



# T34 World News

2012 Edition #18

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## Summer Is Here, Enjoy your T34 Experiences!

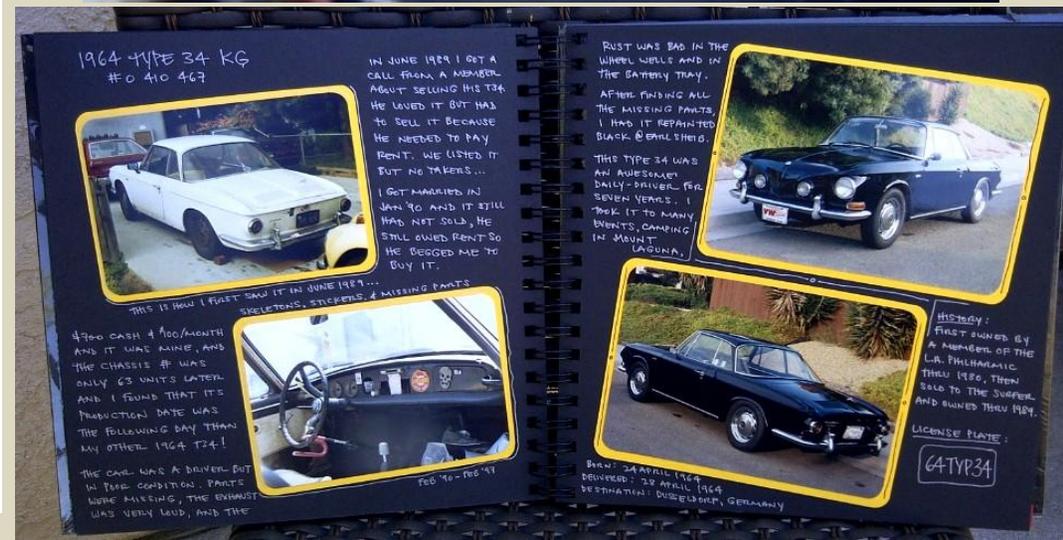
**Front cover** is a Pearl White 1962 T34 press photo taken by Karmann during the promotional series for the VW 1500 series launch in 1961-62. **Back cover** image is Heiko Thum's Pearl White & Black 1964 Coupe posed in front of an old steam locomotive in Kaiserslautern. The train is standing in front of the workshop where the Deutsche Bahn train company repairs their trains.

I'm super excited to announce that Jurgen Magdelyns is now offering both **Coupe & Electric Sunroof headliner kits!** I've ordered one from him for my 1965 and he's confirmed the color matches the original headliners. For so many years owners have been forced to take their T34 to a trim shop for the headliner installation by a pro or face the challenge of doing it themselves. Now the world's T34 owners have a source for these! Read the article inside for ordering details.

Another much-needed reproduction we're thrilled to announce is the **early-1962 front nose emblems!** Heiko Thum has completed another part in the early-1962 emblem set (KARMANN side script, Ghia shield, and now the rectangular front emblem). My NOS one was used as the master and the repro turned out very nice. Check the article inside for details on ordering.

Our good friend Antonio Pellegrino from Vicenza Italy has formed a new worldwide club for all types of KG models, the T14, T34, and TC. This new organization is called the **KG World Club**. Its main goal is to provide connections between the many individual KG clubs around the world, to promote KG events, and to educate the public about the different model KGs. A Board of Directors was elected to make executive decisions comprising of eleven active KG owners from the USA, Germany, Brazil, Italy, Great Britain, France, Netherlands, & Australia. T34 World is a part of this new club and I have accepted their position as Chief of the T34 Department.

Most of you know a little bit about how I got involved with T34s, but you may not know about **Ken Compton**, the previous owner to my second T34, a 1964 Coupe that my kids named "Blackie". In late-1989 I bought Ken's T34 because he begged me to, needing to sell it to pay for rent. He offered "\$700, pay me \$100/month and it's yours". Ken is a life-long surfer and when he owned the T34 he lived in Huntington Beach, Surf City USA". He loved his T34 so much, loved how fast it was, loved how the girls dug it, and loved cruising along Pacific Coast Highway with his surfboard on the roof. It was a Terra Brown Coupe that had been painted White and I eventually repainted Black, hence the name "Blackie". Last weekend he was cleaning out his garage and discovered a box of old T34 parts he'd forgotten about. This weekend he came over for a BBQ lunch, to bring the parts, and to catch up with all things T34. I pulled out my vehicle scrapbook (below) and we laughed at its condition in 1989. The radio, clock, & speaker gauges were empty, filled with lifeguard & skull stickers. But it was great to sit down with Ken and remember the fun T34 experiences we've both had over the years.





## 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)

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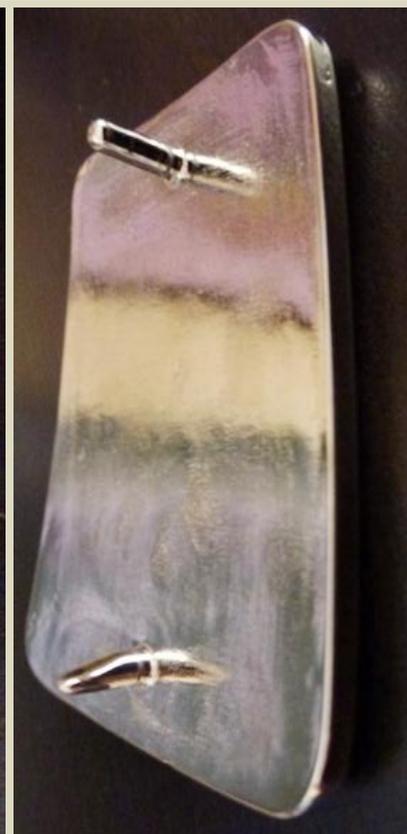
If you live in a country that is not yet represented and you would like to contribute to the T34 World team, please contact Lee Hedges.



## Parts Source: Early-1962 Nose Badge

**Heiko Thum** has done it again! This time he's reproduced the early-1962 front nose badge. These badges typically corrode & blister and NOS ones are ridiculously-priced. Fitted only to early-1962 T34s up to VIN #0 058 489. It has two large posts that mount into the nose with a black rubber gasket seal underneath to keep it from scratching the paint. This reproduction is faithful to the NOS one used as the master, freshly chromed for an authentic look.

European orders please contact Heiko Thum at [HThum64@yahoo.de](mailto:HThum64@yahoo.de) and cost is 26€ + 5.50€ shipping. North American orders email [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) and cost is US\$50 shipping included.



## Parts Source: Headliner Kits

When you get to the point of needing a headliner, most T34 restorations need to have a local trim shop create a headliner based on the T34. There has not been a source for headliners in a long time from a reputable supplier. Now that has all changed!

**Jurgen Magdelyns** from Belgium has taken the time to create both the T34 Coupe & Electric Sunroof headliner kits from original materials. The Coupe headliner (right) has three pleats for the roof rods to slide into and keep the headliner up snugly into the roof. The Electric Sunroof headliners have no pleats and are simply glued into place at the edges of the roof metal. The sunroof hole is cut after the installation for a custom fit. And the zippered rear area is already in-place (below right).

Coupe is 270 Euro (US\$340) & Sunroof is 300 Euro (US\$377). The A & C pillar material is included. Shipping cost is 31 Euro to USA. Plus 5% if PayPal is used. Contact [JurgenMagdelyns@T34World.org](mailto:JurgenMagdelyns@T34World.org) to order.





## Parts Source: Front Nose Emblem Packing

The round nose emblem was first introduced in late-1962 at VIN #0 058 490. It replaced the cast rectangular emblem. The round emblem was used on all T34s from late-1962 through the end of production in 1969. The round nose emblem was also used on T14 KG models. But underneath the round emblem is a round nylon packing (buffer) that is T14 part #141 853 611. This clear plastic packing fits underneath the round metal front nose emblem to help prevent scratches in the paint.

Although there is no reproduction source for these, an NOS box of these is advertised on theSamba in Oregon USA for US\$6 each + shipping. If you don't have one now, it may be time to buy it.

<http://www.thesamba.com/vw/classifieds/detail.php?id=531150>



### Parts Source: Vent Window Pivot Screw

The vent window inner screws are now available for US\$7.50 each. They've been made from stainless steel so they will never rust again. European orders please email [Michael@Moesinger.com](mailto:Michael@Moesinger.com) and PayPal is available. North American orders email [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org).



### Parts Source: Vent Window Bolts

A repro of the vent window bolts are available, done in stainless steel in Germany by our German rep Michael Moesinger! Although this part is not chromed, it is an excellent replacement to the rusty original ones. Email [Michael@Moesinger.com](mailto:Michael@Moesinger.com) with your address and he will send his account information or PayPal address for the payment. Cost is 7.50€ each + shipping cost.



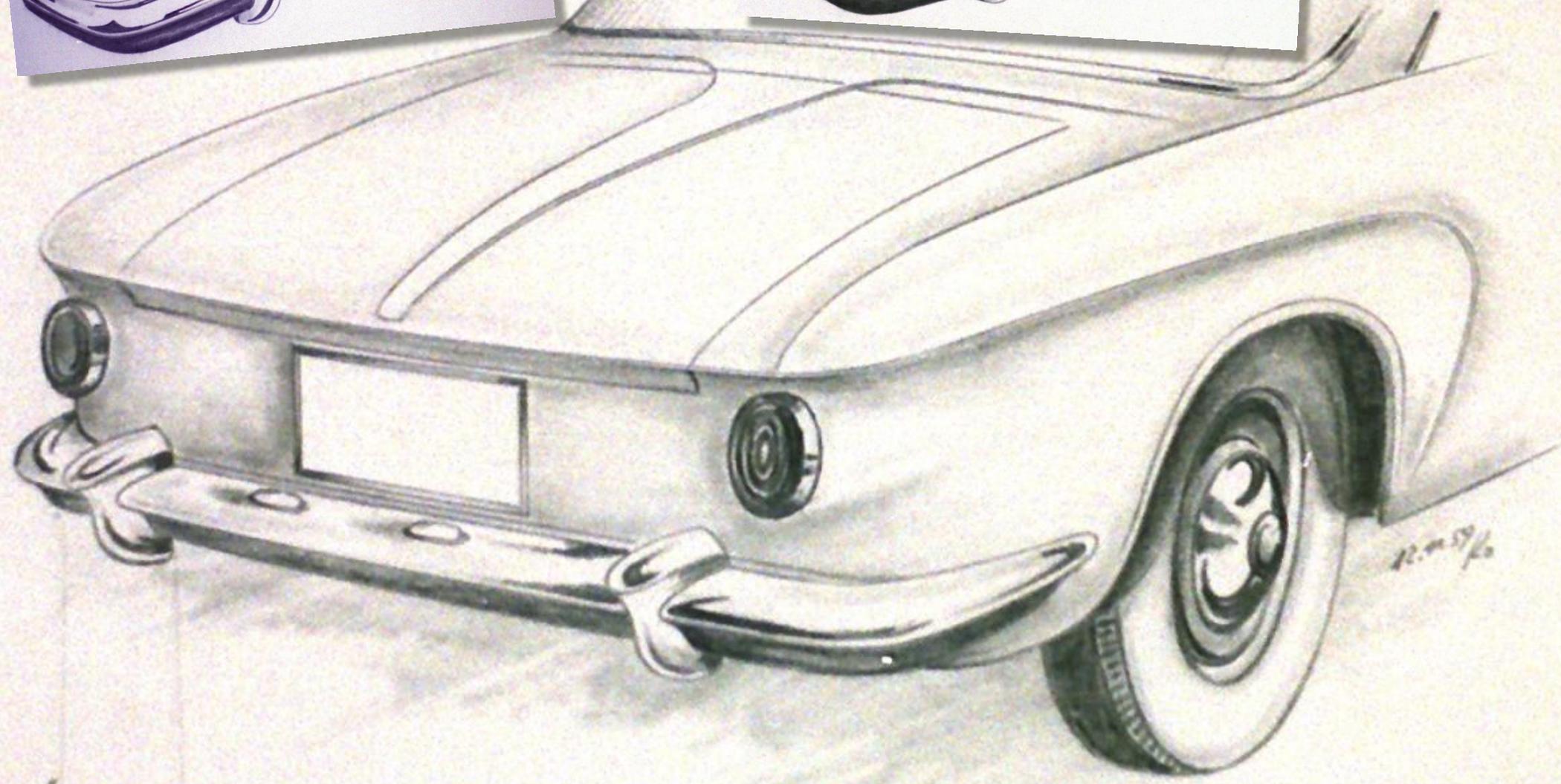
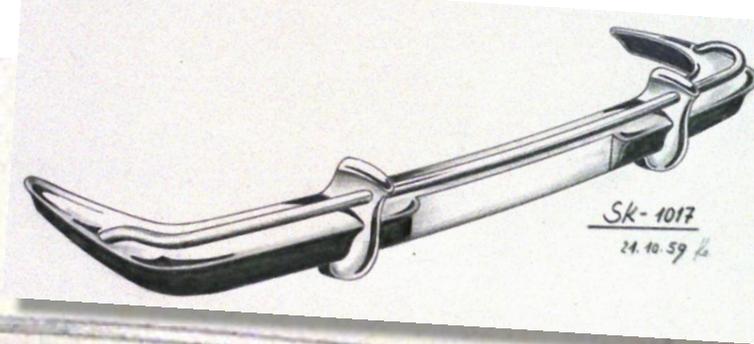
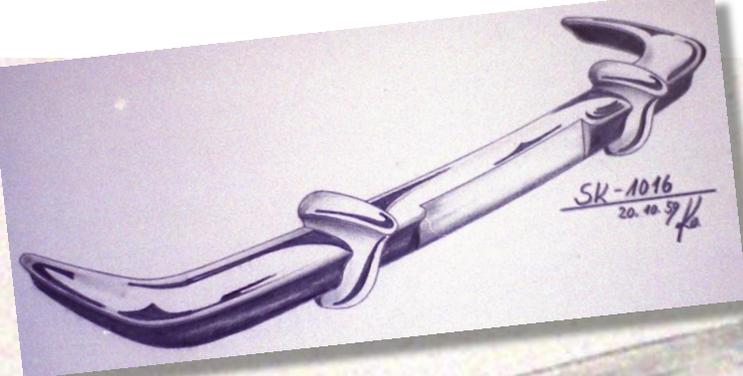
### Parts Source: Ghia Shield & KARMANN Script

The early-1962 T34s (up to VIN #0 058 489) were fitted with this Ghia shield & KARMANN script on the lower right fender. European orders please contact Heiko Thum at [HThum64@yahoo.de](mailto:HThum64@yahoo.de) and cost is €25 (shield) & €50 (script) + shipping. North American orders email Lee Hedges at [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) and cost is US\$40 (shield) & US\$55 (script) + shipping.



### Parts Source: Repro Sheetmetal

For decades there have been no sources for T34 sheetmetal repair panels but now we are fortunate to have many parts available. Jurgen Magdelyns is offering rear corners, rocker panel sets, inner heater channel sets, and rear wheel arch panels. Email [JurgenMagdelyns@T34World.org](mailto:JurgenMagdelyns@T34World.org) for prices and shipping costs to your part of the world. PayPal is accepted.



## 1959 Karmann Development Drawings

This is a rear aspect drawing 12 December 1959 by Herr Kolkmeier at Karmann. It shows the rear bumper mounted license plate lights for the first time, the rear hood & side curvature designs carried over from Sartorelli prototype, & an American rear license plate size.

The 20 December 1959 bumper drawing (top left) shows an interesting indentation for the license plate. The 21 December 1959 bumper drawing (top right) shows a revised bumper guard design without the indentation, and American bumper tubes. So it's likely the Karmann designers were still undecided as to the bumper guard designs by late-1959 and the focus was on the American market ...

## Resto Update: New Zealand 1963

Last edition we saw that **John Kanters** had almost finished the right side rocker panel section. His fine craftsmanship continues:

“I finished up the rear lower fender tonight (top right), working on this piece every night. It’s a bit harder to make as it’s a thicker gauge steel. I started out cutting a rough shape of what I wanted and then rolled the lower edge to match the new rocker, made a good cock up folding the edge which I hadn’t realized tapered off towards the back of the car so had to flatten it back out and re do it. That’s just how metal working goes, I guess. But the swage line (ghost line that runs horizontally across the rocker & door) is looking good. This line is sometimes missing from other repairs and is an important detail to look for when buying a T34.

Next job was the torsion housing cover plate. The old panel had a recess for the cover plate and if I attempted that by hand you’d make a meal out of it so I made a really simple press tool to do the job for me. Just a lump of steel with the right size step machined in to it and a male plug for the other side all located with a pin in the center. First test piece was a little deep for my liking so after a couple of adjustments I got what I wanted and was ready for the big moment (lower right)! Last thing was to drill the trim holes, drain holes and make the recess where the jack point is so everything could be welded into place (below) and complete the whole rear fender area.





Last job for today I took the rear part of the rotisserie off to gain access to the rust hole in the rear apron (above). I bare-metaled the whole area first to get a better idea of what I'm dealing with. There are a few wobbles in the lower part which will need attention at the same time. It's interesting how much wear there is in the rotating part of the rotisserie from all the sand.

I welded the rear panel apron (top right) & then reattached the rotisserie (bottom right). The paint was stripped off the whole rear section. Once that was done I did an acid wash (top right) to make sure that any rust was dealt with and finally epoxy primed it.

I was unsuccessful at finding an original T34 sunroof clip but I quickly sourced a Porsche 912 electric sunroof clip which is on its way over here. Most of the parts look the same as the T34 so that should do the job.





## Road Trip: 1968 Bavarian Adventure

**Matthias Andree** from Berlin Germany recently took his summer vacation in the mountains of southern Bavaria. His restored Bermuda & White 1968 Coupe made the trip with ease. Here's his story:

"I'm back right now from my vacation trip from Berlin to the Zugspitze Mountains in southern Bavaria (above). We took our six-month son Erik on the drive to the Alps in the T34! The trip was about 2000 kilometers (1250 miles) with no major problems.

My sister Cornelia celebrated her wedding and invited us to join the fun up on top of the Zugspitze. The Zugspitze is the tallest mountains in Germany. It was a very nice celebration and we stayed in a comfortable hotel in the small village of Grainau.



Left: Asleep in the car seat safely & snugly buckled in the back seat, Matthias' son enjoyed the gentle hum of the T34 engine as it purred along the drive.

Right: the scenery was simply fantastic with open roads & no traffic.



We took some wonderful drives around the mountains while we were there. Reaching the village of Grainau I drove along some smaller highways as the Autobahn was too boring. We also passed a place where the inner German border used to be in northern Bavaria. You can only see a low planted area in the forest where the wall used to be. Now there is nothing but a sign to remember those old times.

We drove along the Amersee & Starnberger See lakes and through Garmisch Partenkirchen which is a beautiful mountain resort town. Always with the T34 a lot of people stopped, asked and took pictures! The owner of the hotel even asked for an advertising picture together with the T34 (below). After a few days in Bavaria we took the way northbound to the city of Fulda to visit other family members. Fulda is near Frankfurt (the US Armed Forces had a huge military base in Fulda), then home to Berlin.”



Above: Sister Cornelia & her new husband Karsten in Grainau for their wedding day. An image right out of the 60's.

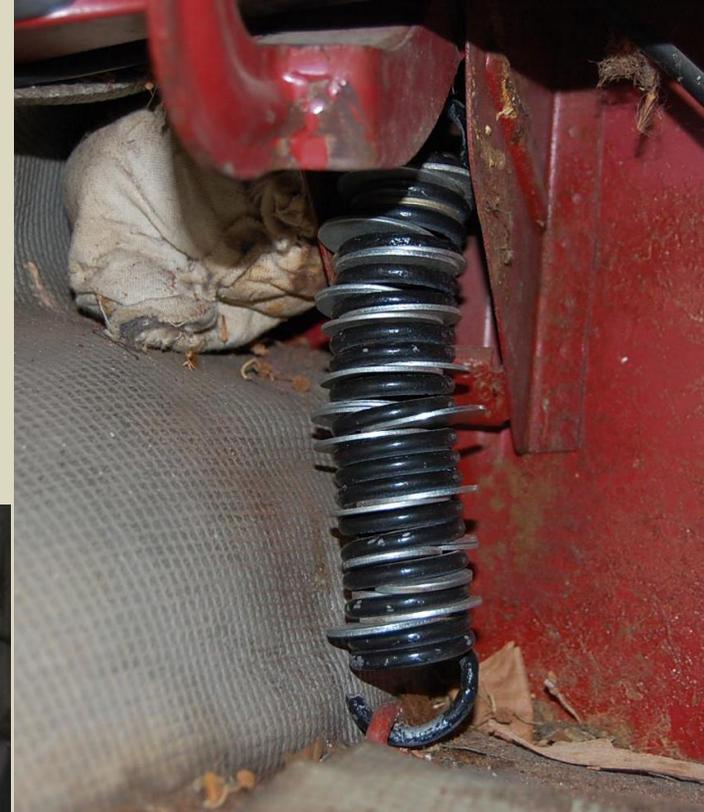
Below: driving along the scenic country roads of southern Bavaria with the constant view of the Bavarian Alps.



## Resto Tip: Changing Rear Hood Spring

**Thom Fitzpatrick** from Northern California has been working on his early-1962 Coupe over the past year. One of the rear hood springs had been removed and he needed to replace it. But the springs are spring-loaded with a great deal of force so getting the replacement spring installed wasn't an easy task. Here's what he did to solve the problem.

First he raised his floor jack and wired the ends of the spring to the jack axles. He raised the jack until the spring was stretched out. Next he inserted washers into the spaces of the spring to keep it extended (below center). He then removed the wires from the jack. Next he installed the extended spring into the rear hood spring mounting holes (upper right). And finally he removed each washer from the spaces. Ta-Da!



## Resto Update: Audrey, a Michigan 1967

By Art Covert from Battle Creek Michigan USA

Her name is "Audrey", to honor Audrey Hepburn since she's elegant, sophisticated, & European.

I found her in July 2011 in South Florida but she has been a California car for most of her life. She was in driving condition but in need of a full restoration. Originally done in Lotus White L282, but over the years she had been painted a shade of gold then red prior to 1992. The front end beltline metal had been damaged and there was rust in the headlight areas, battery tray, and right front rocker panel edge. But it came with the Riviera rims which gave her a more sporting look. I had it transported from Florida to Michigan (above) and was super excited!

By January 2012 the body was stripped in preparation for metal repairs to the front end & rocker panel. Over the past winter the body shop had repaired these areas and repainted it back to its original Lotus White. And I found one bit of original Lotus White underneath the 12V decal on the door jamb. We first did the door jambs, rear parcel shelf, and engine bay to see what the Lotus White looks like in person. It's a wonderful color and nicely period correct for the late-1960's. Then the paint shop applied the body paint and I'm very satisfied with the results.

The engine air intake area was done with Dupont Imron Chassis paint that we had specially tinted to "match" the body paint. Imron in black was used on the entire bottom pan, wheelhouses, engine bay, & front trunk. We'll use it for the accent color on the Riviera wheels as soon as I find a fourth to match the three I've got. We discovered my fourth wheel was an inch wider than the other three!

I was thankful to buy a new windshield (thanks to T34 World's group order) to replace the cracked original one and drove down to Ohio to retrieve it from the warehouse.

Now my KG collection consists of the 1967 T34 Coupe, a 1969 T14 Coupe (L62K), a 1969 T14 Coupe (L51K), & a 1972 T14 Convertible. So the T34 is the oldest KG even though it was in the late years of T34 production.





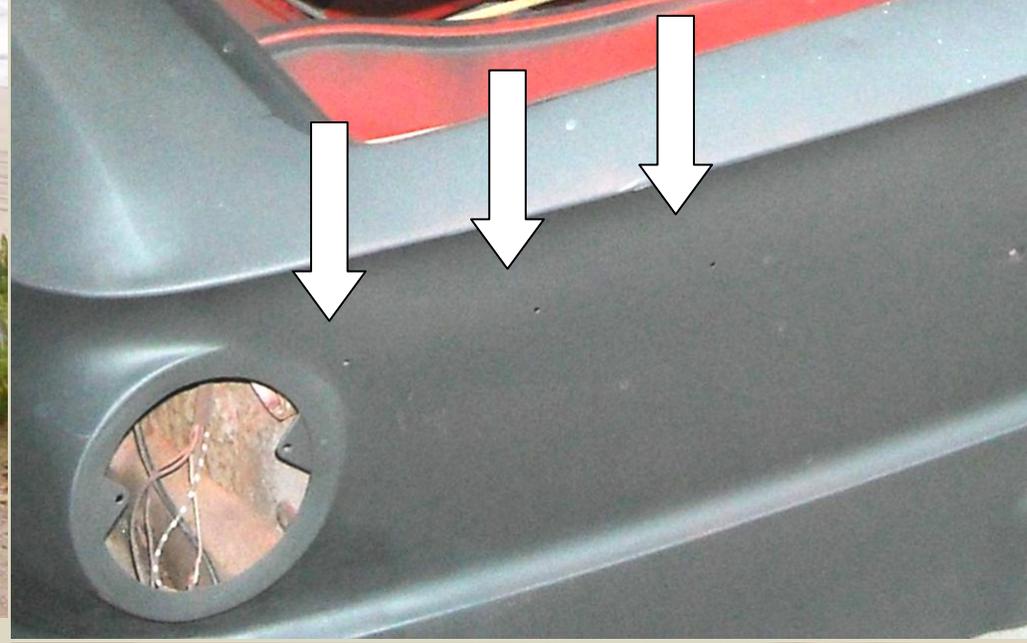




## Resto Update: 1966 Chassis in Germany

Michael Moesinger's 1966 body is now at the paint shop which he feels may take some time. In the meantime he has completed the reassembly of the chassis. The level of detail in his work is beautiful, with every part completely restored. It's almost a shame to put the body back on ...





## Resto Tips: 1967-69 Rear Script Holes

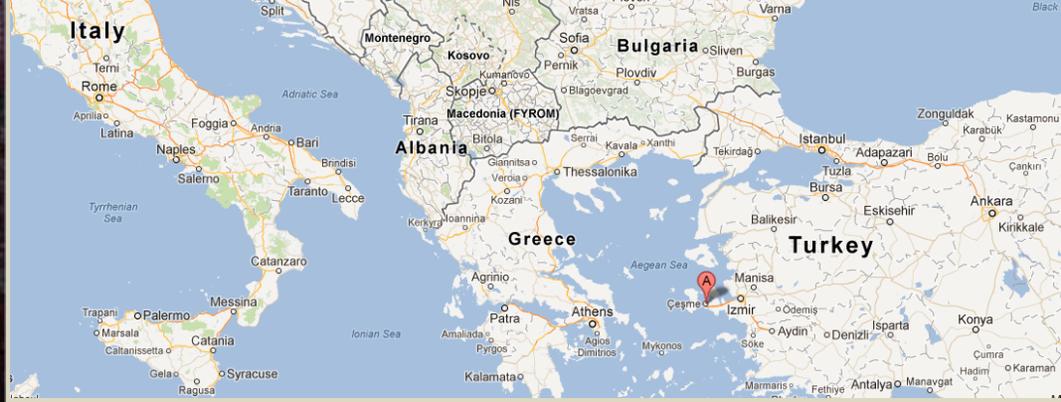
Now that almost 50 years has gone by for most T34s, there have been accidents that have resulted in the loss of the rear script. Replacing the script in the right location is an important part of getting the restoration right. Nothing says “possible body issues” like an improperly placed script for buyers.

The easiest method to find the original script holes is to open the rear decklid and look into the space between the rear panel and the rear air duct. If the holes were filled with bondo/filler then it's easy to break-off the bondo and reopen the holes with a nail or awl. But if the holes have been welded then you'll need to use this guideline to mark new holes to properly install the rear VW-1600-L script.

The distance from the three script holes to the sharp beltline edge is 9 cm and the distance from the left script hole to the tail light seal is 1.5 cm. Measured from the tail light opening as a reference, the left hole is about 1-5/8" above the centerline of the taillight housing (see pic on lower right). The remaining holes are level and spaced 4-5/16" equidistant apart.

A big “thanks!” to **Art Covert** (USA 1967 M343), **Marc Van Meel** (Netherlands 1967 M345), & **Carsten Klein** (Germany 1969 M345) for taking measurements for this article. It's this kind of sharing that really makes T34 World a powerful & friendly organization for all!





## Owner's Story: Black 1967 Turkish Coupe

**Bulent Sandal** lives in Istanbul Turkey. He enjoys driving his restored Black 1967 Coupe, which is an original import to Turkey. It was believed to have been owned by the famous Turkish actress **Filiz Akin**. She was one of the most famous actress in the history of Turkish cinema with more than 120 films, mostly in the 1960's & 1970's. Bulent has been trying to get in-touch with her to learn more about her experiences with the T34 & maybe have a reunion. These photos were taken at his summer house in Cesme, Izmir, Turkey and during a classic car road rally. You have to love his rally registration number ...

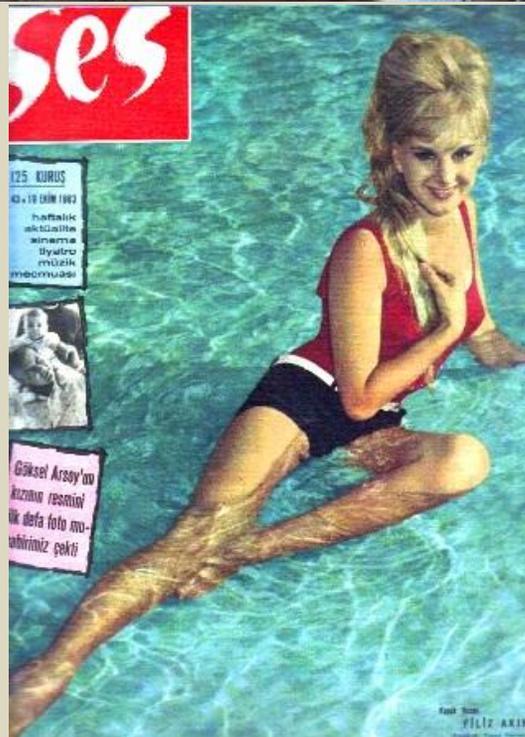




Bulent's 1967 is one of only 4-5 T34s known to exist in Turkey. As you might imagine finding parts is extremely difficult and Bulent has had to work hard to complete the 1967. He bought a scrapped T34 in Greece and a lot of parts from Germany to get it finished. The engine & transmission are all original to his 1967 & rebuilt like new. The bodywork was done by an Armenian master craftsman Migir Usta at the shop of two old masters, Yusef Usta & Mustafa Usta. Usta is the Turkish word for "old master".

The two other cars in Bulent's collection are a white 1967 Porsche 912 Targa and a black 1963 Triumph TR4 (below).

Another interesting coincidence ... the license plate area code for Istanbul is 34, thus his license plate is not personalized but the way it was issued.



## Work Like A Pro: Karmann Factory Gear

If you work on your own T34 then what could be better than working with a pair of the original Karmann factory overalls? Our friend **Michael Moesinger** (wine colored shirt) in Germany shared a pic of his group of KG friends that have bought these original working clothes from the Karmann company. They were listed on ebay but have recently been discontinued. Maybe you'll get lucky if they get relisted. Keep searching ebay Germany.





## For Sale: Swiss Savanna Beige 1967 Coupe

One of the rarest colors for 1967 is Savanna Beige L620. Even rarer is to have a two-toned 1967 with Texas Red roof color, as the late-model T34s were painted monotone from 1966-69 and two-toned paint cost extra.

This late-1967 Coupe (#347 201 815) is owned by Christoph Herzog from Basel Switzerland and it's currently for sale. He's asking 18,900 Swiss Francs (US\$20,500/15,700 Euro). With only 130K kilometers (80K miles) and it's original Khaki Beige interior, it's a nicely preserved original.

The only real problem areas look like the lower sections of the body where black anti-chip tar has been sprayed, usually a sign of possible rust hiding underneath.





With its original rims & stance this 1967 looks just like it did when new. The original interior, original brown carpet with vinyl trims, and period correct radio all give it a preserved appearance. But the engine appears to be a later-model year with its rectangular oil breather box (1968-69).





## Authenticity: Heater Sliders

Every T34 has two small sliding covers in the front footwells that allow owners to control the heat. These sliders came in two styles: plastic & metal. Why did they change it? The obvious assumption is that plastic gets warped with heat, so changing from plastic to metal would solve that problem.

These are shared with the other T3 models and they are specific for left (#311 255 961) & right (#311 255 962) sides. There is a metal lip at the top which is designed to fit into the metal groove on the inner heater channel. Both styles were available in Anthracite & Gray-Black colors. The plastic ones tended to lose their color and the metal ones tended to rust, as they were next to the inner rocker area.

The plastic ones (top left & top center) were fitted to 1962-64 T34s and have solid half-circle handles with ridges. The metal ones (top right & bottom) were fitted to 1965-69 T34s and have hollow smooth handles.



## Resto Update: Belgian 1968 Sunroof

Welding & fabrication continues on **Chris Forget's** Regatta Blue 1968 M345 in Belgium. Chris & **Jurgen Magdelyns** have been working hard to rebuild this rusty T34. In the latest work they've been focusing on the left-rear corner. This section has always been trouble for T34s so Jurgen decided to reproduce these corners for Chris' 1968 and to offer them to the rest of the world.

You can see the left-rear corner cut-away (top right) and what's left of the existing wheel well metal that's been eaten by rust. But with these two metal smiths focused on getting it done, the welding, measuring, and finishing work was completed. Using a template from the right rear fender (that was original) enabled Jurgen to see how the new metal sections are fitting. The lower-left photo (with template) was done before the finished metalwork on the lower-right photo.





The original rusty headlight metal sections (above) were too bad so they'd welded a new clip into place. This is a common rust area in T34s. With no repro headlight metal panels available, this 1968 will

likely be the donor vehicle to have Jurgen design & hopefully offer replacement parts for other owners. You can see Jurgen's first work to design the metal (above). We can't wait to see his progress ...





## Ongoing Restoration Notes From A Mechanical Novice:

### Honk If You Now Work

By Graham & Anne Filmer (Scotland)

We're just returning from this year's KG International in Cambridge England and as per last year we made it by the skin of our teeth in terms of getting the car fit and able to travel. One of those jobs was fixing the horn.

It was long on my Things To Do list so that it works as it should and from where it should, that is from the steering wheel, rather than from a bit of rubber sticking out from under the dashboard. The horn struck me as a relatively easy fix – but as per so many items – it turned out not to be quite so easy.

The easiest job was to acquire a set of twin horns and decide where to mount them. 1967 horns mounted under the front bumper on small metal extensions under the bumper guards (above). However, on my 1967 I opted to mount them into the spare wheel area, as per the earlier model years. The horns are better protected here from the elements (important here in Scotland) and most importantly, I didn't have the metal extensions to mount them up front.

Then it was onto the far more complex and curious re-creation of the horn system itself. First port of call was to the steering wheel itself. Mine is fitted with the original wheel & half-moon chrome horn ring, which is simply pushed to sound the horn. Removal of the Wolfsburg logo button requires the use of just the finger nail to pry the button out and then place in a safe place for later.

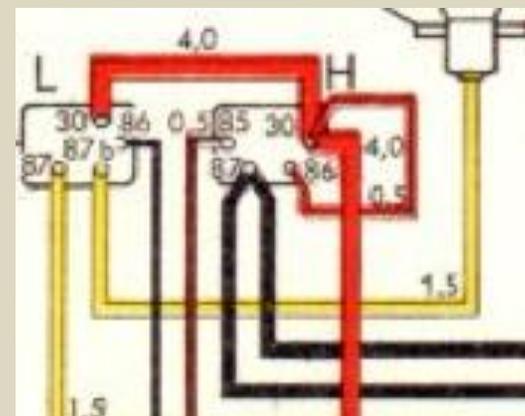
Under the button looks like this (below). But take care when removing the chrome half-moon piece by un-screwing the three screws. Under each of these is a fibre washer, a nylon bush, a spring and a brass disc that is held in place by all three screws (more on this later). Then undo the earthing wire and its small clamp. I say be careful because with the whole unit being sprung there is potential to lose some of the small bushes etc and even if you have a repair kit better to keep these as spares.



I then tracked the wire to the earthing point at the far end of the steering column just ahead of the steering box (left). Now you may be able to find this from underneath the car – but if your horn does not work then don't bother, as the easiest way is to simply undo the four bolts holding the petrol tank in place and go in from the top – where you will have much better visibility.

At the end of the steering column is a small hole through which the other end of the wire emerges and should be earthed via a male spade connector to a bolt holding the steering coupling in place.

This is the theory; on the other hand, I found a mangled piece of wire dangling pretty much in mid-air. Now time to admit a rather schoolboy error. Looking at the wire I figured that if I cut the wire further up by pulling the wire through a little then I could re-attach it further up the wire – easy peasy – and this is what I did. Back in the car I prepared to start installing the new horn repair kit to be faced by no earthing wire sticking out of the middle of the steering column. Pulling the wire that little bit to re-make a good connection, I had totally forgotten that I would be pulling the wire down the column and now it was in a black hole with no chance of finding it.



The solution, I re-wired from the bottom up. I used some thick gauge wire and carefully fed it upwards, attaching some suitable earthing wire to pull it up until it appeared through the steering wheel, leaving plenty of excess wire showing this time. Back under the bonnet, I ran it through a protective sleeve to give some extra protection where the wire comes out of the hole at the end of the column [following guidance from Greg Skinner].

Back at the steering wheel, it time to check what wiring you have in place and that fuses are all in good working order. Follow the wiring diagram and if you are lucky the correct wires will travel from under the dashboard through the bulkhead and out on the OSF corner (mine is RHD) and may even connect to the relay, which is found alongside the fog relay under the nose section on the offside. My relay was shot, but it's a simple four pin unit. The connections are easily traced on the wiring diagram (below).

If you don't have a full-size wiring diagram you can always find them on the T34 World web site ([www.T34World.org](http://www.T34World.org)) by clicking on the Library tab and the Wiring Diagrams button. There are three versions: 1962-64, 1965-66, & 1967-69.

No two horn rings & steering wheels install the same way, it seems. Experience has shown that the screws are sometimes, but not always tightened all the way. On some steering wheels, tightening down the horn rings all the way can cause the horn to sound all of the time. The solution this is to back off the screw 1/2 to 1 1/2 turns depending on your situation. And it's also important that the nylon washers are installed correctly or the horn may continually sound regardless of the tightness of the attachment screws.

Earth wire from steering column to horn push (replacing previous item)



Remnants of old spade connection

Earth point from steering box

## Accessories: Spare Bulb Kits

Spare bulb kits were common in 1950's & 60's Germany. Most were plastic with a removable lid. They were designed to hold spare fuses, dash bulbs, dome light bulb, turn signal bulb, tail light bulb, and even a headlight/fog light bulb. The most commonly seen kits are from VW, Philips, & Gluwo (below). But this extremely rare round one is by OSRAM. OSRAM was one of the suppliers for T34 fog light bulbs. It has a Bakelite cover with screw-off top and a felt lining. It was stored in the glovebox until needed.



## Resto Update: Florida 1963 Coupe

In early June **Harry Itameri** from Panama City Beach, Florida had his 1963 Coupe body prepped with two coats of epoxy primer. Then the final coats of original Pacific Blue L398 paint were applied.

The previous owner in Alabama did the custom license plate work and built a lockable hidden compartment behind the glove box to carry a handgun. This was added when the laws changed forcing owners to conceal guns and in a locked compartment. This is all part of the T34s interesting history ...





## In Scale: Restored Corgi T34s

If you're a T34 model collector then you know that it's hard to find a nicely restored Corgi T34. You may have already tried your hand at creating a custom one to match your own T34, and can attest to the level of patience & detail required to get it looking good. Well now there's a guy that will do that for you!

**Mike Epstein** restores Corgi T34s and has most recently done them in Sea Blue & White and Ruby Red & Black. These were auctioned on ebay for around US\$50 with free shipping. I won the Red one.

The devil is in the details: two-tone rear lenses, A-pillar chrome, chromed scripts & emblems, and your choice of solid white or black rubber tires. Email Mike at [mikenwuf@yahoo.com](mailto:mikenwuf@yahoo.com) or call 913 831 6225 in Kansas USA.



**BEFORE**



**AFTER**



## Resto Update: Gobi Beige 1968 RHD Finished!

Steve Thirkettle from England has been working on his 1968 RHD Coupe for over a year now. It began as a rust-bucket (above) that needed a lot of welding repairs. But that was the challenge that Steve had under control, as he was a skilled welder & painter.





**T34 WORLD**