

# T34 World News

2013 Edition #24

## CONTENTS:

- Parts Source: Repro Dash Grab Handle
- Parts Source: Compartment Liner Material
- Promotional Archives: Early-1962 Dealership
- Resto Update: Chinchilla 1968 in Germany
- Authenticity: Fuel Tank Changes
- News from Norway: Early 1962s
- Accessories: Mud Flaps
- Resto Update: Sea Sand 1965 in France
- Authenticity: Balearic Beige 1966 Upholstery
- Owner Story: Lotus White 1967 M345
- Authenticity: Fog Light Bulb Holders
- In-Scale: Siku & Ichiko Cabriolets
- Resto Update: Indonesian 1965 RHD Coupe
- Owner's Story: True T34 Love in Japan
- Custom Corner: Swiss Hegglin 4-Lug Rims
- Owner's Story: 1969 Dream T34 Automatic
- Interior Design: T34 TV Display Cabinet
- Owner's Story: 1964 Coupe in Poland
- T34 Quiz: Identify These Unique Parts



## Happy New Year 2013!

**Front cover** is a rare color 1966 Pirelli tire advertisement. **Back cover** image is a Toga White 1969 M345 owned by Snej Kremer in Weißenthurm Germany taken at the Deutsches Eck (German corner) in Koblenz. Snej bought this fine 1969 in 2011 and has been enjoying driving it ever since (above).

It has now been two years since the birth of T34 World. Over the past two years it has been difficult to publish the monthly magazine. There is only so much T34 information to write about and I've come close to sharing the items that I'm able to write. Without the input from other owners the quantity of information has slowed down. So I have decided to change the frequency of our magazine from 12 to 6 per year. Publishing the magazine every other month might allow me to begin the reassembly of my 1965 T34 (top right). It's about time I got back to work on it, having bought it in 2004, bodywork & paint finished in 2009, and has been stored now untouched for four years.



Here are the answers to the quizzes featured inside this edition. Try your best to identify the parts before checking the answers.

A: 1 - TC Fastback prototype quarter window (Ruby Red 1965)  
 2 - Rear bumper guard (Ruby Red 1500 S)  
 3 - Electric sunroof (Black 1968)  
 4 - T34 mud flap backside  
 5 - Rear air duct grille (Chrome Blue 1969)

B: 1 - Horn relay inside front compartment (Ruby Red 1964)  
 2 - Upper section of early door panel (Parchment 1965)  
 3 - Speedometer markings & outer ring (1968)  
 4 - Italian spec amber & clear front turn signal lens (1963)  
 5 - Rear hood drain channel (Lotus White 1968)

C: 1 - Quarter window pad at corner of C-pillar (1962)  
 2 - Pigalle rear vent opening on rear seat frame (1966)  
 3 - Sea Blue rear KG script (1964)  
 4 - Premium fuel decal inside from compartment 1964-65  
 5 - Dash warning light for heated rear window M102 (1969)

D: 1 - Radio speaker behind Ruby Red dash (1962)  
 2 - Aluminum wind deflector for electric sunroof  
 3 - Heating element on C-pillar for heated rear window (1969)  
 4 - Dash grab handle chrome base (Ruby Red 1962)  
 5 - Courtesy light under dash of Cabriolet (Pearl White 1963)



## T34 World International Team

The key to the success of T34 World will be maintaining an active group and the support of T34 owners in many different countries speaking many different languages. Our team of 34 dedicated T34 reps in 21 countries will help T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's your international team! Please contact them directly for assistance & advice.

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

### **GERMANY:**

- Cabriolets – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Southern – Michael Mosinger (MichaelMosinger@T34World.org)
- NorthEast – Matthias Andree (MatthiasAndree@T34World.org)
- NorthWest – Klaus Morsch (KlausMorsch@T34World.org)

### **UNITED STATES:**

- Southern Calif – Bob Walton (BobWalton@T34World.org)
- Central Calif - Tom Reay (TomReay@T34World.org)
- Northern Calif - Larry Edson (LarryEdson@T34World.org)
- Mountain States - Paul Colbert (PaulColbert@T34World.org)
- NorthWest USA - Jason Weigel (JasonWeigel@T34World.org)
- Central USA - Bob Dervin (BobDervin@T34World.org)
- NorthEast USA - Rick Hasse (RickHasse@T34World.org)
- SouthEast USA – Allyn de Vars (AllyndeVars@T34World.org)

### **BELGIUM:**

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

### **AUSTRALIA:**

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

**UK:** Mark Poulton (MarkPoulton@T34World.org)

**BRAZIL:** Fernando Mendonca (FernandoMendonca@T34World.org)

**CANADA:** Ron Buckley (RonBuckley@T34World.org)

**DENMARK:** Morten Christensen (MortenChristensen@T34World.org)

**FINLAND:** Timo Tanhuanpää (TimoTanhuanpaa@T34World.org)

**FRANCE:** Franck Boutier (FranckBoutier@T34World.org)

**INDONESIA:** Iwan Sadono (IwanSadono@T34World.org)

**ITALY:** Antonio Pellegrino (AntonioPellegrino@T34World.org)

**JAPAN:** Toru Ebine (ToruEbine@T34World.org)

**MEXICO:** Antonio Martinez (AntonioMartinez@T34World.org)

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

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

**NORWAY:** Dag Henriksen (DagHenriksen@T34World.org)

**PHILIPPINES:** Dindo Razonable (DindoRazonable@T34World.org)

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

**SWITZERLAND:** Philip Egger (PhilipEgger@T34World.org)

**THAILAND:** Nam Xanasongkram (NamXanasongkram@T34World.org)

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: Repro Dash Grab Handle

Available from **Jurgen Magdelyns** in Belgium for 80 Euro + shipping costs. Slightly different chrome trim shape on the outer end and a black trim on the inner end (vs original chrome). Check out the pics at the bottom to see the details of the ends. Contact Jurgen at [JurgenMagdelyns@T34World.org](mailto:JurgenMagdelyns@T34World.org) for ordering information and details about these new reproductions.



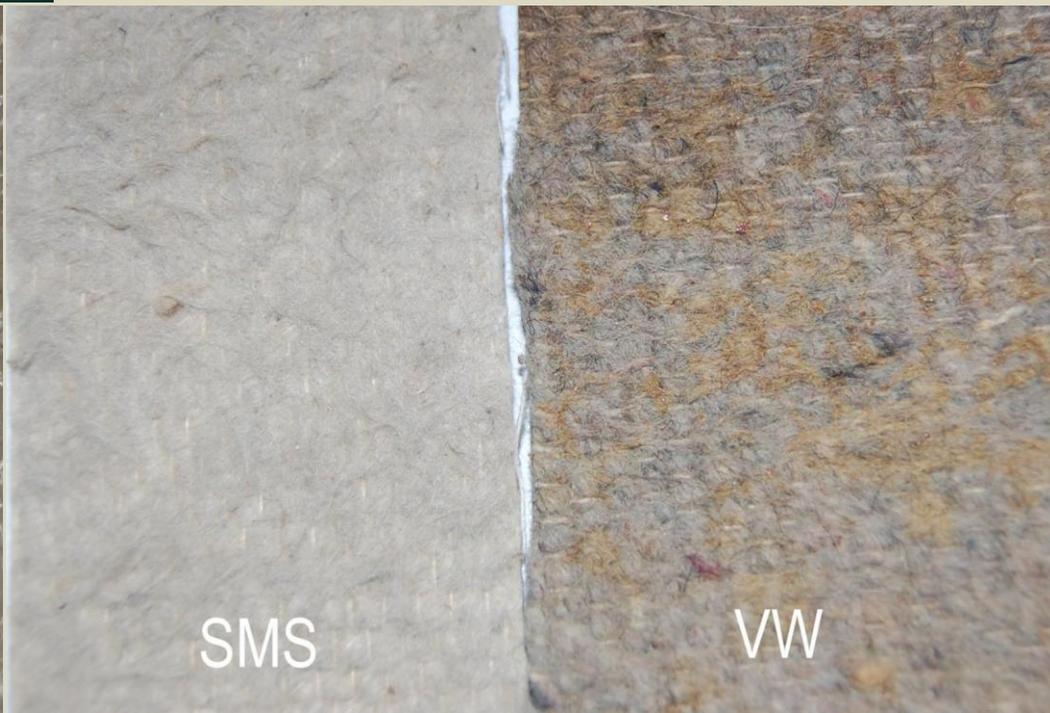
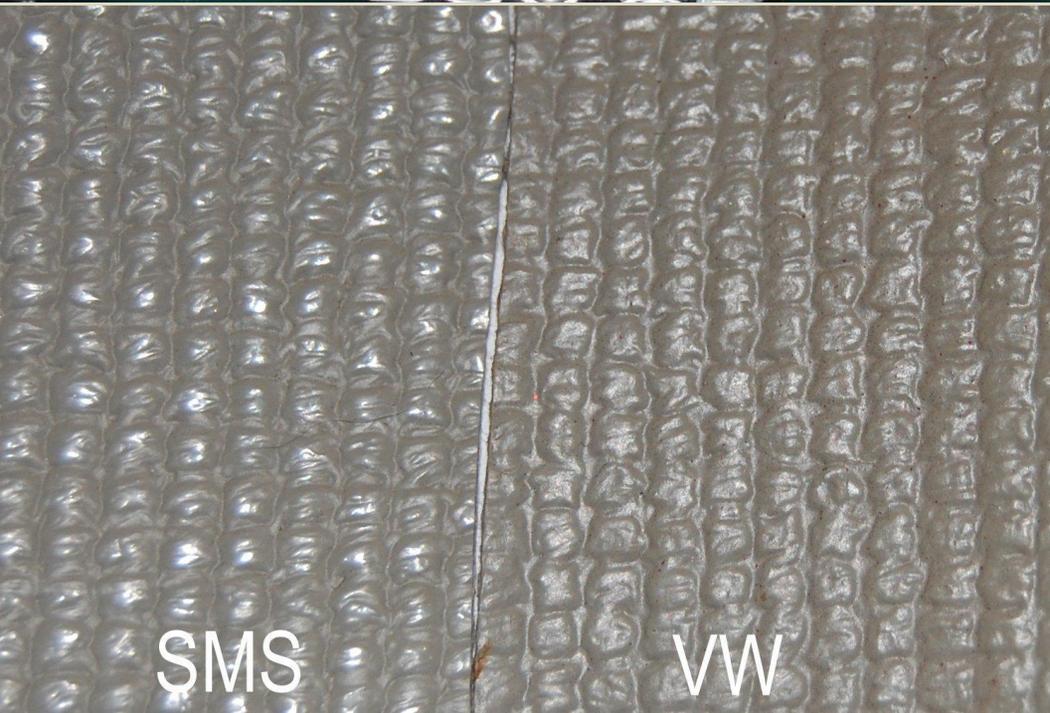


## Parts Source: Compartment Liner Material

Once in a while T34 owners get lucky. And this is the case with a new source for the front & rear compartment liner material. **Thom Fitzpatrick** discovered this source (SMS Auto Fabrics in Oregon USA) by simply calling them to find a close match to the original liners. These liners were used on T3 & T34 models but only the T34 uses them for both front & rear compartments. SMS sent him a swatch for comparison and said he had quite a bit of it but couldn't recall how many years ago he'd found it.

You can see from the comparison images that this new source is almost an exact match. Price is US\$55/yard for the 62" material. That means for three yards you can create new front & rear compartment linings for your T34. Thom & Greg Skinner are working to get the lining parts sewn like original & source the metal snaps for the front & rear covers too.

You can contact SMS Auto Fabrics at 503 263 3535 or via email at [info@smsautofabrics.com](mailto:info@smsautofabrics.com) to place an order. There's no part number so please ask for "the VW T34 trunk liner that Thom bought". Don't wait to place your order ... it may go very quickly and there has never been another source.





### Parts Source: KARMANN Script & Ghia Shield

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: Early-1962 Nose Emblem

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

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)

### Parts Source: Vent Window Bolt

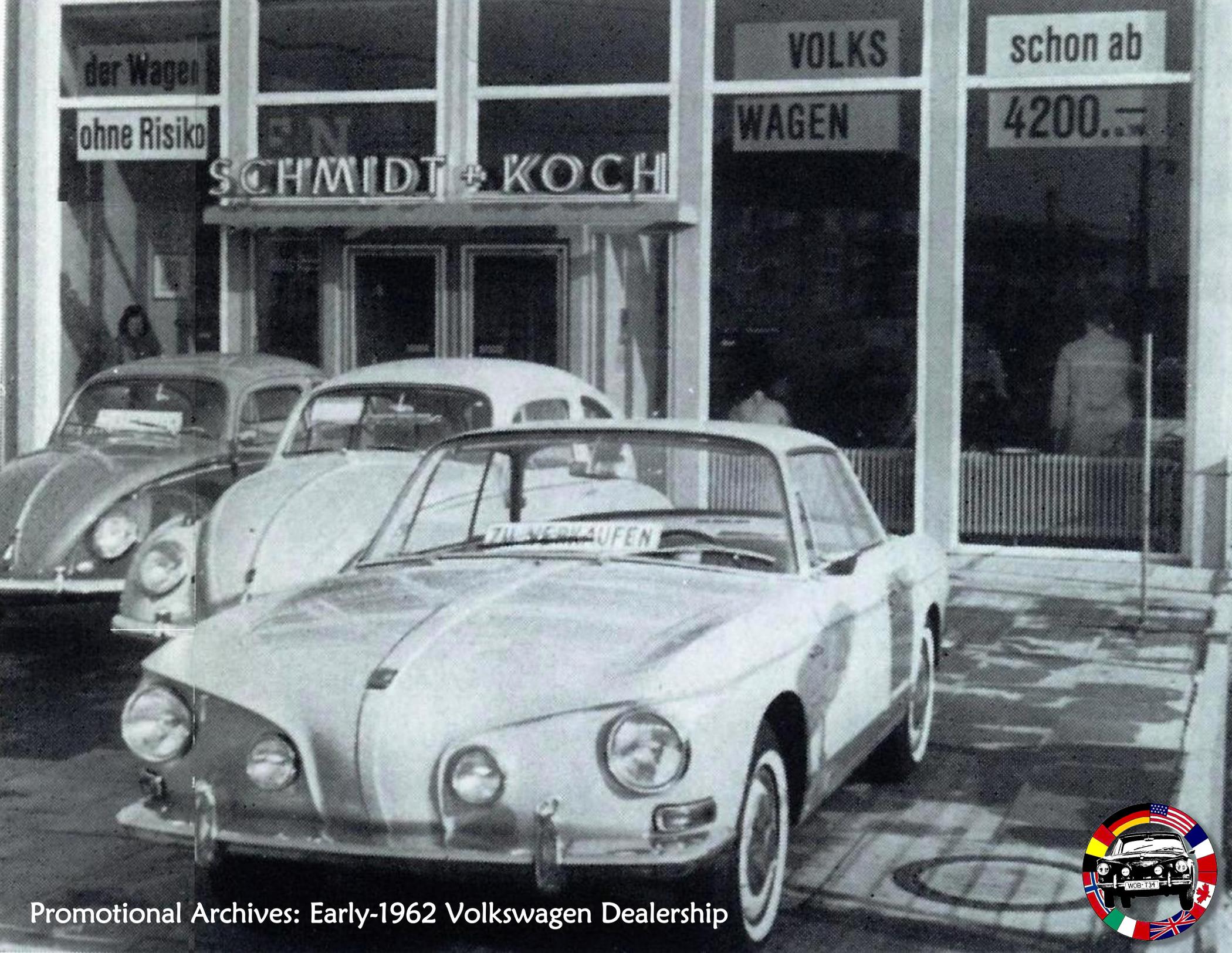
A repro of the vent window bolts are available, done in stainless steel in Germany by our German rep Michael Moesinger! Although this part is not chromed, it is an excellent replacement to the rusty original ones. Email [Michael@Moesinger.com](mailto:Michael@Moesinger.com) with your address and he will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

### Parts Source: Rear Decklid Latch

Brian Lewis (Taos, New Mexico USA) is now offering repro parts to repair your broken rear decklid latch. Contact Brian at [bairnboy@gmail.com](mailto:bairnboy@gmail.com) for details and payment options.

<u>Part Description</u>	<u>Code</u>	<u>Price</u>
Cold steel latch	CS	\$60
Stainless steel latch	SS	\$75
Latch pin w latch	LPL	\$20
Latch, pin and housing (cold steel)	LPHCS	\$160





der Wagen  
ohne Risiko

SCHMIDT + KOCH

VOLKS  
WAGEN

schon ab  
4200.-

ZU VERKAUFEN



Promotional Archives: Early-1962 Volkswagen Dealership



## Resto Update: Chinchilla 1968

**Matthias Andree** in Berlin Germany continues the restoration work on his friend Hardy's 1968 T34 Electric Sunroof (#348 133 459). Hardy has owned his T34 for 16 years but after seeing Matthias' light blue T34 get done so quickly he decided to start. They plan to restore the T34 as original as possible and maybe add chrome rims and a take it down a little lower for safety.

Chinchilla L70F was done by the paint shop students of the TÜV, the German test & certificate organization. After a few days it returned to Matthias' garage. Matthias says "the original 1968 color looks great but I'm not sure if my camera shows it perfectly". Chinchilla, used only on 1968 T34s, was also used on 1968-70 Beetles, T14s, & T3s.



The chassis had already been restored by Matthias and his friend. The brake system is completely new as well as all bearings and gaskets. The chassis itself is a modified chassis from a 90K-mile 1973 T3 Variant automatic (Squareback) – Matthias' own first car that had been disassembled back in the 1990s. So he personally feels good recycling his old chassis into such a great project! The seat rails and the back seat metal frame were changed and he did some minor body work. The "wedding" has also been done, meaning the body has been mated back onto its chassis (lower right). Right now he's stopped working because winter arrived in Berlin and it's too cold to work.





## Authenticity: Fuel Tank Changes

It seems that almost every part of a T34 has changed over the eight year production life. Case in point is the fuel tank.

1962 tanks had *cut-outs on the sides of the tank edges* with a straight small-diameter breather pipe (both pics above left).

1963-64 tanks had *straight edges* with the straight small-diameter breather pipe (top right pic).

1965-69 tanks had an *angled large-diameter breather pipe* (right).

Even though the Type 3 model line received an upgraded fuel door (and subsequent filler pipe change) in 1968, all T34s continued to have the same long fuel filler pipe accessed from inside the front compartment.

## 1962 News from Norway

We received an update from our friend Lars Aksel Thingelstad in Norway who owns a 1964 Coupe. Lars learned that a large percentage of the earliest known T34s were living in Norway, so he decided to make some calls to find out where these rare 1962's are today.

**#0 001 561:** Still owned by David Lara, but located at Jon Hroar Ulstad's workshop (one of the SCC organizers). This picture was taken 2-3 years ago (top).

**#0 003 131:** Jan Tjensvoll, Stavanger. This T34 is not in the DMV's registry – not sure if it's parked, sold out of Norway or scrapped.

**#0 008 285:** Pål Prøitz, Oslo. Same as above, disappeared.

**#0 011 320:** Walter Rimstad, Larvik. This car is still running, but no photos of it.

**#0 013 350:** Magne Bævre, Kongsberg. Production stamp on body 1528, unrestored, poor condition, some rust 'repairs' must be corrected. Transported by Lars to Magne's workshop last autumn. Work started but progress is slow.

**#0 020 933:** Endre Stangeland. Pearl White with Black roof. Nice running condition, license plate T-343 and rolling on Randar rims. This is the nicest T34 of the Norway 1962's.

**#0 029 553:** Sigmund Løvåsdal, Tranby. Talked to the owner on phone some time ago. Car exists but is not much used – bad welding has made the body 'soft'.

Many thanks to Lars for taking the time to keep track of these rare 1962's in Norway and be the active person to stoke the fires for the owners. Thank you, Lars!



#0 001 561



#0 013 350



#0 020 933



Lars also shared a cool 1960's dairy advertisement featured in a Norwegian newspaper. He checked the old license plate in the Norwegian vehicle registrations but strangely it was registered to a motorcycle.

**'You know what the car requires,  
but what about yourself?**

Traffic increases, speed increases – and thereby the risk. Therefore; take a break. Often. stretch your legs, relax and drink milk. Then you will drive better afterwards. Milk gives new strength. Milk contains all nutrition the body needs, in the right combination. Milk tastes good, does good and is the natural base for youthful freshness. We need the Vitamin A and proteins in milk for protection of eyesight and the adaptability of the eyes. Milk – health in every drop!

The purpose must have been to show that handsome young men in sports cars drink milk, so you should too ...



## **De vet hva bilen krever men hva med Dem selv?**

Trafikken øker, farten øker – og dermed risikoen. Derfor: ta en pause. Ofte. Strekk benene, slapp av og drikk melk. Da kjører De bedre etterpå.  
Melk gir nye krefter.  
Melk inneholder alle de nærings-

stoffer kroppen trenger, i riktig sammensetning. Melk smaker godt, gjør godt og er det naturlige grunnlag for ungdommelig friskhet.  
Til beskyttelse av synet og for øyenes tilpasningsevne trenger vi melkens A-vitamin og protein.



**melk-helse i hver dråpe!**

## Resto Update: Sea Sand 1965 in France

Franck Boutier in France has been working for several years on his meticulously restored Sea Sand 1965 Coupe. As you can see from these photos he's very close to finishing it.

He says "I need only to source the right seal for the spare tire well, one NOS gray hot air hose between the heater box and the body, install the passenger seat, clean the rear compartment liners & engine trapdoor lid, and then figure out why the horn isn't working (likely a poor ground). Then he can pass the French MOT to be allowed to drive again. He is impatient for that day!

Et voila!!!





### Authenticity: 1966 Balearic Beige Upholstery

Original upholstery sets rarely come up for sale so when one does surface it's always a good idea to share it so others can replicate their interiors. In this case a set of 1966 Balearic Beige was listed on ebay Germany in mid-September. Final bid ended at US\$450, and it's coming to San Diego.

Balearic Beige was originally fitted to Henna Red, Roulette Green, Arcona/Lotus Whites, & Sea Sand 1966 T34s. It's unique because the monotone interior panels are the early 5-line style while the seat centers have the basketweave style inserts. And this set is remarkably preserved.





## Owner's Story: Classy 1967 Electric Sunroof

Edeltraud Orth is from Frankenthal, Germany and she's very proud of her unrestored Lotus White (L282) & Texas Brown (L271) 1967 with Electric Sunroof.

Her husband bought the 1967 from the second owner in 1978. The original owner was the Technical Director for the Karmann Factory, so this T34 has a special history.





From the very beginning in 1978 she has chosen only to drive this T34 on sunny days. As of today it has never been restored and has only driven 63,000 kilometers (39K miles). The interior is immaculate with its stylish brown leatherette seats & panels. The matching brown carpeting looks like new.

You can tell that it's a 1967 because it has the wood-grained dash paneling, the red heater lever knob, and the small oval side mirror.

Edeltraud likes to dress in vintage clothing when attending car shows & events. For her it's a special feeling to be back in the late-1960's when the T34 was on the road and to have a special connection with her T34. She likes to drive it very much and of course she wants to do this for many years in future. Next year she will be 70 years young and we're all thrilled to know she is a dedicated & enthusiastic T34 owner taking such good care of her treasure.



The Texas Brown sunroof fits snugly into place with its original gray felt seals. The rear KG script (top right) has the hand-painted color-matched paint between the N and tail of the A. And the chrome & aluminum trim are so nicely preserved.

If you take a close look inside the front spare tire area (right) you'll see the original paint code decal listing the optional two-toned paint scheme. And the body VIN plate has a bit of gray stickum putty still there which originally held the aluminum key fob fitted by the factory.





## Authenticity: Fog Light Bulb Holders

There are two styles of fog light bulb holders: metal & plastic. The early ones were metal, fitted to 1962-67 T34s. The later ones were ivory plastic, fitted to 1967-69 T34s. So the change from metal to plastic happened during the 1967 model year. It's unknown if the plastic bulb holders will fit the early reflectors (and vice versa).





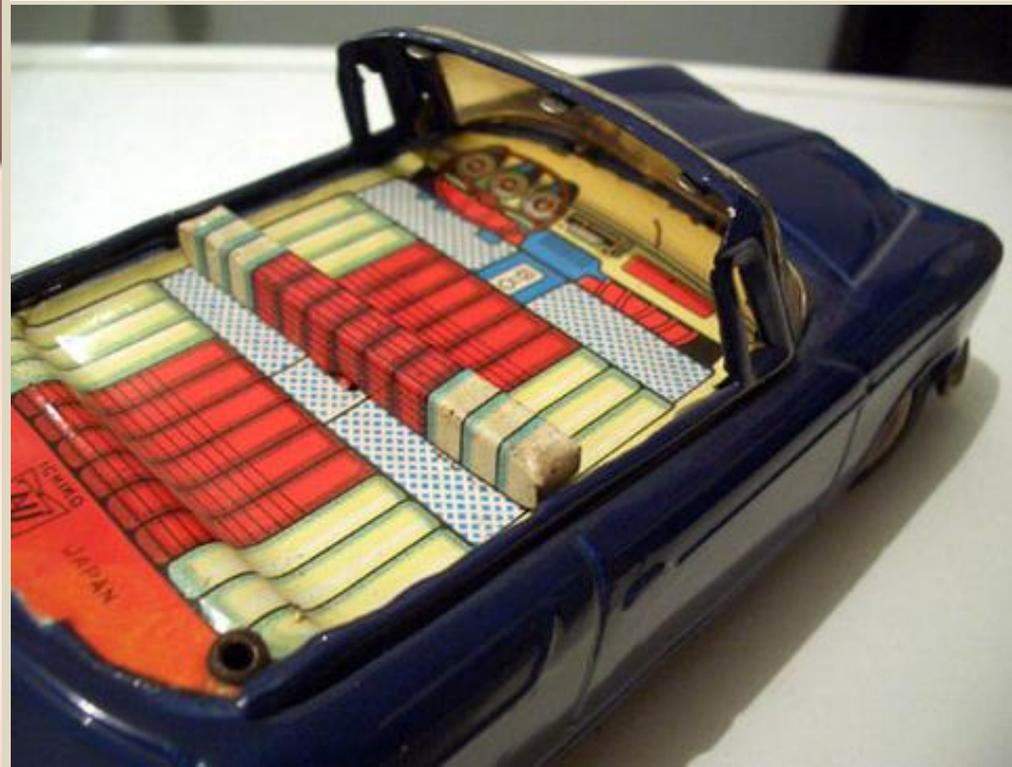
## In-Scale: Siku T34 Cabriolet

The Siku T34 Coupe was only produced as an ivory Coupe (right). But this Cabriolet conversion was made by **Michael Epstein** on the East Coast USA in January as a special-order for Lee's collection. He removed the roof but left the windshield frame & glass (below). He designed a top cover boot from epoxy putty and touched-up the original Siku ivory paint so it would not look restored. Seeing it in person really makes me wonder why Siku didn't offer a Cabriolet back in 1965 with the T34 Coupe.



## In-Scale: Ichiko T34 Cabriolet

The large-scale 1/18<sup>th</sup> T34 tin models by Ichiko are fairly common in poor condition. This ebay Germany auction featured a home-made Ichiko Cabriolet in dark blue, based on a Police version Coupe. These are easy to restore yourself, as the tin panels come off easily with tabs. This auction started at 150 Euro (US\$190) but never reached the minimum bid, so likely it'll be relisted.





## Resto Update: Sea Blue Indonesian 1965 M344

Iwan Sadono (Jakarta Indonesia) has been restoring his late-father's 1965 RHD Coupe (#345 205 100) over the past two years. The car was stripped & repainted based on the original radio block-off plate. His friend Rudy Wesley helped with the resto work and has a great passion for VWs. They tried hard to make the T34 original.

Above is a great photo composite featuring Iwan and his brothers & sister packed-up and ready for a cruise in their dad's T34 (left) back in 1965 and the right side shows the same siblings next to their father's restored T34. What a great honor it is for Iwan to be able to keep the T34 in their family.



The Sadono family has four brothers & two sisters. They all have great memories of dad's T34, driving to school, being taken to the hospital, & many family events. When Iwan finished the T34 he was so excited to share it with everyone at his sister's birthday. All the grown kids reminisced about their dad, their life growing up, and what the T34 meant to their family over the decades. It was a special day for Iwan.

Besides returning the M344 to its original Sea Blue L360 color, Iwan replaced the interior panels & seats in the original two-tone style, added squareweave carpet, chromed the bumpers, added a LHD vent window frame for dual side mirrors, and added a third brake light & reverse light under the rear bumper. One of the only modifications he chose was the custom Randar Wheels that utilize the stock wide-5 lug pattern.

As no T34 is ever completely finished, Iwan still has things to complete. He plans to replace the rear shelf vinyl, front & rear trunk liners, find a good pair of sun visors, and do a complete engine restoration.





This 1965 T34 has been a family tradition for almost 50 years. The Daloe children posed for the pic in 1970 (left) and then Iwan's children posed on the front after Iwan had restored it the first time (right).

Left: Sita Rosalina, Iwan Sadono (baby), Benny Markijanto, & Dandi Sulistio.

Right: Aryo Damar & Andari Sekarningrum

Below: You just have to love the full-circle horn ring, a T3 accessory that gives the dash a classy appearance!



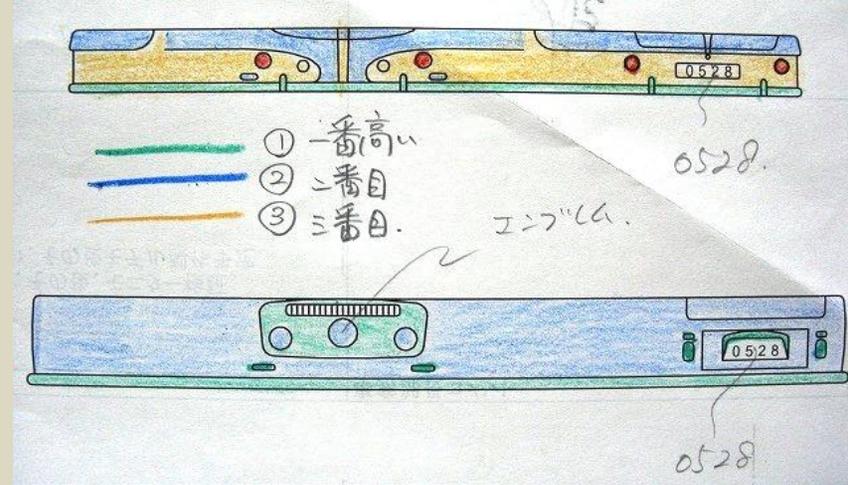
# Owner's Story: True T34 Love in Japan

The old-timer's in this T34 group will recognize **Hideki "Ghin" Ichoda**. Ghin was the T34 Registry's original Japan rep and worked very hard to develop the T34 marque there. He founded the KG Club Japan and has owned T34s for 15 years. Over the past six years his business work in Shanghai China has interrupted his T34 hobby. He was forced to store his 1969 T34 Coupe & 1971 Dormobile Camper Bus all these years. But now all that has changed for our good friend Ghin.

While working in Shanghai he met a younger Japanese girl Yumiko and they fell in love, got engaged, and registered to be married on 28 May 2011 in Japan. But they immediately returned to Shanghai for work. Yumiko loves vintage VWs and wants to learn how to drive a manual-shift so she can drive the T34. She is planning to acquire a unlimited car driver's license for manual transmission. In Japan, there is an "AT only" license (automatic transmission) for women & elderly people.

As a special momento of their love, Ghin designed wedding bands with the design of the T34 and the Bus. His drawings were made into wax models then into titanium with diamond headlights and ruby tail lights. Titanium is difficult to work with but it's lightweight and it has "crush-proof" strength to keep the perfect circle. Titanium has a chromogenic-effect by a heat process so it can create various colors at different temperatures. Their rings are green inside.

Now they have both returned to live in Shizuoka Japan and have big plans for a wedding, VW restoration work, and sharing their new life together.





## Custom Corner: Swiss Hegglin 4-Lug Rims

Roland Gentner's 1969 is now running a unique set of Hegglin custom rims. The Hegglin rims were produced by a Swiss VW tuner Emil Hegglin in the late-1960's & early-1970's in Meilen Switzerland. They were made for both Volkswagen & Porsche 914 vehicles.

Their size is 5.5 x 14" with a 4 x 130 bolt pattern. They're made of a magnesium-aluminium alloy. The backside of the rims have four VW logos, a special feature that few aftermarket rims can claim.

On T34s they fit perfectly even in the rear where the space is very limited. BRMs, Sprint Stars, & EMPI custom rims have issues with tires rubbing inside the wheel wells.

This rugged die-cast wheel widened the track by about 25 mm and it's also about 40% lighter than the standard steel wheel. They were offered in several color options: silver, gold, red, yellow, & blue.



## Owner's Story: 1969 Dream T34

At the 50th Anniversary of T14 in GMH in 2005 **Axel Fischer** (from Munich Germany) fell in love with the T34. He had always loved the model but never thought that they might still be on the road as you never see one in Germany. While driving in Osnabrück a visitor saw his Red 1967 T14 Convertible and also fell in love. An acceptable offer was made and Axel sold his T14 to begin the search for a T34.

In the fall of 2005 he found a one-owner Roulette Green & White 1966 T34 Coupe that had been stored in a garage in Schweinfurt (central Germany) for many years. It had been painted but had an incredibly well-preserved light interior. He bought it but made arrangements to pick it up at a later date since it was a six hour trip.

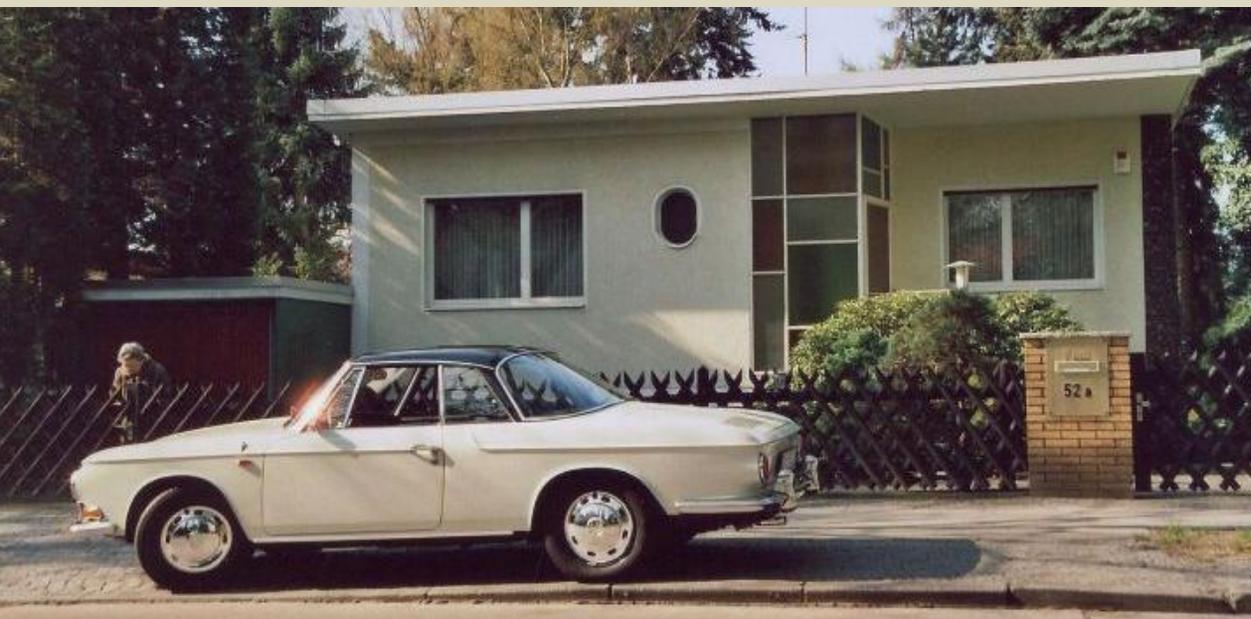
Meanwhile, during the cold wintertime he was browsing through the internet and found another one-owner T34 ... a 1969 Automatic! It was a Toga White & Black Coupe and was located in Berlin.

The Berlin Wall was a concrete barrier constructed by the German Democratic Republic (GDR, East Germany) that went up in 1961 and completely cut off West Berlin from East Berlin. It remained up until 1990 when West & East Germany were reunified. The wall prevented this 1969 T34 from traveling into West Germany. The original owner Mr. Kramm died in 1970 so his wife simply kept the low-mileage T34 in their heated garage (heating pipes kept the garage warm & dry) for 37 years and used it only once or twice a year. So this 1969 has only 46K kilometers (28K miles), never been welded, never repainted, & in its perfect original state, without any rust. It's Axel's dream car.





Above: Mrs. Kramm, the first owner's wife, takes a last drive in her husband's T34 and says good bye to her hidden treasure. Below & Right: This is the East Berlin home with an underground heated garage that kept this 1969 so well preserved.





So in March 2006 when the weather was nicer Axel decided it was time to trailer the 1966 T34 home. He drove three hours north from Munich to Schweinfurt to collect the 1966 and then made a four hour detour north to Berlin where the 1969 T34 was located. He was curious to see if it was as nice as advertised. It was pristine and he bought it immediately. The thirteen hour round trip was well worth the effort. And that's how life happens, although he already owned a fine 1966 T34 he just had to buy the beautiful 1969 T34 as well! The 1966 was sold to a friend and that story will be shared in the next edition.



## Interior Design: T34 TV Display

Imagine you've got an extra T34 that you won't restore and you're bored. What to do with a couple weeks of your time? This guy from Germany crafted a TV display unit from the rear end of a T34! It's got a T3 rear bumper blade, reinforced base to support the heavy TV, & functional rear lights (although with mixed rear lenses).





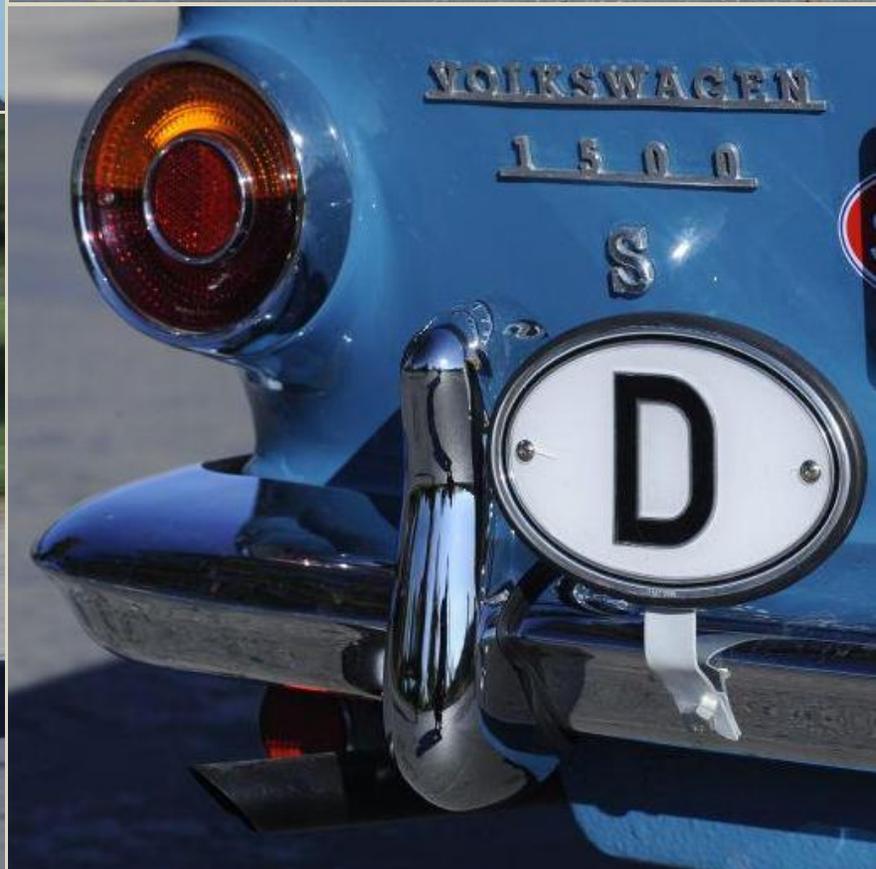
## Owner's Story: 1964 Coupe in Poland

Jacek Kowalewicz has an impressive collection of vintage vehicles in northeastern Poland, 15 cars & 2 motorcycles to be exact, including a 1971 T14 Cabriolet. When he decided to pursue a T34 he found one advertised on the German site mobile.de and he took his friend to Hamburg Germany to trailer it five hours home in 2009.

Once the 1964 was home he began the restoration process. He rechromed the bumpers, polished the paint, and overhauled the engine which now has driven more than 2000 kilometers. He restored the trim in the front & rear compartments, rebuilt the front & rear suspensions, and fixed several electric issues. He's still planning to get some areas of the body repaired and repaint the exterior. He's searching for the door & window seals.

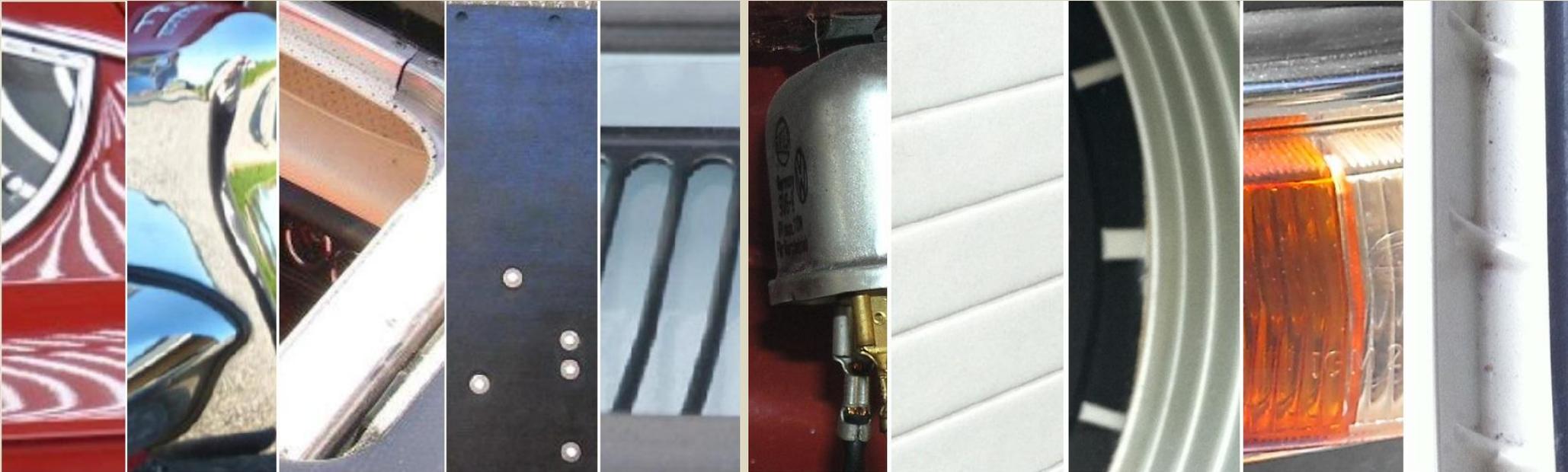
Above all Jacek loves to drive his T34 and says it performs better than his T14s. You can tell from his liberal use of decals & accessories that he's very proud to share it in rallies & cruises in Poland.





# T34 Quiz: Identify These Unique T34 Parts

These photos are of unique T34 parts. Test your skills by identifying them. Answers are upside-down on page 2.



A1

A2

A3

A4

A5

B1

B2

B3

B4

B5



C1

C2

C3

C4

C5

D1

D2

D3

D4

D5



T34 WORLD

