to bits, the carbs were out of sync, there many faulty earths, there was no fluid in the transaxle, it was very grimy underneath, and the passenger side window didn't work. And there was rust, not bad rust but it was there. Not what I was led to believe but I was in love!

I learned it was originally delivered to South Australia and sold by Light Motors in Adelaide. Miss Milton of Magill, South Australia was its original owner and took possession on 05 August 1965 but it was built in January 1965. It took a long time for it to get from Germany to Australia via cargo ship.

I had two days to get this car sorted out and I couldn't have done it without the help of two very good mates in Adelaide. Some of you T3 fans might know Aaron Britcher & Dave Prior. Both huge VW guys and I couldn't have asked for two better equipped and skilled dubbers to help me in my quest. Both guys gave me the use of their tools & workshops over that two day period, supplying plenty of coffee, beer, burnt meat, and good company.





First problem on the road was a wheel alignment issue which almost killed the front tyres. A quick roadside alignment, followed by some professional corrective efforts in Ceduna got me going again. Then the engine had a vapor lock issue 200kms past Iron Nob which took me a little while to diagnose and fix. I re-routed the fuel line away from the crankcase.

I met a lot of people at the stops along the drive wanting to know what it was (only a couple guys knew it was a T34). Lots of people wanted to take a picture of it as we don't see many old cars out there on continental jaunts but the funny thing is the old cars you do still see are mostly VW's!

The view of the Great Australian Bite is quite incredible (you'll have to take my word for it)! Out the other side of the Nully, just after crossing the border into Western Australia with only 1700kms to go!

I finally made it back home four days & over 3000 kilometers later. I hardly had any issues with a car that has spent the best part of the last 12 years under a tarp in a driveway. I think the ol' girl did a pretty good job!





As I don't really do stock this car will be modified though not a huge amount. I'm not sure about the roof but it kinda appeals to my kustom sensibilities and I know my hotrod and kustom mates dig it not to mention all my lady friends really like it! The lowered ride height will stay, the wheel and tyre combo will constantly change (I have a wheel fetish), the interior will be stock apart from the shifter (early BERG) and the steering wheel (VDM hopefully). And finally, I like a bit of "go" in my cars so that wonderful 1500 S engine will get pulled & wrapped and strapped to a pallet for safe keeping. Not sure about what to do with the engine but I kinda like the idea of a roller bearing stroker with small pistons and small valves, along with some old 40mm Italian Webers. Nice and old school. I'll possibly upgrade the brakes (again the stock ones will be wrapped up for safe keeping) using possibly a set of Porsche 356 B drums or maybe some early 911 bits with early FUCHS. Other than that, the car will be sympathetically renovated.



Resto Tip: Engine Trapdoor Insulation

The aluminum underside insulation on the T34 engine trapdoor often gets abused from wear & tear, engine heat, oil, & vibrations. There were some changes over the years that are important to know when you restore this area.

INSULATION: When restoring the trapdoor insulation it's important to find a source for the aluminum material that is both cosmetically accurate and functional. I found the original diamond-shaped aluminum insulation was not available so I found a long roll of water-heater insulation material from our local Home Depot which cost only \$25 and was able to restore 6 trapdoors worth. It had a rectangular pattern but had the right thickness and was an acceptable restoration option. There are two styles of insulation: wrapped-edge & tucked-edge. But the very early-1962s had no insulation. The mid-1962's (through 1963) had the early style insulation with the aluminum material glued over the outer edge of the metal trapdoor. The late style (1964-69) had the insulation tucked inside the lip.

PAINT: In 1962 the trapdoor metal was painted the body color but in all other years it was painted black. The round aluminum clips & metal handles & collars were shiny but I repainted mine with chrome.

The early models had only four round clips with staples holding the aluminum to the inner insulation on the left & right sides. Later models had six clips and no staples.

BUFFERS: The rubber parts that act as an anti-rattle for the dual twist-handles that keep the trapdoor locked into place were different as well. The early style (1962-63) had "clip-style" for the metal handles to press into. The late style (1964-69) had "button-style" that simply cushion the vibrations. You can see the difference in the pics.

TOP INSULATION: the earliest-1962's had different textured material without any Auf/Open or Zu/Closed text or arrows. The late-1962 through 1969 models had a thick pressed-material style surface. We'll cover the top insulation restoration in an upcoming edition since there's a lot to know and we're going through the restoration process right now.



Above: Early-1962's had the engine trapdoor metal painted to match the body color (but all other years were painted black). And the 1962-63's aluminum foil-type material was wrapped around the metal edge.





Here are some tips I found for the restoration of the underside insulation for the trapdoor:

I made a visit to the local home improvement store and found a source for the aluminum insulation. A large roll of the material was made for a hot water heater and cost only \$20. It has a square pattern (vs the original diamond pattern) but is an excellent alternative.

I painted the aluminum round clips, handle collars, and metal handles with chrome spray paint then painted the trapdoor in glossy black.

I cut thin extra pieces of the insulation material to even-out the spaces in the underside of the trapdoor. Then I used spray-glue to stick all of the insulation pieces onto the trapdoor. Trimming the excess insulation with a razor blade resulted in a nice clean cut. And I discovered the early models had the edge of the aluminum material wrapped over the edge while later models from 1964 had the insulation edge tucked inside the edge of the trapdoor. I pressed the round metal clips into the four holes to keep things flush and finally installed the metal handles & rubber handle-clips.





Rep Profile: Jörg Fischer from Germany

Jörg Fischer was born in 1969 in Darmstadt, Germany and still lives there with his wife & two little boys. He became interested in vintage cars when he was a teenager then after receiving his driver's license in 1987 he bought a 1971 T3 Squareback/Variant. Since then Type 3 (and T34) have been a big part of his life. Although T34 were inexpensive and easy to find in Germany in the late-1980's & early-1990's, Jörg preferred the Notchback. But in 1998 he bought his first T34, an original 28K-mile Anthracite (L489) & Pearl White (L87) from 1963 (#0 091 605) with Golde manual-crank sunroof.

“My favorite T34s are unrestored, original cars with first paint, even when they proudly show their patina. The older the better”, Jörg says. “I usually do some research on the unique ownership story of my cars, so with most of them I am in contact with the first original owner or their families.”

Always on the look-out for other T34s he says “a nice original late-model T34 with automatic transmission & electric sunroof would be a good rounding off for my T3 collection.” Jörg attends several VW-meetings in Germany, and of course is looking forward to the huge Georgsmarienhütte 2011 events when close to 100 T34s will stand together in celebration of the 50th Anniversary of the T34.





Accessories: Under-Dash Parcel Trays

This is perhaps one of the most useful accessories you can find for your T34. These were sold at VW dealerships and from a variety of aftermarket suppliers in the 1960's. There are several different variations in material & colors. Since the interior width of the T34 is the same as the T3 models the under-dash parcel trays are common to both.

The most commonly seen trays are the Ivory or Black ones with nylon netting. These come in both asymmetrical & symmetrical formats. They have screws in all four corners that keep the tray in position. If mounted properly there is no contact with your knees while driving. Another common variation is the Ivory Bambus style with thick brown wire that forms the netting. There's a thicker Black one with nylon netting (next page top) as well.

The costs for nice ones are typically US\$100-150 while poor ones with holes in the netting sell for \$40-50 and they're usually found on theSamba or ebay.







For Sale: 46K-mile Castillian Yellow 1967

In the USA most T34s get driven & driven & driven ... mostly because the weather is nice and the laws to keep them on the road are relaxed. This means that most T34s get driven a lot and finding a low-mileage one is next to impossible. Even the most original ones have over 150K-miles. Except this 1967 ...

VIN # 347 038 831

Engine # TO 270 142

45,900 original miles

Exterior: Castillian Yellow (L10K)

Interior: Black Leatherette with Houndstooth cloth inserts

Built 29 Sep 1966 & delivered to Finland on 04 Oct 1966

Lived in dry Arizona & San Diego

This 1967 Coupe was originally purchased by a US serviceman living in Finland who shipped it back to the USA then was killed in an accident. It was put into storage then sold in the 1980's to Norman from Phoenix AZ (a collector). It was repainted its original color, Castillian Yellow, sometime in the 1980's. Hobart Wingard from AZ bought it in 1995 then sold it in 2004 to a Porsche collector Eade Hopkinson from Carlsbad CA. Then it was quickly sold again in 2005 where it ended up in Paul Kramer's collection. It's always lived in a dry warm area and been pampered & rarely driven more than 500 miles/year.



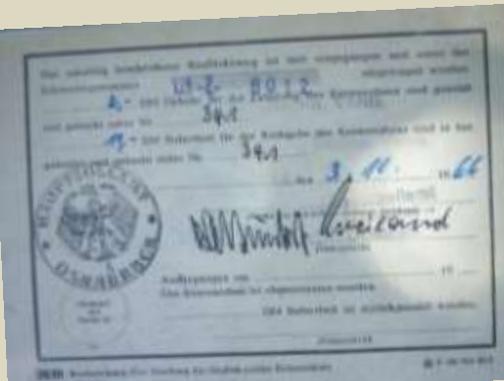


It's in excellent mechanical condition and can be driven anywhere with speed & comfort. This is one of those time-capsule cars that has not been modified or restored. It starts immediately, runs smoothly in all gears, has loads of power, has responsive brakes, and is super-quiet. It's got all the unique 1967 parts, has immaculate original hounds tooth seat upholstery, uncracked dash pads, excellent wood grain dash material, and excellent chrome bumpers & aluminum window trims. Doors & hoods open & close smoothly. It's one of those T34s that will only appreciate over time and one that can be enjoyed by anyone with little maintenance.

The correct whitewall "Silvertown" BF Goodrich tires from Coker were recently fitted and after four years of searching, Lee & Paul found a working clock. A full service within the last 5,000 miles included: engine removed & resealed, clean & paint engine parts, reseal oil pump, new brakes, clutch replaced, & dual carbs rebuilt. It also has an NOS under-dash parcel tray and repro wood-slat decklid luggage rack.

This Karmann Ghia has won several prestigious VW shows including the Bug-In as well as the VW Classic (twice) and the VW Spring Festival in Carlsbad. Besides all the keys and books, the vehicle comes with its VW certificate of authenticity. It's available at \$24,990. Please contact Paul at 714-335-4911 or Paul@AutoKennel.com with any questions.

VIN: 347 038 831
 Model: 343
 Engine: TO 270 142
 Color: castilia yellow
 Production date: September 29th, 1966
 Delivery date: October 4th, 1966
 Delivered to: Finland



Authenticity: Window Winder Handles

1962-65 T34s were fitted with the ivory plastic “cupped” version. This style has solid handles and has part #311 837 585A. The plastic knobs are fragile and tend to get broken easily over time.

1966 T34s were fitted with the ivory solid “domed” version. This style has hollowed-out handles and has part #311 837 583A. The solid knobs are more durable than the cupped knobs. These are typically seen fitted to restored & daily driver T34s because these solid knobs are found in better condition.

1967-69 T34s were fitted with the black plastic version with a hollowed-out handle & part #311 837 583A.

All window winder handles are fitted by sliding a U-shaped metal clip down over the shaft once the handle is positioned over the winder mechanism. If you need these metal U-clips, contact ISP West in Southern California at 310-637-2100. They are US\$5 each + shipping.



Above: underside of ivory handles - solid handles on plastic cupped style & hollowed-out handles on solid domed style.

Long-Term Owner: Daily Driven 1969

Peter Cornoedus lives in the eastern part of Belgium, in a town called Oplabbeek (an hour east of Antwerp). He bought his 1969 M343 (#349 133 592) twenty-seven years ago in 1984 and drives it daily during the nice weather months from April through October. However, it was put into long-term storage for 18 of those years until he had the money to get it back on the road again. Now, as you can see it's a beautiful cruiser.

He's currently planning to get the front seat upholstery repaired or replaced, buy new front floor mats, and replace a fog lamp. Next winter he plans to remove the bumpers and get them rechromed. He says at that time he might just return the T34 to its original color ... Cherry Red.



First T34 Story: The Piano Ghia

By Kim Riishede from Denmark

First of all, I never liked the type 3 Ghia! Then one day I saw an ad with a late T34 and it looked just fine and I said to myself "I want one of these" and no, I don't know why but it just was what I wanted! Yes a little crazy, I know. That T34 was sold and I started looking for one and decided I wanted an early one with "the mouse piano" in it (the push-button control unit for the lights & wipers). I did not find any in Denmark, so I had to look all over the world and found two in California, two in Canada, one in South Africa, one in Sweden (the best of them I think, but then he did not want to sell it after all) and later on, this 1964 in Germany.

The ad for the 1964 said it was an "A" car with only 76000 km (50,000 miles). I drove down to Germany and talked to the seller (talked is maybe a little too much since I do not speak German and he did not speak English) but I got this story.



He had being contacted by the daughter of the owner, who had passed-away, if he wanted to buy a collection of Volkswagens. Her father had owned a Volkswagen dealership in Berlin and had started this collection in a barn. But no one had known anything about the barn, there were trees around it. There was 10 Volkswagens, he was told by the daughters but after a week they called him and said that it wasn't 10 but 20 Volkswagens inside the barn! He bought the entire collection and found that there were actually 40 different Volkswagens!



There were wartime VWs, Barndoor Buses, Split-Window Beetles, & more. There were three Karmann Ghia's: a T14 Coupe, a T14 Cabriolet, and the 1964 T34 Coupe.

This T34 was not an "A" car and I did not want to pay what he wanted but he needed the space so I got it for a better price. I think it was good to get a complete one, because I was planning to do a full restoration. But at one time in its life someone had done a restoration and welded it together, and I did not want to have things like that. So I sold it last summer at a good price because of that. My good friend bought it and he did not care about the welding, so everything is as good as it can get. He did a little brake job, a new battery, new oil and some gas and the T34 started up right away, after standing since the 1980's! He got license plates after a short time and then took it on vacation last autumn. He even took me for a drive in it ... very nice! I like T34s very much now ...

Spotlight: Anthracite 1964 Oh Là Là!

Here's an outstanding example of an unrestored preserved original T34 from 1964 living in southern France. 1964 was the first year for the "performance years" that benefitted from the 54hp dual-carburetor high-compression 1500 S engine. This new engine satisfied the early complaints from the motoring press that the VW 1500 series cars were too slow and unable to adequately pass the slower traffic. It could not attain 100mph/160kph (previously 87mph) and so the speedometer was changed in 1964 to reflect this, becoming a 100mph/160kph top indicator. Outwardly the only real indication of this enhanced performance was an S emblem added below the 1500 script on the rear panel. The exterior body remained unchanged from 1963.

French & Italian T34s were fitted with special round reflectors, drilled into the bumpers, to comply with local laws for safety. As you can imagine ... these are really tough to find!





The original radio block-off plate & clear plastic seal are still fitted to this Anthracite 1964. The straight horn bar, dual heater control unit, & red gauge needles are three quick ways to identify this T34 as a 1964 model.

Push-button controls for the lights & wipers were fitted through late-1964 and then a black plastic cover plate was fitted with holes for the pull-style knobs of 1965-66. The dash metal design was not changed until 1965.

Anthracite has a very period authentic look to it, understated and elegant, allowing you to really see the beautifully crafted lines of the T34 body.

The latest word on this T34 was it had been lowered & fitted with custom rims and offered for sale about a year ago. Then when there were no buyers the shop raised it back to stock height and replaced the original rims. It sold soon after to a local French enthusiast. It will likely be driven to the 50th Anniversary events in Germany this August. I can't wait to see it up close to capture all the minor details that only an original T34 can have.



It's so nice to see original unmolested T3s still available 50 years after being built! This 1964 has the original decal in the back window from the Volkswagen dealer & its original Mixo dual horns mounted to the front bumper. The dash pads look to be in fantastic condition too. A pair of gray domed knobs has been added to the dash above the cigar lighter for unknown reasons. The push-button controls have a nasty habit of not working properly over time, so these two knobs may have been fitted to "fix" the lights & wipers without losing the push-button originality. These are very difficult to find and when you do they are extremely expensive since all T3 models were fitted with them from 1962-64.



T34 Worldwide Registry

Back in 1987 when I bought my first T34 there was little information known about T34s and no organized worldwide T34 club. I began to collect chassis #s & photos into a T34 Registry and now 24 years later I have a comprehensive worldwide registry archives with more than 1300 T34s. To get your T34 added to this collection, please email me the information. I'll add the info into the electronic database & create a hardcopy folder for your T34 with photos & details.



CHASSIS #			ENGINE #			STAMP #		
YEAR	MODEL	LICENSE #	MILEAGE	ELECTRICAL	BIRTH CERTIFICATE			
CONDITION				STYLE				
EXTERIOR COLORS				INTERIOR COLORS				
PRODUCTION DATE		DELIVERY DATE		DELIVERY DESTINATION				
OPTIONS/ACCESSORIES								
RESTORATION HISTORY								
OWNER			EMAIL			TELEPHONE		
LOCATION								
PURCHASE DATE & AMOUNT			PURCHASE CONDITION					
PREVIOUS OWNERS & DATES								



T34 WORLD