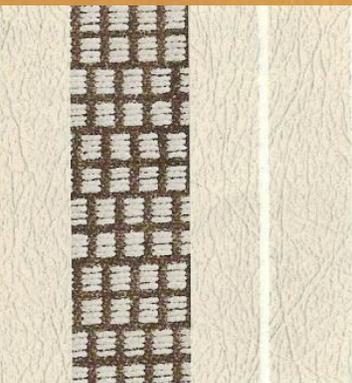


# VW 1500

Karmann-Ghia

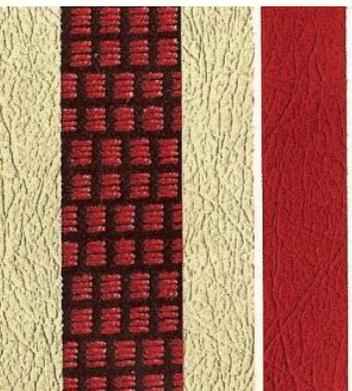


564

556



L 456/582: ruby red/black · rouge rubis/noir · rubinrot/schwarz · rubí/negro · rubi/preto · rosso rubino/nero

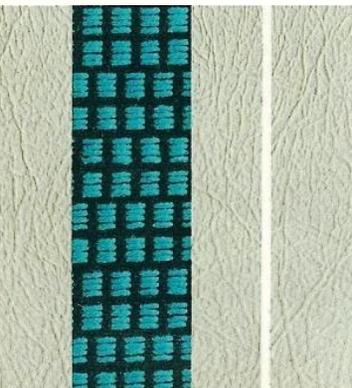


554

563



L 87/582: pearl white/black · blanc perle/noir · perlweiß/schwarz · blanco perla/negro · branco pérola/preto · bianco perla/nero



559

557



L 360/581: sea blue/blue-white · bleu lac/blanc bleuté · seeblau/blauweiß · azul lago/blanco azulado · azul lago/blanco azulado · blu lago/bianco-azzurino



## T34 World News

2014 Edition #32

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## Good Deeds Amongst Good Friends

**Front image** is several panels taken from the 1963 color combinations brochure. **Rear image** is of Ed Klein's Cherry Red & Toga White 1969 RHD Coupe from Australia cruising in downtown Melbourne at dusk.

Sometimes the generosity of our T34 owners goes over the top. Case in point is our good friend **Tom & Terri Reay** from Central California USA. In March I helped them sell their Sea Blue 1965 Electric Sunroof to a collector that really wanted their T34. It's been at my garage since March getting a short list of things done before it ships to the buyer. But in late-May I received a package from Tom & Terri and was shocked to find an original sunroof emergency crank handle inside! Handles were provided with new Electric Sunroof T34s (and Porsche 356, 911, 912, & 928 models as well from the 1970's through the 1990's), placed in the glovebox, not in the tool kit. They tended to get easily lost over the years and they're extremely difficult to find these days. So where did they find an original sunroof crank? It was inside their 1968 T34 glovebox! Thank you, Tom & Terri, for making me one happy guy!



In March another good friend, **Jack Fisher** (1964 Coupe owner), agreed to store my Lotus White 1968 in his backyard so that I could have space to work on a client's T34. It's an Automatic and came to me with a broken fan which created a loud rattle when idling. Jack

dropped the engine, replaced the fan, replaced the exhaust & heater boxes, installed new Coker Tires, did a few other maintenance tasks, and even took it to the DMV to get it registered, all on his own. Now the 1968 is a happy driver and Jack is having fun with it. Thank you, Jack for your time & dedication to keeping T34s alive.

For the longest time I'd been searching for a reversible wood-handle screwdriver to complete my tool roll. And finally in late-June my friend **Pedro Sainz** found one in his old parts and made it available to me.

What's the point of all this? It's important to stay in-touch with your T34 friends because you never know when you'll need some help in finding parts, helping others, or making your life a bit easier. I'm very thankful for all the help & support I get from my T34 friends around the world. It makes me happy to know we're all helping each other.

**Below:** a great new photograph from The Rascals Cats in France. They like cruising their 1965 Coupe to Normandy at La pointe d'Agon, an unreal place where the ocean meets La Sienne river and when the ocean tide goes out the boats sit in the sand until the tide comes back in. Isn't that simply an amazing photo?





## 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.

**ADMINISTRATOR:** Lee Hedges (LeeHedges@T34World.org)

### **GERMANY:**

- Cabriolets – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Southern – Michael Mosinger (MichaelMosinger@T34World.org)
- NorthEast – Matthias Andree (MatthiasAndree@T34World.org)
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- Central Calif – Tom Reay (TomReay@T34World.org)
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**THAILAND:** Nam Xanasongkram (NamXanasongkram@T34World.org)



## Parts Source: Repro Upper Dash Pad

One of the most common parts needed for the vast majority of T34s is the upper dash pad. The large front window lets in a lot of light and the cockpit generates a lot of heat, so the upper dash pad tends to get cracks. Another big problem is when old window seals allow water to drain down the corners and onto the dash corners, creating rust on the dash pad bolts. This causes them to be impossible to remove and the bolt breaks away from the dash pad's foam hold.

Lee found a reputable fiberglass specialist in San Diego that creates dash pads for other rare VW models. He convinced the guy to make the T34 upper dash pad. An uncracked original pad was used for the master and a mold was made preserving the pebble-grain texture & shape of the curved upper dash pad. It took two months for the reproduction process to create the prototype. The four bolts were fitted in exactly the right positions for easy installation. The great thing about fiberglass is it won't ever crack, warp, or get damaged over time. This reproduction will fit all years & models of T34 from 1962-69.

There have already been 25 pads reserved but we'll do more as orders come in. It takes 6-8 weeks for the dash pads to be produced. Contact Lee to be added to this list. FYI, these pads will only be offered to actual T34 owners, not resellers of any kind. We want to keep these repro dash pads as inexpensive as possible and from one source.

Contact [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) to order these at US\$275/200 Euro. Shipping costs will be calculated based on actual costs to your location. PayPal is the only method of payment accepted to the same address above.





## Parts Source: Stainless Steel Bumper Sets

With the costs of rechroming T34 bumper parts increasing every year and now you can expect to pay US\$1000 to rechrome the bumpers, we're fortunate to have new reproduction bumpers! Thanks to the **KGOC-GB club** in UK led by **Andy Holmes & Mark Poulton**, both the front & rear bumper sets are available. They're made of stainless steel so they look bright & shiny without the hassle of chrome plated parts getting rusty over time.

The KG Owner's Club Great Britain is a fee-based membership club in the UK that has been supporting KG owners (both T14 & T34) for several decades. Members have benefits of buying parts directly from the club's inventory at reduced prices. You can join the KGOC-GB at <http://www.kgoc.org.uk>

These reproduction bumper sets were based on original pieces and they've been tested for fit & finish by Andy Holmes, an expert in our marque. There will be both the early "pointed" style & late "rounded" style bumper guards produced.

Cost for both the front & rear sets have not yet been finalized, but it's planned to be approximately US\$1350/£799/994 Euro which includes postage and all import costs. The Vietnamese supplier will be accepting orders in July once all the details have been finalized and we'll keep everyone updated once they are ready to order.





## Service Source: Rebuilding Door Hinges

Over 50 years of doors being opened & closed, the hinges get loose & sloppy. You notice their worn when closing the door becomes a chore, lifting up on the handle just-so to get it to latch into the catch, then pushing in to keep it closed. So if your T34 is in need of restored door hinges, consider this service.

**John Copello** lives in Sonora California, in the very center of California. He's been rebuilding door hinges for T34s for over a decade and is offering a complete resto service. You remove the hinges (8 bolts each) and send him the hinges. He has them media-blasted clean, removes the old sloppy pins & washers, then inserts fresh pins for a tight like-new fit.

Cost for this service is US\$35/hinge + shipping back to your home. You can send them to John Copello, 19501 Village Drive, Sonora California 95370 USA. His PayPal address is [iartistvw@hotmail.com](mailto:iartistvw@hotmail.com)



## Parts Source: Upper Door Seal

**John Kanters** from New Zealand has been working hard on his 1963. As there's no source for the upper door seal that sits along the front edge of the door, he researched the options from a general rubber seal source and came up with a solution. His source is [www.RubberStock.com](http://www.RubberStock.com) based in The Netherlands. The piece he used is Sponge Rubber Special Profile 10.5mm x 23mm. Cost for the seal is US\$6.25 (€4.64 or £3.90) per metre. Here's the link:

<http://rubberstock.com/sponge-rubber-special-profile-10-5-23-mm.html>

Unfortunately, they only accept sales within Europe except if you request to pay directly with PayPal (not using their web site).

**John advises:** Trim 4mm from the base with a sharp blade. Take out the check strap pinto allow the door to open as far as possible to get the seal to sit properly in the groove. It's a fiddly & frustrating task.





## Parts Source: Early Interior Panel Sets

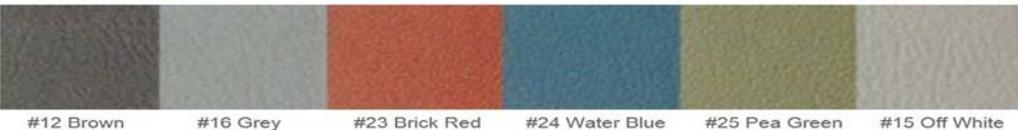
50% of T34s need a new set of interior panels and, sadly, there's no source for original-style heat-seamed interior panels. TMI is the world's supplier for original interior panels for Beetles, Buses, T14s, and even T3s ... but not for T34s. And SewFine has only sewn-line panels, not heat-seamed.

Lee decided to ask his J Bugs buddy Gary for help gathering the right components. Since the T34 door panels are 39"/99cm in length we needed a TMI panel with heat-seams that was at least that long. Gary pulled a late-model (1968) Bus interior cargo panel with seven heat-seams that was 49". Both quarter panels would fit onto one Bus panel so that meant that three Bus panels were required to do one T34 panel set.

TMI offers several color options but the 1965 being restored had Parchment/Aero Gray and the closest color was #15 Off-White. Other colors include red, black, blue, brown, & green. So Gary ordered 4 yards of the flat vinyl for the lower door panels, seats, & rear shelf. And he ordered the beading/welting for the ends of the seats & around the interior panels in the same color.

Above: you can see the late-model Bus interior panel is easily able to be used to build one T34 door panel using the five heat-seams (1962-66).

My cost for the material was US\$400 & the labor to create them was US\$500. If you're interested in a set for your own T34, please send me a message to [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) and we can discuss it.





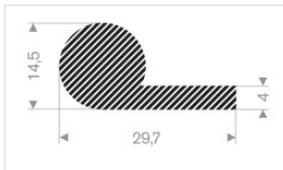
## Parts Source: A-Post Seal

John Kanters from New Zealand has been working hard on his 1963. As there's no source for the A-post seal that installs vertically along the front edge of the body, he researched the options from a general rubber seal source and came up with a solution. His source is [www.RubberStock.com](http://www.RubberStock.com) based in The Netherlands. The piece he used is 29.7 – 14.5mm which is in the upper left corner. Europe shipments only.

**John's advice:** create a curved retainer plate up under the dash, held in place with two screws & one more screw close to where the lower dash pad would be. These are the most difficult areas to get fitted smoothly but probably also because there is windlace as well. He used both 3M weather-strip adhesive & Super Glue to get the EPDM foam to stick to the vinyl covering it.



Sponge rubber P channel 29.7 - 14.5 mm



**\$5.94** per meter

Price per meter. Please order the number of metre you require. The number of meters ordered will be delivered in one piece.

Additional Information Description

SKU	22400834
Weight (kg)	0.60
Quality	EPDM
Color	Black
Hardness (° shore A)	15
A-Dimension (height)	14.50
B-Dimension (width)	29.70
Length (mm)	1,000



**IRS 1456 J**

## Parts Source: Vent Window Vertical Seal

Scott Brdlik from Wisconsin USA has been working on his 1965 Coupe. He discovered a rubber supplier in England that has an acceptable solution for the vertical vent window seal. Price is reasonable, they ship internationally, & accept PayPal. One meter of this seal will work for one T34. Original seals (with red background below) show the thin back edge of the vent frame it goes into.

PART #: IRS 1456 J

COST: £3.20 per meter

PAYMENTS: PayPal to [kaye@phoenixtrim.co.uk](mailto:kaye@phoenixtrim.co.uk) or accept credit cards

EMAIL: [kaye@phoenixtrim.co.uk](mailto:kaye@phoenixtrim.co.uk)

WEB SITE: <http://www.phoenixtrim.co.uk>





## Parts Source: Reproduction Metal Panels

Jurgen Magdelyns in Belgium has reproduced several T34 metal panels for many different areas that are commonly rusted-out. Please contact him at [JurgenMagdelyns@T34World.org](mailto:JurgenMagdelyns@T34World.org) for shipping costs to your location. He accepts PayPal for payments.

- Lower rear corners 190 Euro
- Wheel arches 190 Euro
- Rocker panels 550 Euro (six pieces)
- Lower rear apron 130 Euro
- Spare tire well surrounds





## Resto Update: New Zealand 1963

**John Kanters** is our New Zealand rep and has taken his 1963 restoration to the highest level. In the previous two years he's completely repaired the rusty metal panels (inside & out) and has done everything himself. The level of detail is fantastic to see.

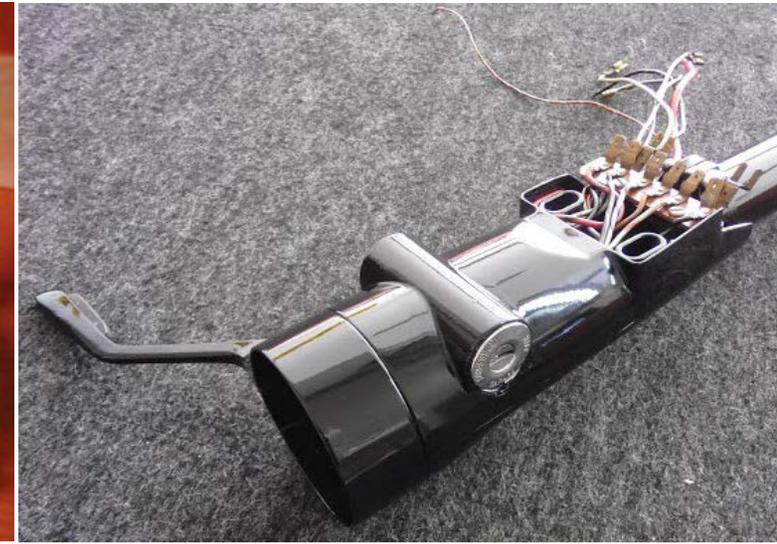
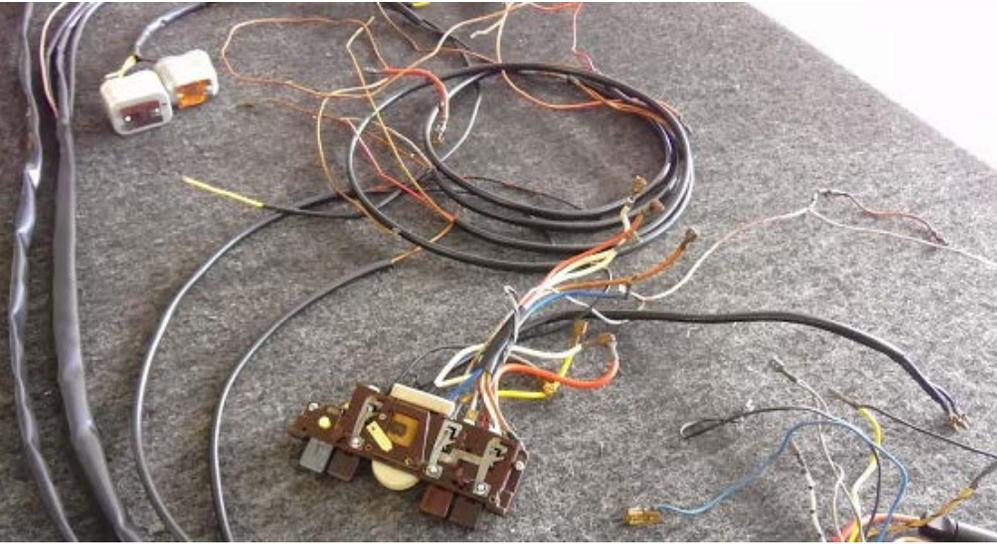
In January the bodywork was finished and it was time for paint. John felt confident to do it himself so he built a paint booth inside the workshop out of a canopy frame & vinyl sheeting (above) with a dust vent pushing the paint dust outdoors. You can see the paint turned out beautifully. He finished the paint with several days of sanding & compounding to get a mirror-straight shine.

The lower body is Lotus White (L282) and the roof is Black (L41). For the wheels he plans to run 16x6 Fuchs all round with 195/50/16 tires on the rear and 185/50/16 on the front. The rims in the paint photos are placeholders until the Fuchs rims can be painted.

He removed the wiring loom, cleaned it up, replaced some of the black vinyl covering, and rebuilt the early push-button lights/wipers switch.

The engine will be a 2007cc turbo with fuel injection with a full factory programmable EFI system from a 2003 1.8T Golf with all its sensors, loom, TB etc. John plans to make custom modifications to the running gear to create a powerful street cruiser that he can enjoy for many years to come. When it's completed, it surely will be featured in detail in many of the world's VW magazines.





John disassembled the steering column & ignition parts and had to rebuild the ignition. Bits were painted black & reassembled (above left). Then he focused on the headliner for the electric sunroof clip that was added to the Coupe. He found an upholstery supplier in Wellington for the perforated headliner material which was only \$50 / m plus a \$10 zipper for accessing the sunroof motor & clutch components. Using glue & metal stationary clips he was able to get the headliner to be wrinkle-free the first time. Electric Sunroof T34s do not have any metal rods like the Coupes, so it's not easy getting the headliner tight. The metal sliding sunroof was fitted and everything looks great!





He created the rear shelf liner & C-pillar base covers. Then he installed the polished rear window aluminum trim and fitted the rear window into the body.

Next task was the carpet kit. John had ordered a squareweave set from West Coast Classics but he found it was not cut properly to fit the T34. Fortunately he'd bought extra uncut carpet and with a paper template from Franck Boutier in France John was able to cut new carpet pieces. He saved the original plastic carpet trim pieces from the tunnel but the others did not come with the T34.



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## Resto Tip: Agreed Value Insurance

I'm a creature of habit and when it came to insurance for my vintage T34s for the past 30 years I've carried them on the same policy as my modern cars. This year that changed when I witnessed the San Diego wildfires burning homes & garages filled with classic cars. I wondered if my current insurance company would cover the real value of my T34 collection.

I'd seen the ads for **Hagerty Insurance**, a firm specializing in classic cars. After asking a dozen questions about mileage restrictions, total loss value, & discounts I discovered that I would save more than US\$450/year with my Lotus White 1968 Electric Sunroof Automatic, and even more if I added the two other T34s to the policy.

**MILEAGE RESTRICTION:** My 1968 M345 Automatic cost US\$173/year for the 500-2500 mileage bracket. It would add \$10 for the 2500-5000 mileage bracket, \$17 for the 5000-7500 mileage bracket, & \$82 for the 7500-10,000 mileage bracket. You can change the mileage bracket any time you need to, up or down.

**MULTI-CAR DISCOUNTS:** There is a 7.5% discount for 3-5 cars & a 10% discount for 5-10 cars.

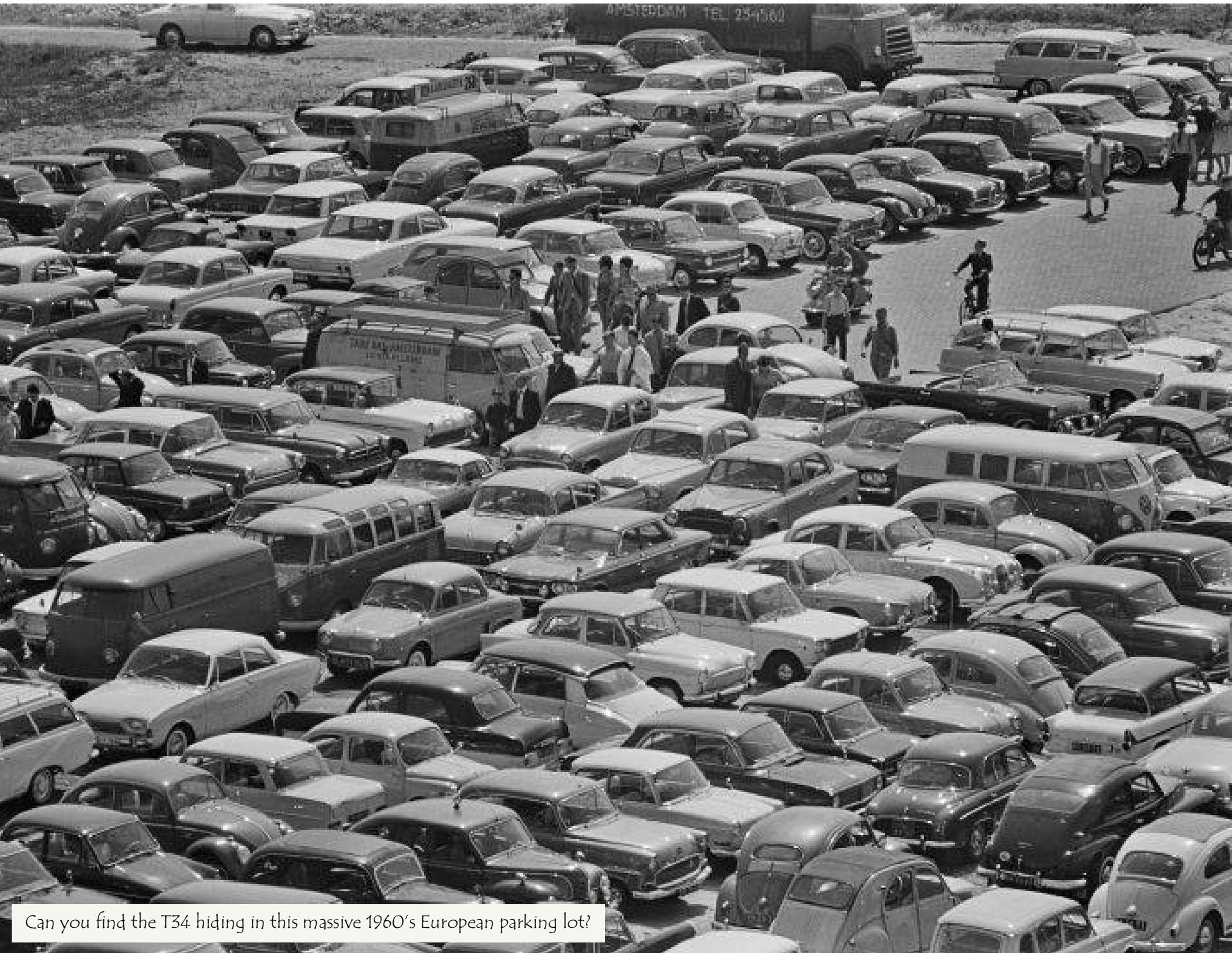
**AGREED VALUE:** At the time you submit your policy you decide what value your T34 is worth. At the time I created my policy the T34 was not a separate model in their database, so I asked them to create one. As your T34 value increases over the years or your restoration work increases its value, you simply submit photos & request a higher value.

**DEDUCTIBLE:** There is zero deductible in case of a claim.

**TOTAL LOSS:** If the car is a total loss then they simply pay the agreed value you selected on the policy.

**COST:** For me, AAA cost US\$640/year for \$100K/\$300K/\$100K coverage while Hagerty only cost \$173/year for identical coverage.

**OVERALL:** It saved me \$467/year for only one T34, established an agreed value that I wanted, & is a reasonable cost to drive more miles. I plan to add the rest of our family vintage VWs to the policy soon. You just never know when you're going to need quality insurance.



Can you find the T34 hiding in this massive 1960's European parking lot?



## Resto Tip: LED Front Signal Conversion

**Ken Frenz** (Wisconsin USA) has been working on his 1966 Coupe. He discovered that the front signal bases had corroded light sockets that were not repairable. As prices for these signal bases are astronomical these days he opted for a different solution.

He bought small LED light units from his local auto store that easily inserted into the cavity of the front signal lens. Secured with silicon sealer the amber lights then quickly connected to the turn signal wires. Now the front signals are much brighter and he can run the clear front signal lenses while still having amber bulbs.

To find these, find the NAPA Auto Parts store online and search for part number 1560A (lamp) & 50-94902-3 (plug). The lamps cost US\$7 each.





## Owner's Story: Salty Danish 1969

Bo & Fie Samson live in Pandrup, Nordjylland, Denmark and recently bought a 1969 T34 Coupe. Having recently sold Fie's 1987 BMW Cabriolet, the plan is for her to drive the T34 during the non-winter months. Bo already owns a 1969 Variant so they've got a nice pair of late-model T3s in the family.

Bo & Fie own the Blokhus Salt Center where they extract salt from ocean water with solar heating and combine the salt crystals with herbs, berries, & spices. The logo is on the T34 hood & doors.

**Blokhus**  
S A L T





Bo remembers his first VW, a 1958 Beetle bought when he was only 18 years old. He used it for winter driving and had a Buick for summer driving. Now 50 years old, his garage is full with the T34 & Variant, Double Cab truck, 1956 Chevrolet Bel Air, & a 1970's Jaguar XKE Cabriolet. But the T34 gets regular driving time because it's so much fun to drive.





## In-Scale: Custom Corgi T34 Hauler

The creativity of some model builders is amazing but this set is ridiculous! This custom-made VW Transporter was elongated to hold the Corgi T34 Coupe, complete with loading ramps & custom storage box with period-correct Corgi graphics. It was created by custom designer JSR in Glasgow Scotland UK. It's a one-off model that Jim Reid created along with a paper box that fits tightly around the set to keep it safe. It was his first T34 but not his first VW Transporter. You can bet he'll do more T34s.

He auctioned this set on ebay in late-May and it ended at US\$343. I sure wish I'd have been the high-bidder ... it's awesome!



## Resto Update: Central California 1968 Automatic

Tom Reay (Central California USA) updates us on his 1968 Electric Sunroof Automatic #348 219 792. He was "this close" to selling the project before its completion but fortunately decided to think about some more. In March he was reluctantly convinced to sell his Sea Blue 1965 T34 Electric Sunroof, so it gave him incentive to finish this 1968.

Because California passed a lead-free paint law in 2009, Tom bought the Cherry Red L554 paint two years ago from DeAngelos in Las Vegas. It's a PPG solvent-based Deltron and a little more than two coats of color (about 5-1/2 quarts worth) was used for the paint job. He found a new body shop that finished the metalwork and sprayed the Cherry Red. Color sanding made it shine like a jewel.

Mating the rebuilt Automatic transmission & engine happened in June.







## Resto Tip: Gauge Cleaning

**Scott Brdlik** recently cleaned his gauges and shared his experience. Make sure you have a soft paper towel or fabric on the work area so the chrome ring doesn't get scratched up. You could tape the side in case the screwdriver slips off.

Use a fine flat screwdriver. I found my 1/8" width (~3mm) Craftsman worked the best. Cheap ones won't work well.

Pry the chrome trim only a very little to let the metal bend without kinking the outside edge. DO NOT try to pry it all the way at one time. Take about 15-20 minutes to GENTLY pry it away from the gauge body, work around the piece every 1/8" or so to get it evenly separated. If it moves out about 1-2 mm, then move next to that spot and keep going. It may spring back, but don't be impatient. You will probably have to go around about ten times, maybe more. Again, don't pry too much in one spot. Once it is wide enough, you should be able to pry it off with a couple fine screwdrivers. Then you can paint the silver and black parts, polish the brass, & clean up the gauge.

Put them back together and slide the chrome piece back on. Make sure the pieces are lined up properly and set the gauge face down. Use a pin punch and a hammer to tap the chrome side in at an angle all the way around a little at a time, then use the punch to tap the edge flat, all the way around, again a little at a time until it is flat.





## Resto Update: Front End Repairs

Edwin Jaspers from Belgium bought his 1969 Coupe in 2010 after the owner did not want to deal with the front end repairs after an accident. Recently the body shop finished the repairs and it turned out fantastic!





## Authenticity: Quarter Pad Caps

Over the years the quarter window pads changed. And the back end of this pad had three different variations. None of these changes were introduced exactly at the beginning of a model year, rather they were changed mid-year.

**VINYL:** The early style has the rear corner area covered in vinyl matching the rear shelf. This style was fitted from 1962 through mid-1963 (somewhere around #0 130 030).

**CAPS:** The middle style has black plastic-formed textured caps over this rear area directly underneath the C-pillar. These caps were thin plastic glued into place then held in-place with the quarter window pad clips. These caps were fitted from mid-1963 through early-1965. The earliest VIN # is #0 152 252 and the last is #345 012 044. The Parts List book does not list these caps with a part number nor a production range.

**PAD:** The late style was when the quarter pad integrated this area into the back of the pad. The earliest VIN # for this pad is #345 044 950 and it continued through the end of production in 1969.





## In-Scale: Aluminum Can T34s from Madagascar

It always amazed me that 50 years after the T34 was introduced there are still new models being built for enthusiasts & collectors. The latest one is CanCars from Madagascar. Street children collect aluminum cans and build cars by hand, cutting, molding, and bending parts into place. The details for this crude handmade car are pretty good as is the overall shape. Clear front & rear windows are installed and there are vent frames & B-pillars too. The beltline shape is retained along with all the styling lines.

This silver version is 17cm (6.7") and does not have opening doors or hoods. Larger versions have sunroofs, opening hoods, and even an engine.

Andreas Dierkes from Wuppertal Germany is now taking orders for these hand-made T34s. Email him at [dierkes@karmannghiamodelle.de](mailto:dierkes@karmannghiamodelle.de) for available models, sizes, colors, and prices. Shipping was relatively inexpensive since the aluminum model is small & lightweight. It took 11 days to ship from Germany to California USA. And Andreas accepts PayPal





Precious Metal



## Owner's Story: Alberta Canada 1969 Coupe

Vance Ramsay from Alberta Canada just bought an original White 1969 Coupe (#349 096 002) which appears to be in complete condition but in-need of the typical restoration work.

"It's in pretty decent shape and we got it started yesterday after 20 years. The owner lived in Germany and her husband was in the Canadian Army. They bought the T34 in Heidelberg, Germany. It was used when she got it and then used it in Germany and then brought it back but ended up parking it after a bit. I caught her on a good day when I left a note on her door because before this she had told my friend it wasn't for sale. She asked me what I wanted to pay and I said \$1500 and she said her number was \$1200 so I could have it for \$1200."



## 1961 Pre-Launch Drawings

The VW 1500 series was unveiled to the public in the Spring of 1961 with a series of black & white press photos of the Notchback & Squareback. The motoring publications came up with two drawings of the VW 1500 Sports Coupe design prior to photos being released.

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## Owner's Story: Thailand 1968 RHD Coupe

Otano Suharit lives in Bangkok Thailand and has recently completed the restoration of his 1968 RHD T34 Coupe. His story is an interesting one filled with surprises, disasters, and the long journey to completion.

It all began when Otano was in the 10th Grade. He & his father came across an interesting sports car parked in a garage in Bangkok. The vehicle had two doors, was grey in color with a black stripe down the center, and it was a car Otano had never seen before. The first time he laid eyes on this vehicle he felt the car was quite attractive. Its features were classical and sporty at the same time. Otano knew he had to drive it. His father had always dreamt of owning this car so he bought it and told Otano it was a Karmann Ghia Type 34, a very rare model by Volkswagen.

Over the past 15 years they collected many old Volkswagens which passed through their garage doors, but at the end of the day they ended up keeping just one, which is this T34. They would sometimes take it out for a drive and to share it with other vintage VW owners at meetings but they never restored it, only carefully maintaining it as a good driving car.

In October 2011 disaster hit Thailand when Tropical Storm Nock-Ten dumped record rainfall, overflowing the rivers & flooding the provinces. When it was all over 815 people died & 13.6 million people were affected. Otano prepared for the flooding by raising the height of his T34 by placing bricks underneath the tires, raising it 80-90cm (35") off the ground to avoid the rising water. His home was heavily flooded and the water came up past his bumpers but the T34 was not destroyed. It left an unforgettable impression in his mind. Before the monsoon he had been saving money to buy a new car, but the floods reminded him that his T34 was more important, something that was unique and not easily found again. So he decided to spend his savings on restoring the T34.

One year passed and Otano got a recommendation from another T34 owner for a reliable garage to do the restoration work. The T34 began its makeover in February 2012 and it would take a whole year to finish.

He decided to keep the gray color so he looked at the different original T34 colors. He loved the Anthracite & chose Lotus White for the roof. The interior was redone in gray & white to match the outside.





The bodyshop had eleven workers to help lift the body off the chassis. The lower body panels were replaced with fresh metal and the chassis floorpans were also replaced. Once primed it took many hours to get it straight.





The body was finally painted in February 2013 and Otano could begin reassembling the lights & mating the chassis to the body once again.



Otano completed the T34 in May 2013 and has been enjoying it ever since. Driving his dream car is a promise he fulfilled to himself.







T34 WORLD