



# T34 World News

2012 Edition #23

## CONTENTS:

- Parts Source: Quarter Window Latches
- Parts Source: Fan Shroud Cover Seal
- Parts Source: Dash Gauge Seals
- Parts Source: Vertical Dash Trims
- Authenticity: Jack Carpet Pieces
- Owner's Story: Finding a 1968 Automatic
- Tech Tips: Electric Windshield Squirter
- Owner's Story: Krusty, A Texas 1962
- In-Scale: Matchbox 2013 Cabriolet
- Owner's Story: Rescuing Two SoCal T34s
- For Sale: Pagan Princess 1963 Custom
- Resto Update: Italian Anthracite 1963 Coupe
- 1967 Netherlands Auto Show
- Tech Tips: Floorpan Restoration
- Spotlight: Preserved 18K-Mile 1963 Ruby Coupe

## More T34 Parts Reproductions!

December is here, wow, how did that happen so quickly? This edition marks T34 World's second year. The level of activity could not be greater, the vast number of international T34 owners sharing their restorations is inspiring, and the number of previously-unavailable parts reproductions is outstanding! From my family to yours ... **we wish you a Merry Christmas & a Happy New Year** in 2012. I wish you all health & happiness in your lives, time for your restorations to progress further, and good luck in finding parts. I'm excited to see this dream continuing to develop into the world's leading source for T34 information, advice, & parts sources.

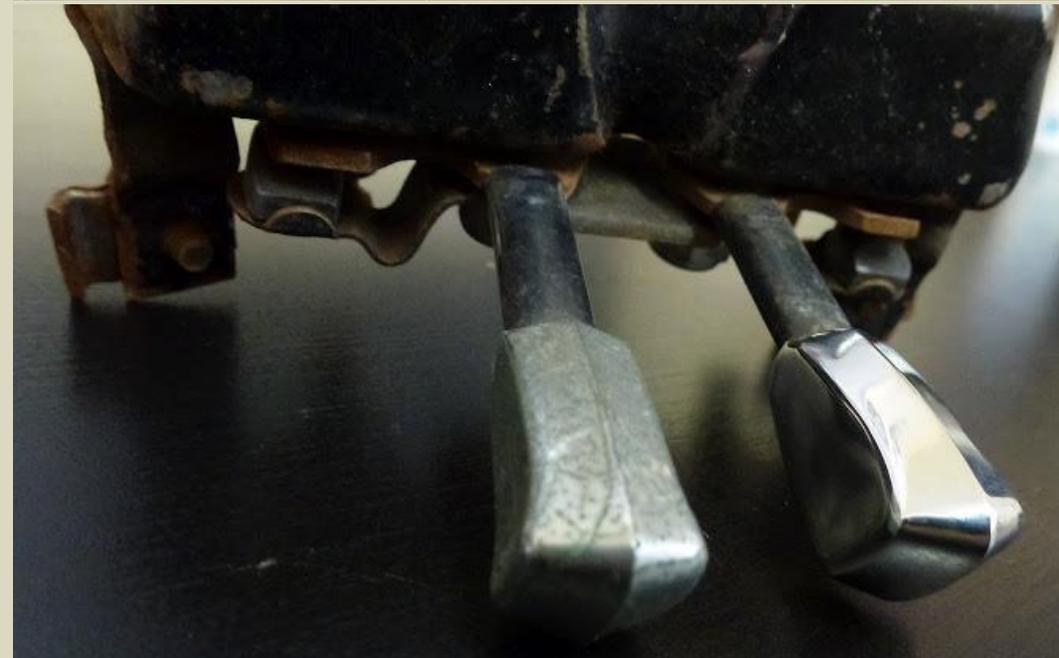
**Front cover** was taken during a winter 1962 promotional trip to Passo Sella in the Dolomites in northeastern Italy at 2,244 meters (7,362 feet) elevation. **Back cover** image is an artistic Australian 1968 M344 recently restored by **Ed Klein** in Melbourne Australia.

This edition is packed full of new reproduction parts! Quarter window latch parts, vent frame parts, gauge seals, dash trims, fresh-air knobs, and even the aluminum corner window clips that it seems most T34s need! It's great to see so many different people working hard to provide much-needed parts for our T34s!

**Martin Hoontrakul** (Bangkok Thailand) has been working on the reproduction of four important T34 parts that have long been obsolete and there are no sources for today. The sun visor bases, domed radio knobs, & dash gauge seals are his most recent projects using a 3D printing technology. 3D printing is a process of making three dimensional solid objects from a digital model, where an object is created by laying down successive layers of material. Traditional machining techniques are a subtractive process, where material is removed by milling, cutting, or drilling. Sun visor clips are next. Check out his article on page 6.

**Bata Mataja** (Southern California USA) has been working on the reproduction of the aluminum window corner clips (upper right) that it seems every T34 owner needs. The aluminum clips are just a little thicker than the originals, as he's allowed for sanding & polishing. They are annealed to make them softer then polished (not anodized).

**Michael Mosinger** (Germany) has recently reproduced the vent frame upper mount pieces (middle right) & the late-model (1966-69) fresh-air knobs in stainless steel (lower right).





## 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: Quarter Window Latches

**Heiko Thum** has done it again! This time he's reproduced the T34 quarter window hinge latch. Not the complete latch but the T34-specific part that seems to get broken (above) and is not easily found.

The T34 quarter window latch shares most of its parts with the T14, so finding these parts is relatively easy. But the only part that's unique to T34s is the portion that has three holes for mounting to the C-pillar. Left & right sides are identical, so there's only 1 repro part.

We'll include a new set of chrome screws and new pins for installing the new metal parts. A huge "thank you" to **Bob Walton** for sourcing these screws & pins for everyone and making them FREE!

Cost for the latch part is 20 Euro (US\$25) for the pair or 12,50 Euro (US\$15) each. Email Heiko Thum at [hthum64@yahoo.de](mailto:hthum64@yahoo.de) for European orders & Lee Hedges at [LeeHedges@T34World.org](mailto:LeeHedges@T34World.org) for North American orders. PayPal accepted by both.



## Parts Source: Fan Shroud Cover Seal

ISP West carries the gray soft foam seal that mounts inside the fan shroud cover plate. Part #311 119 655 C. This seal is obviously an aftermarket seal they are selling as an acceptable substitute for the original. It's got an adhesive back side and is a hollow D-shape. Cost is \$6 each + shipping. I bought two and it came out to \$11 each shipped.



There are two different designs for the fan shroud cover plate: one secured with three bolts into the fan shroud (take more time to open & close) and one with two quick-release metal clips. It appears that this inner cover seal will work well for both cover plate designs.

## Parts Source: Dash Gauge Seals

Martin Hoontrakul in Thailand has come up with a solution for the dash gauge seals. This new sectional profile is flat, as opposed to the original round, so it mates up with the dash & chrome ring better. It's a printed black gasket that has some flex but no elasticity. There are early sets (all four the same size) and late sets (three small & 1 large for the speedo). 3mm wide and 2mm thick. Cost is US\$35 per set of 4 inclusive of registered airmail worldwide. Send your orders through to [paypal@mh-id.com](mailto:paypal@mh-id.com) and tell him if your gauges are early or late model.

Martin is also working on reproductions for the late-model sun visor bases and the radio knobs. You can see his 3D prototypes done in clear material to confirm shape & fit prior to creating the production parts in the right colors. Look for a detailed article on these reproductions in the next edition.



## Parts Source: Vertical Dash Trims

Dash parts tend to get brittle & easily disintegrate in the hot sun. **Greg Skinner** (Colorado USA) has finished the reproduction of the plastic side trim pieces at both ends of the instrument panel. They were Black for all years & models (except the Pigalle & Teak interiors for 1966). If your trims are missing then this is an excellent opportunity! Interestingly, the left side is longer than the right side.

Cost is US\$10/pair + shipping & PayPal fee. PayPal to [gregson62@hotmail.com](mailto:gregson62@hotmail.com) Email Greg at [gregson62@hotmail.com](mailto:gregson62@hotmail.com) for details & ordering.





## 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: 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)





Promotional Archives: Early-1962





## Authenticity: Jack Carpet Pieces

There were two different jack storage positions over the years. The early models (1962-66) had the jack stored vertically in the left-front spare tire area. The late models (1967-69) had the jack stored flat in the horizontal position of the spare tire area, just in front of the removable spare tire well. The location of the metal jack clamp is the easiest way to identify which version your T34 has.

Originally, all T34s had a small patch of carpet (3"x4") glued into the spare tire area to keep the stored jack from rattling on the metal. This patch was untrimmed with cloth and was simply glued into place.

Early models (1962-66) had just one carpet piece placed just to the left of the inner fog light bucket (1962, 1963, & 1964 models shown in the top photos). For the late models, there were two carpet pieces placed just below the left inner fog light bucket & to the left of the jack clamp (1968 shown in the lower right photo).





## Owner's Story: 1968 Automatic Find

The Grundmann collection is world-renown for the highest-level restorations of the oldest & rarest vintage VWs in the world today. Recently they finished the 1938 VW-38 Beetle #6 restoration (below right). Their collection in Hessisch-Oldendorf is on most bucket-lists as a place to visit and see these cars in person. So when **Matthias Graf** learned about a T34 for sale in the Grundmann collection he was excited to make the 150 kilometer drive to see it.

**Matthias Graf** (Billerbeck Germany) owns a Porsch 356, Fastback, & Beetle but ever since the T34 50<sup>th</sup> Anniversary he had a special quest to find a nice T34. Good friends with Johannes Krasenbrink (above, owns a 1962 T34 Coupe), the two of them made the trip to buy the 1968 Automatic Coupe in September 2012. It was in original preserved condition with Velour Red L30K paint and Black interior, featured the optional M102 electrically-heated rear window, and had only three owners. It'd been welded & repainted in the 1990's.

When they arrived on Saturday morning they were met by Herr Traugott Grundmann (lower right), and we were treated to a private tour of their amazing collection. In the Karmann area we saw a T34 Coupé & their metallic blue 1963 M341 production Cabriolet (above right). There were several "low light" T14 Karmann Ghia's as well.



The reason for their visit was standing at the exit of the hall, his 1968 Automatic polished & ready in Velour Red. After doing the paperwork they pushed the T34 out and secured it onto the trailer, said goodbye to Traugott, and two hours later they arrived home.



In early-November Matthias reports the engine is now running and the automatic gearing is OK. He took it out for the first drive and after a few 100 meters distance from the barn its first pictures were taken by a group of young ladies exercising with their Nordic-walking sticks. Were they looking at Matthias or the T34?! The next hurdle will be the German TÜV inspection process to get the T34 officially registered to drive. But the winter will be long and there is enough time to fix the rest.

Matthias is looking for several parts: horn ring in brushed aluminum (not chrome), left & right arm rests, a left roof aluminum trim strip, & reflectors for the front headlights. If you can help please send Matthias an email at [mathias.graf@gmx.de](mailto:mathias.graf@gmx.de)

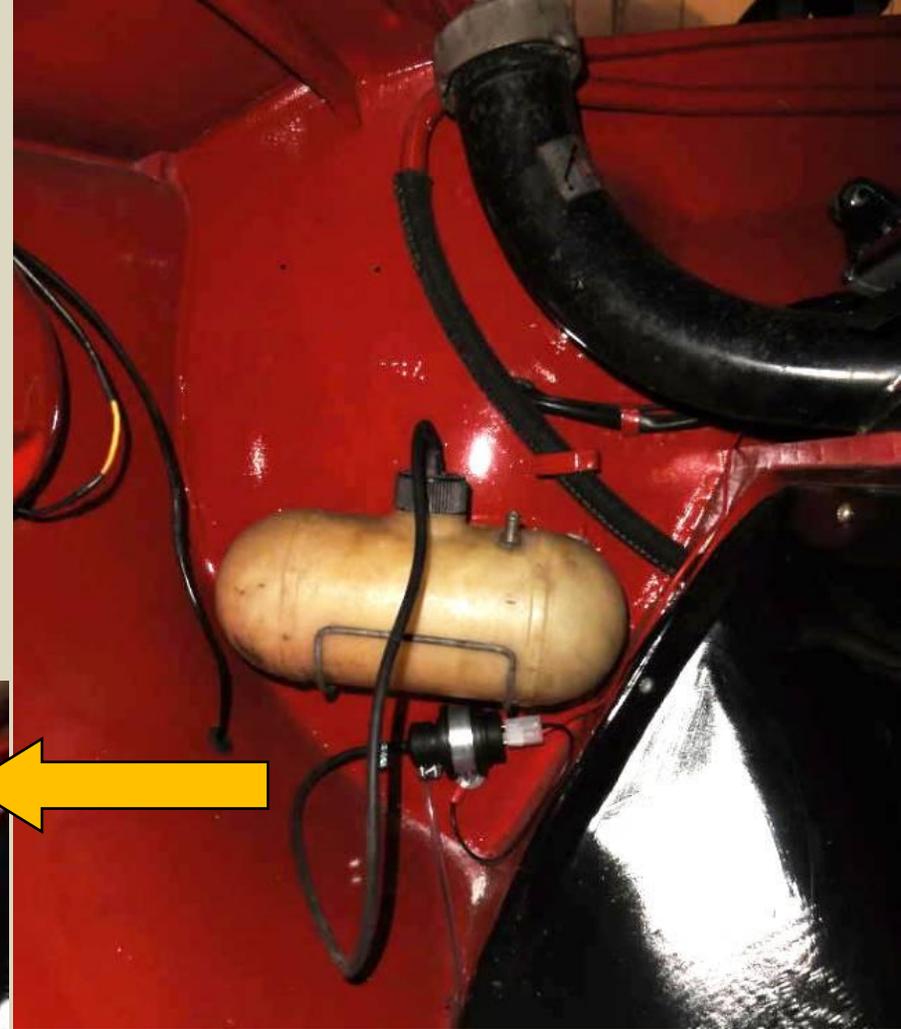




## Tech Tips: Electric Windshield Squirter

Info & Photos by Marc van Meel (Netherlands)

"I bought the pump from Paruzzi, the largest air-cooled VW parts supplier in The Netherlands. I wanted it to be invisible so I mounted it below the reservoir. You need to drill a small hole in the cap of the reservoir to allow air to get in. If you look from the top (lower left) you can see the pump is not visible, so unlike other solutions it looks stock. I already had a hole in the dashboard on the left side of the dash so I used that for the push-button. I already had an electric pump in my T3 which works fine, but that one is with a new reservoir, so together with the hole in the dashboard that needed to be filled, it was clear that I also had to get an electric pump in my T34. I used a different switch than the one that came with the pump, because it required a larger hole. So I bought a different switch that fitted in my hole. I used a new hose (from the local pet store, the same diameter is used for aquarium stuff) from the pump directly to the sprayer, so it bypassed the wiper switch.



## Owner's Story: Krusty, A Texan 1962

**Nathan Carrasco** lives in Dallas, Texas USA and has always been a VW enthusiast since an early age. He remembers picking up his first VW magazine in the late 1980s. When he was old enough to work at 15, he began looking for his first car. He knew it had to be a VW. He'd seen a T34 in a flyer originally and started looking in the El Paso times. Needless to say he never found a T34 in Texas, much less in El Paso, but found several Karmann Ghia's. In the 1990s Karmann Ghia's ran from \$1000 to \$2000 for a decent early one but he just didn't have enough saved to afford the KG he wanted.

His dad advised "You have to learn the value of a dollar, work harder or work within your means." Well, his means was \$500 but he knew then he'd own a Ghia. As the years past he learned how to work on these cars, and VW parts back then were easy to come by and with some basic tools he was on the road. He kept up with the VW scene and always told himself, "One day I will have one!"



Well, fast-forward 20 years ... with the power of the internet and a continuing dream to own something Nathan kept searching. Keep in mind that he didn't know about theSamba or Facebook. He always knew what I liked, but never really asked for help. He went to VW shows in Texas and then a guy turned him onto theSamba and he began to look more aggressively. Months came and went and couldn't find one, saw them on forums and his passion to own one grew even more. Then he found one!!!! Bummer, it had a rotted-out shell. Since he did everything on my Beetle he knew it had to be decent body wise. Months went by then he found another one, but it was garbage. Nathan met a guy who owned a 1964 Sunroof, one of the nicest I have seen in Texas, and he said, "T34s are hard to find and restore." But, Nathan was hooked and determined than ever to find and build one.



When the car hauler arrived at their home & rang the doorbell, Nathan, both excited & nervous because of what they had told him, walks outside and the first thing he notices is there is no windshield (below)! He'd heard about nightmare stories of how much these windshields cost and how difficult it would be to find a new one. So he crawls up the car hauler and sees the front windshield FOLDED IN HALF in the passenger seat! The driver he says he doesn't know anything and the ticket is filled out "as is". The seller says the same thing and the story becomes a "he said, he said" mess. At this point Nathan just wants to get the T34 off the car hauler and into the garage. Seems nothing ever comes easy ...



Another year passed until he saw a 1962 that looked decent. Started calling and emailing the seller and learned it was a late-1962 with #0 062 444 (above) that's "a running, driving project". Nathan wasn't going to let it slip out of his hands. Traded calls, emails and pictures ... this might be it! But the T34 was located in Oregon so it was too far away to inspect in-person. Never shipped a car before he was going on pictures he'd seen. He sent the money hoping for the best.

His wife had always been supportive of his crazy dreams and when he told her about buying a car in Oregon she shot him the "really ... you bought a car without looking at it?" face. Then the transport company called to say "We tried to pick up your car but it doesn't run so we used a forklift to get it onto the trailer!" Nathan is now thinking the worst possible scenario: salvage lot fork-lift stabbing the car or picking up by the roof and just mangling the T34. Days past and the transport company called again, "We'll deliver it in two days."



Nathan continues the story: "I asked my wife what she thinks about the T34 on the car transport. She responded "It's the crustiest car on there!" and she was right, nothing but newer cars on the hauler. But, I was smiling because I owned something I had wanted for a long time. I was as happy as a fat man in a pie eating contest".

Nathan started doing research, since he'd never owned a T3 much less a T34. He discovered the T34 World web site and spent a couple weeks going through the details and every one of the past editions of the magazines. Several months passed and he decided it was time to get the car running. He bought a 6 Volt battery then went through the carb, tranny, fuel lines, brake lines, electrical for the motor and changed the oil. On a Saturday, his dad told him this will never run. So he turned the ignition and after a few cranks it fired right up! Since then they have been driving it around town without any windows.



After getting Krusty on the road Nathan decided to slam Krusty, having always loved the look. He got advice from a T3 friend on lowering the front. He didn't want to lose turning radius or rub too much inside the wheel wells. They jacked it up, adjusted the front three clicks, drove around, and there were no turning or rubbing issues. The rear was easier, because Nathan had done many swing axle drops with T1s.

Krusty's first car show was in Austin Texas, 200 miles (3.5 hours) away. The weather was abnormally cold (45° to 55°) and this was a problem since there were no windows. At the show they had lots of questions from spectators, comments, and people taking pictures. They saw there was an "Under Construction" category and when the awards ceremony began they didn't win the Under-Construction award but were completely shocked to win a Top 10 award!

Since the front windshield had been broken on delivery, Nathan was lucky to find a new one with Lee's help at Pilkington Classics in Ohio. With winter fast approaching he will start the restoration, detail all electrical components, fix the holes in the floor pan, and detail the motor. In his search for parts he met Bob Walton from SoCal who had most of what he needed including the steering column, ignition switch, & unique turn signal lever. With everyone's help Nathan's little project is moving right along.



## In-Scale: 2013 Matchbox T34 Cabriolet

Matchbox has been producing car toys for 60 years now and with their 60<sup>th</sup> Anniversary they'll have a special set of new models. I've just learned that the 2013 edition will include a T34 Cabriolet model of the 25 new castings for 2013. I was able to get a "sneak peek" (below) of the prototype resin model in the process of being finalized. It looks like it has dual side mirrors and a full-size rear seat

with a thin top cover and no bumper guards. Although Mattel designers deny this, they've based it on a Cabrio conversion due to the full-width rear seat & lack of top frame storage areas. The blue resin body is joined with a clear plastic windshield with rear view mirror & dual wipers & vent windows. I've written to John Lambert, the Ambassador to Mattel, to learn more about the 2013 Matchbox design phase. Mattel confirmed they'd add bumper guards to the front & back. Expect this Matchbox T34 on store shelves in 2013.



**MATCHBOX**





## Owner's Story: Rescuing Two SoCal T34s

**Bata Mataja** from Southern California owns an original 55K-mile 1968 T34 Coupe. In October he heard about two T34s available in the northern San Diego county village of Fallbrook. He visited the cars and discovered they were a 1965 Coupe & 1968 Automatic Coupe and the asking price was \$3-5K. He took photos of these obviously abandoned T34s and consulted with Lee. A couple weeks later when the seller called for a status he offered \$1000 for both and his offer was accepted.

The story about these two T34s goes back to the early-1990's, as the now-deceased owner had driven the 1965 to a T34 Registry Meet in Santa Monica. Lindley & Bettie Locke lived in Fallbrook, a quiet town in northern San Diego. The 1965 was their daily driver and they took it on weekly 250 mile drives to UCLA Medical Center for cancer treatment. When Lindley participated in the 1990's T34 Meet, a bungee cord had been wrapped around the driver's door handle to keep the door closed and the front end had been hit hard and never repaired. Lindley passed away in 2001 and his wife Bettie decided to have his car collection sold-off. Hidden in their garage was a 1938 Talbot Lago T150C SS Figoni & Falaschi Teardrop Coupé (lower right) that he'd stashed-away in 1976. One of 16 built, the Talbot Lago was soon auctioned-off for \$4.5 Million.

Bata plans to part-out these T34s for his 1968 and then offer the rest to others. He's been able to save two turn signal levers, lower dash pad, interior panels, windshield, armrests, & a spare tire well.



## For Sale: Pagan Princess 1963 Custom

This 1963 Coupe was restored by Joe Gallagher for his wife Jo in England in 2003. #0 130 330 began life as a LHD Coupe but since they lived in England they had it converted to RHD. A ground-breaking custom T34, it won Best of Show at VolksWorld 2003.

The paint is a special gold fade-away paint applied by The Paintbox, an impressive mix of color and artfully blended highlights. And it has white paint in the fender wells as well as front & rear compartments. The original bumpers were welded & smoothed out for a seamless look and they decided not to mount bumper guards. The engine was

a professionally built 2007cc power plant. It has a cool white vinyl upholstery & steering wheel/column with beige carpet. Body mods include removal of the original front & side turn signals, rocker trim, & all scripts & emblems. On the ground chromed JGE Raider wheels add a bit of bling. It was originally built on 14Dec1962 and delivered to Furth Germany on 18Dec1962.

Jo Gallagher relocated to Southern California USA and brought the T34 with her. Randy Carlson at Old Bugs is now consigning this super-custom T34 in Southern California at US\$35,000. Contact him at 951 767 1600 or email to [oldbug@earthlink.net](mailto:oldbug@earthlink.net)

Take a look at the incredible details on the next few pages ...





This supercar could easily be lauded as the best customized T34 in the world today. And it's available for US\$35K. Why spend the mega-bucks to redo one? Don't wait!





## Resto Update: Italian Anthracite 1963 Coupe

Maurizio Bini was born in Jamaica but lives in beautiful Livorno Italy, a small town next to the sea. He has lived in Tuscany for many years and has been passionate about vintage VWs, owning Beetles & Buses but never a Karmann Ghia until now. So here is Mau's story of his latest "daughter."

"In June 2011 I began searching the web for a new project, mostly looking at T14's & preferably a Cabriolet. I loved the combination of the Italian styling with the German design. One day I learned about a T34 in my own city of Livorno! Amazing, as T34s are extremely rare in Italy. Remember there are less than a dozen known T34s that exist in the whole country today. Even more amazing, this T34 was parked in a garage only 100 meters from my home ... unbelievable! So now I was feeling that this T34 was my fate and that it already had a special place in my heart. I learned it

was for sale and I contacted the owner to inspect it. Its condition was not good at all ... stored for at least 20 years with many signs of wear and tear. It had a previous accident in the front and was lacking many parts, some broken or no longer recoverable. She was not in good condition, but the rarity and originality of the vehicle as an original Italian T34 prompted me to start this new project. I even had the support of the previous owner who wanted to see it stay in Livorno Italy.

I quickly learned this is a 1963 M343 (#0 201 110) which was originally painted L469 Anthracite. It arrived in Bologna Italy in June 1963 before being sold to the first owner several months later in the November 1963. It has had four owners over 50 years, living in Turin then Bardonecchia by the late-80's, then sold to a collector in San Remo in 2003. It was then sold again to the owner before me who was in love with this model KG but never began the restoration. So it fell into my hands for the difficult restoration.

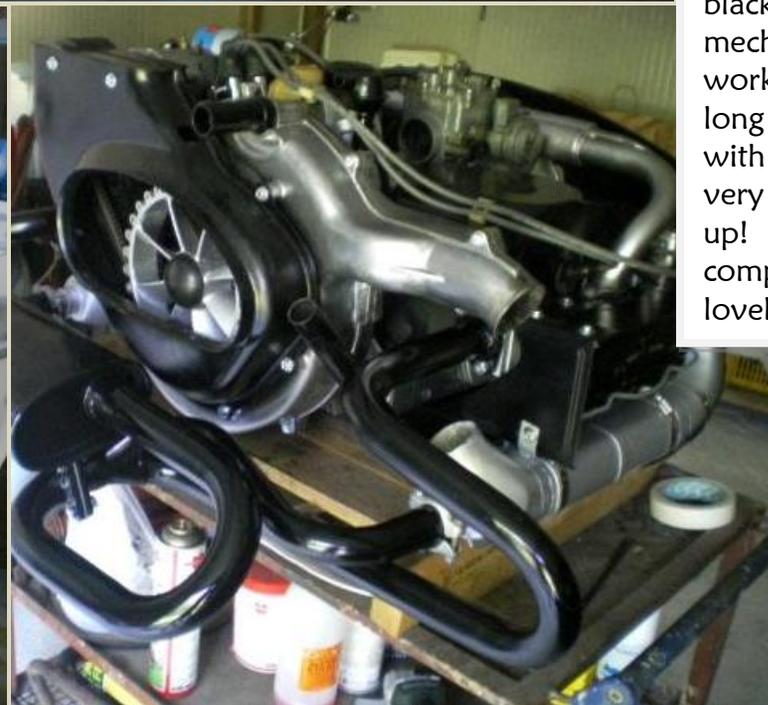




I began immediately to remove all possible parts of the car and quickly realized it was more and more in serious condition. I first sandblasted the entire body to see exactly what metal work would be needed. Shortly after that I began struggling with the engine and finally restored it, changing piston cylinders, heads, bearings etc. now a 1600cc with single carburetor. Recently I replaced the original muffler with an exhaust from ISP West.

After separating the chassis from the body I saw the whole lower section was corroded by rust. It was necessary to rebuild the entire lower part of the rocker panels, the doors, the front, back, hoods, roof, & spare wheel compartment. After working all summer the body was ready for the original Anthracite paint to be applied. I chose to paint the roof Black for an aggressive & elegant look.

We spent hours working on the chassis. Carefully dismantling it, repairing the holes in the floorpans, and then repainted it glossy black. I'm preparing to restore all the mechanical parts, brakes, gearbox .. and this work is still in progress. The road ahead is still long enough for me as I'm working alone or with my father, relatives, friends, and under a very limited budget. However, I will not give up! This beautiful Italian T34 Coupe will be completed and you will see it exploring the lovely seaside villages in Livorno ...”

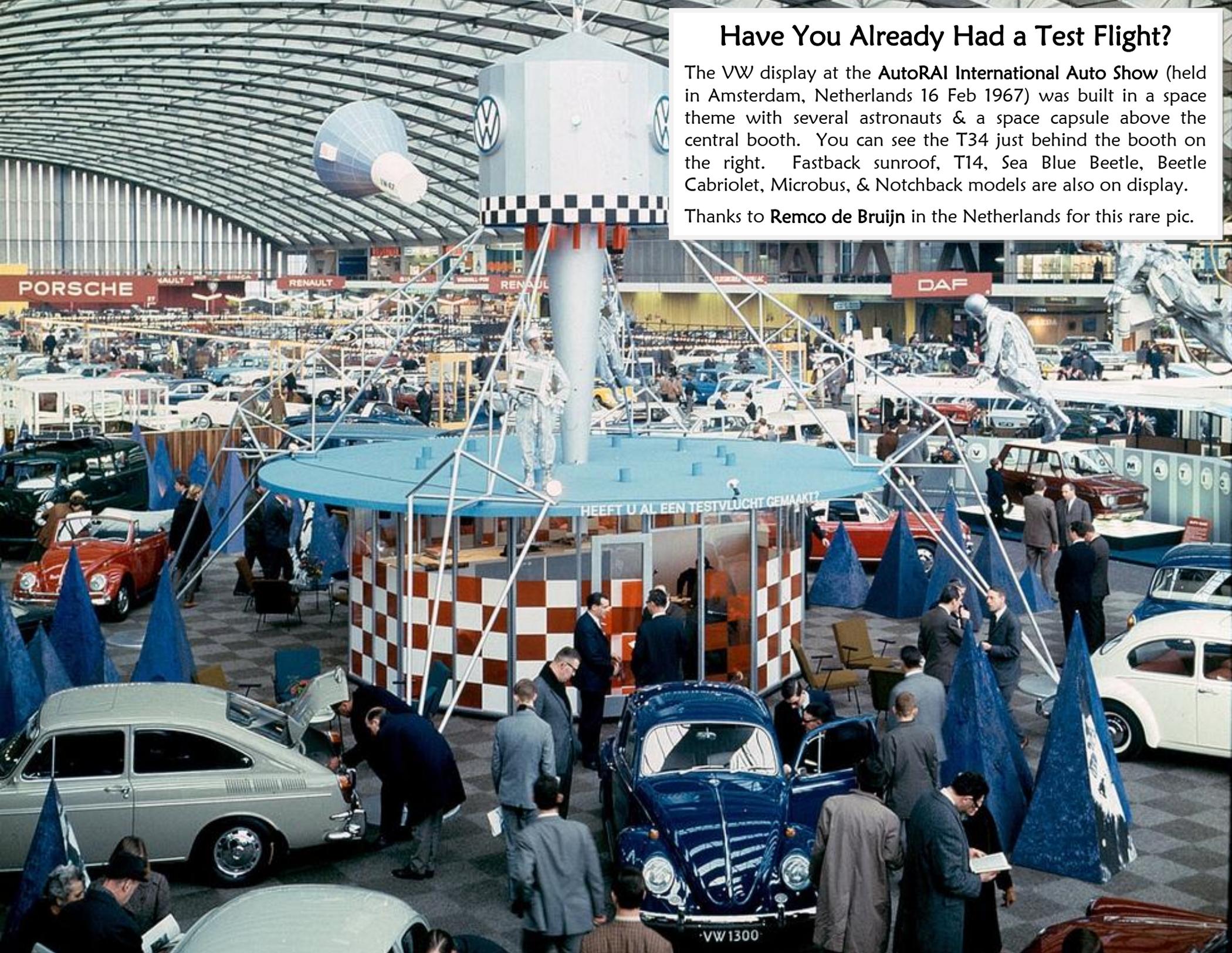




## Have You Already Had a Test Flight?

The VW display at the **AutoRAI International Auto Show** (held in Amsterdam, Netherlands 16 Feb 1967) was built in a space theme with several astronauts & a space capsule above the central booth. You can see the T34 just behind the booth on the right. Fastback sunroof, T14, Sea Blue Beetle, Beetle Cabriolet, Microbus, & Notchback models are also on display.

Thanks to **Remco de Bruijn** in the Netherlands for this rare pic.





## Tech Tips: Floorpan Restoration

By John Kanters of New Zealand

I pulled out the rusty floorpan from my 1963 (above) and knew it was time to order a set of funky green Gerson specials (above right), manufactured in Colombia South America. It's just so awesome that he has taken the time to reproduce these floors!

First order of business was to make a drawing of the floor to record measurements from the tunnel to the pan holes, seat tracks, & the rear seat support. With that out of the way I started salvaging that parts which would be required later such as seat tracks, rear seat support, jack supports, pedal stop, gas pedal bracket, etc.

Once you have cut off the remaining bits of the floors the cleanup of the edges can begin, drilled out the spot welds front and back peeling the excess metal away and cutting the floor flush with the tunnel edge. Since the T34 floor is constructed differently to a Beetle it's not quite as simple to weld new pans in and on mine I wanted it to look quite factory so I decided to butt weld the new floors on instead of doing an overlap joint. There are many ways you could install these but I thought I'd share the way I did it. It's more work and more complicated but should end up with a nicer factory looking result as well as the factory spot welds still in place.





Going by my measurements I took before I started cutting, I placed the new floor half on and lined it up clamping it in place. I ran a scribe along the tunnel marking out the metal to be cut off the new floor, trimmed the new floor to suit with tin snips. I'm really impressed with these pans, thickest metal floors I've ever come across. Once cut I clamped it back in place and began tacking the pan in place adjusting the fit as I went trying to keep both pieces of metal level with each other. This just takes time and patience to get it nice. Bonus with thick metal is that the welder can be on high producing a nice strong weld and things don't tend to warp much at all. Grinding is a little tricky and time consuming but I'm really happy at this point with how they are looking (top left).

The other side is just a repeat. One thing though worth noting (and my only criticism of these floors) is the holes for the body bolts tend to vary quite a lot and are punched very nicely in the middle on the right half where as they are punched on the outer edge on the left half. This meant I had to trim more off one pan than the other to make the body bolts line-up correctly.

The center pivot for the rear subframe has a plate that attaches to the floor with 4 bolts and on the inside of the floor there are 4 reinforcement plates with captive nuts on them. Mine were completely beyond saving (below). I bent a 25x5mm piece of steel to the correct angle to use as a die. I cut some strips of 2mm steel plate to the right width (38mm from memory) and used a vise to clamp the two together, bent the plate to the shape of my steel die and clamped together with vise grips. Now make sure your vise is REALLY tight and using a hammer beat the edge over little by little. This takes quite a bit of effort but you should end up with the correctly shaped pieces and a folded edge.



Since I'd removed the seat frame rails off the old floorpans it was time to mount them back onto the new pan sections. A quick sandblast revealed the true condition of the old frames. I quickly realized that all the base plates would need to be replaced as well as all of the strengthening pieces on the ends of the seat runners. So I took some 1.5mm plate and cut it into strips, marked out the notches to be cut. With the base plates cut and trimmed to fit I welded those on as well as the new end pieces I'd made. Then I measured (twice) and welded the seat frame rails onto the pans.





This 18K-mile T34 still has its original 6.00x15L bias-ply tires that were made in Western Germany! The spare tire is a wide-whitewall bias-ply tire. It had been fitted with original Black & Gold California license plates & Ralph Cutright VW frames. Despite being a gray market T34 it had been fitted with North American specification parts (MPH speedo, solid red rear lenses, AS1 safety windshield, and sealed-beam headlights). Interestingly, it was fitted with clear front turn signal lenses, typically only seen on Canadian-spec T34s. And the shift knob is a solid ivory one, extended from the 1962 model year.

Inside the original silver cloth & Silver-Beige leatherette upholstery (below) was in great condition, as was the original carpeting & headliner. All black rubber floor mats were in place (protected by aftermarket floor mats). Just beautifully preserved!

Its only issues included a broken turn signal lever, disintegrated door check straps, rusty vent window button, delaminated windshield, rear compartment light broken, a non-stock distributor fitted, and the left front hub cap missing.

## Spotlight: Preserved 18K-Mile 1963 Coupe

If you had one wish, which T34 would you wish for? Most of us would choose an original-paint, matching-numbers, low-mileage, rust-free, original interior, complete early T34. And that's exactly what just showed-up in Southern California USA in mid-October.

This preserved 18,600 mile Ruby Red 1963 Coupe (#0 104 080) was originally sold as a gray market car to the owner of Ralph Cutright VW dealership in Santa Monica. The customer had ordered it in July 1963 and traded-in a 1959 Lancia, paying \$3122 for the T34 and taking delivery in April 1964. This owner kept the T34 until his death and then his family inherited the T34. A mailman saw it parked in the garage in Palos Verdes and told his buddy who owns a Porsche repair shop. Not interested in buying/selling cars, he told the exporter shop next door who immediately bought the T34, knowing it was a special opportunity. He advertised it only on ebay Germany with little info & poor photos. Lee went to see it within a week and tried to find a local home for it. Unfortunately it was sold (20K Euro) to Bob Van Heyst of BBT in Belgium. BBT is a well-known collector/reseller.







In October the exterior was coated in a thick layer of dust and nothing had been cleaned or detailed in many years. The engine was original & matching and featured the short black coil, rectangular air cleaner decal, anti-kink oil breather hose, and the early-style fuel pump. The only visible rust was along the edge of the inner spare tire well seam (below) which could easily be halted & touched-up.



With careful cleaning & detail work this 1963 could very easily be an amazing time capsule that would be the highlight of any collection. Let's just hope that the new owners preserve it instead of restoring it.



KARMANNA  
T34



**T34 WORLD**