

RAZOR'S EDGE



REGISTRATION * RESTORATION * PRESERVATION

VW Type 34 Karmann Ghia Registry

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Welcome our New Members!

From June thru August 2002

Maria Collado	Thomastown, Victoria, Australia	1964 344 (0 318 049)
Norman Crisologo	Metro Manila, Philippines	TBD
Erick Edwards	Houston, Texas USA.....	1966 343 (346 089 485)
Jessica Emery	Renton, Washington USA.....	1965 343 (345 161 180)
Klaus Friedrich	Elz, Germany.....	1963 345 (0 209 837)
Mark Gillian.....	Glasgow, Scotland	1966 344 (346 062 017)
Alan Guimaraes.....	West Springfield, Massachusetts USA	1964 343 (0 447 560)
Phil Millwood.....	Louisville, Kentucky USA.....	1962 343 (0 042 730)
Daniel Mörelus.....	Alvesta, Sweden	1963 343
Aaron & David Newton.....	Truckee, California USA.....	1962 343 (0 064 057)
Kyle Norris.....	Hobart, Indiana USA.....	1966 343 (346 012 175)
Greg Skinner	Eugene, Oregon USA.....	1964 343 (0 270 550)
Kaz Ujvari.....	Adelaide, Australia	1965 344 (345 109 600)
Roger Valverde.....	Fresno, California USA	1964 343 (0 291 020)
Tim Wallace	Venice, California USA.....	1964 345 (0 390 050)

REGISTRY GOALS & BENEFITS: **What's in it for You?**

The T34 Registry is a non-profit organization dedicated to Type 34 owners & enthusiasts worldwide. Formed in 1987, it has grown to 1000 chassis-registered T34s and over 150 active members in 25 countries. The Registry's main goals are: registration, restoration, and preservation. Registration involves finding existing T34s worldwide and recording their chassis numbers, photos, and details. Restoration involves assisting members with finding parts, sharing sources & services, offering supporting literature & manuals, and providing personalized advice. Preservation involves assisting members with maintaining & servicing their cars, and promoting the T34 marque into history.

Benefits of membership are many and include:

- Quarterly 36-page Razor's Edge newsletter
- Color Online Newsletter
- Classifieds (parts, cars, services, wanted)
- Online T34 Discussion Group
- Two Web Sites
- Personalized Restoration/Search Advice
- Worldwide Regional Rep support
- Personalized Email Address (@Type34.org)
- Access to Reproduction Literature
- Access to Reproduction Parts
- Access to Registry Regalia Collection

MEMBERSHIP RENEWAL: **Don't Miss a Single Issue!**

Annual membership into the T34 Registry is still:

USA & Canada US\$25

International..... US\$29

Memberships (new & renewals) can be paid three ways: cash (US\$), check (US\$ funds), or electronically (PayPal). To pay by cash/check, make your check payable to "Lee Hedges" and mail it to: VW T34 KG Registry, 11410 Belshire Lane, San Diego, CA 92126-5553 USA. To pay

electronically, go online to www.PayPal.com and send your payment to "LeeHedges@Type34.org". Please add \$2 for all PayPal payments, the fee charged to us by PayPal.

To find out when your renewal is due, look at the mailing label on your newsletter. The upper right corner tells your expiration date (ie 200208 = expires August 2002). There are no renewal reminders.

EDITOR'S DESK: **God Loves T34s!**

By Lee Hedges (Founder, President, & Editor)

"How God Shined Down on Earth on the Sabbath to Create an NOS Fender for One of His Children in His Time of Need"

Paul Colbert (for those that don't know already) has been collecting NOS parts for his 1963 T34 Coupe for the past 20 years. Slowly patiently finding the best parts, spending ungodly sums of money & time to find everything NOS. What could he need that he didn't already have you ask?

After completing the rolling pan restoration, engine restoration, and collecting all the necessary parts, Paul decided this year to tackle the bodywork. Never one to do things "half-assed", Paul towed his 1963 T34 500 miles from Lake Tahoe to Southern California to have it chemically dipped. Paul soon discovered that he had a nasty right rear fender.

After asking the T34 list, contacting everyone he knew, and short of begging Lars in Germany to pack one & send it down (for super-big-bucks), he made arrangements with Martin Serrano to buy his 1964 T34 parts car (stripped, but with one good right rear fender).

Paul decided to drive down to Southern California for the VW Classic weekend to take the T34 to ISP West to begin the metal work process.

Two or three hours after Paul sent Martin the check, Lee gets an email from a guy that says he's got an NOS T34 fender for sale ... and it's the right rear! Are you kidding?!!!! Over the past 15 years there have been maybe 4-5 NOS T34 fenders for sale, and now in Paul's time of need the right one shows up? Lee immediately sends Paul the image & contact but it's too late, as the seller already found a buyer in England that agreed to buy it! Noooooooooooooo!!!!

Early Saturday morning Paul brought his T34 tow bar and truck the 500 miles south and picked up the 1964 rolling shell that Martin had left for him. Ten minutes after hooking it up Paul looks in his rear

view mirror and sees the left rear T34 tire rolling past him, narrowly missing an Asian guy, jumping the curb, rolling over a bush, and resting beside a wall! Of course the T34 is now generating a flurry of sparks and to top it all off ... a Police cruiser has its lights on and Paul's busted! No title, errant tire, Martin's not home, and Paul's from out of state! Twenty minutes of discussion about Paul's T34 project leaves the cop shaking his head in disbelief.

Paul retrieves his wheel and then proceeds to see why it came off in the first place ... one single lug nut! Quick check of the other three tires reveals no more than three on each tire! He carefully nurses the T34 back to Martin's. Now what?!!! Paul heads back to his dad's home in Ventura to rethink the whole process.

He checks his email and finds a note from the guy selling that NOS fender! The guy says that the English buyer "fell thru" and wants to know if Paul is still interested! (Waters beginning to part ...) Paul offers to buy the fender but the guy only wants the WHOLE PARTS CAR T34 that Paul just bought from Martin, and

he wants Paul to tow it up to the high desert (200 miles away) to drop it off!

Ever the optimist, Paul tows the 1964 T34 up, drops it off and then makes it to the Toy & Literature Show, badly in need of a cold one! He's driven 900 miles in one day so far! He tells us his incredible adventure ... and we all listen in disbelief!

Sunday at the VW Classic arrives within hours and Paul meets the seller to retrieve his prize ... an NOS right rear fender in excellent condition! Ten minutes later I snap that photo of his tight grip on the edges of that fender.

Now you can tell your kids that you have PROOF that miracles happen, because you know the benefactor of a recent miracle personally!



As you will see in this issue, we are focusing on right-hand-drive T34s. RHD T34s were first offered in late-1963 production and were offered in both Coupe (Model 344) and Electric Sunroof (Model 346) versions. There are only 145 remaining worldwide and only 2 in the USA, so this edition we're sharing three extremely nice 344/346 models with you. Although they're all 1965 models, RHD T34s were built from late-1963 through the end in June 1969.

And now with the worldwide influences of the internet & eBay the Registry is getting more international. Of the 148 active members, 97 are in the USA (66%), 46 international (30%), and 5 Canadian (4%). It's a nice change ...

Cover Photo: Ian Cuthbertson's fresh ground-up restoration, Cherry Red & Black 1965 Coupe at the Aug02 Das Volks Show N Shine in Calgary Canada.

Laird Cumming (1955-2002) was a long-time Registry member from Vilonia, Arkansas and was a true vintage VW enthusiast. He and his brother Craig (lives in Central California) own a VW restoration shop in Arkansas and were restoring two 1962 T34 Coupes. Laird passed away unexpectedly on June 7th at the young age of 47. It is hoped his son Geoff will continue in his father's footsteps with the VW restoration business, as his father watches from above. The members of the T34 Registry express their heart-felt prayers to Laird's family, as he was also one of our family.

WORLDWIDE REGISTERED T34s: **Almost One Thousand!**

VW Type 34 Registry database figures as of 22 August 2002

YEAR	MODEL NUMBER					TOTAL	
	341	343	344	345	346	%	VEHICLES
1962	1	95	---	1	---	10	97
1963	3	102	---	10	---	11.7	115
1964	---	164	33	14	2	21.8	213
1965	---	140	34	6	4	18.8	184
1966	---	111	23	9	2	14.8	145
1967	---	49	10	6	3	6.9	68
1968	---	54	16	10	2	8.4	82
1969	---	55	15	5	1	7.8	76
%	0.4	78.6	13.4	6.2	1.4	980	
TOTAL	4	770	131	61	14		



BRIAN MEL IAN LEE SCOTT SCOTT JON PAUL DOUG RICH EVERETT
McWilliams Perry

WORLDWIDE EVENTS: VW Classic Weekend in Southern California!

By Doug Gray (Colorado, USA)

"The Greatest Show on Earth". This is how I have always heard the VW Classic, held on June 9, 2002, in Irvine, California described. As early as 1993, when a friend of mine attended the show, and came back with wild tales of rows and rows of finely restored VW's, the Classic has been "THE" show to attend. So every year, the first of June rolls around, and I have too much going to head west, and experience this "Mecca of VW shows" for myself. This year was going to be different, especially because I wanted to meet all of the people in the Registry. After talking with **Rich Mason** from Thornton Colorado, plans were made, calendars cleared, and hotel reservations made.

Our trip to the Classic started on Wednesday, June 5. After loading up the 98 New Beetle TDI, Rich and I were off towards Las Vegas, 12 short hours away. After a nice stay at Circus Circus, we continued our journey west to California. After a short 3 hour

drive into the Los Angeles basin, we checked into our hotel and prepared for our first taste of the California VW scene, the DQ cruise night in Fullerton. Sponsored by the famous Der Kleiner Panzers III car club, this gathering can only be described as a bunch of middle aged guys hanging out, acting like teenagers again. We arrived around 4pm in order to get a good parking spot, and were rewarded with a display of some of the finest Cal Look VW's around. The get-together ran from 4pm until after 10. The best part of this get-together were the burnout's, which started around 9pm when participants began leaving, until Fullerton's finest showed up around 10pm.

Friday, June 7 was a busy day attending the Open Houses at EMPI, where we met **Einstein Yco**, and West Coast Classics. Free food, tours, & nice cars. Rich and I also stopped by Bfy, Bill and Steve's, and Wolfsburg West, before calling it a day.



The fun really started to pick up on Saturday morning. Prior to the OCTO bus meet, Rich and I met Lee, **Ian Cuthbertson**, **Scott Perry**, **Scott McWilliams**, **Everett Barnes**,



and **Mel Thompson** at the Original Pancake House. Great food, great company, and even better conversations in anticipation of the OCTO swap meet, a great preview for the Classic, held the next day. After rolling out of the Pancake House, we headed towards Anaheim to scour the swap meet for that elusive part needed to complete our T34 projects. Later, Scott, Rich, Ian and I headed for some fish tacos over in Santa Ana, and then on to the Toy & Literature show just down the street. The Toy and Literature show was a great place to find manuals, old advertisements, or any other literature one might need to add to their collection. Afterwards, we headed back to our hotel for a break before the Registry dinner and cruise. A short cruise from the Toy and Literature host hotel to the Claim Jumper



included the cars of Scott Perry, Scott McWilliams, and Lee's convertible. The Registry dinner was a blast to say the least. In addition to those already mentioned, Paul **Colbert**, **Johnny Bilek**, **Jon House**, and **Tim Dapper** joined us. A good time was had by all, especially when Paul told his "lug nut" story. Hey Paul, I've got a spare lug wrench if you need it!

Sunday, June 9 was the big day. We awoke to gray, overcast skies, which included brief drizzle, but otherwise a perfect day for the best VW show on earth. The Classic lived up to everything I had always heard about it. Row after row of beautiful show cars and 6 T34s. Old, new, rare, water pumpers, and everything in between. Nearly every part one could need was available either in the swap meet, or on vendor's row. The T34 contingency consisted of cars owned by Scott

Perry, Johnny Bilek, Martin Serrano, Einstein Yco, Scott McWilliams, and of course, Lee's convertible, which was display-only. I believe the swap meet find of the day was the large NOS speedo purchased by Johnny for his 1965.

Rich and I had to start making our way towards home, so we were on the freeway heading towards Vegas by 3pm. My advice for anyone thinking of attending the Classic is "just do it". The memories I made on this trip will last me a lifetime, or at least until next year when I'll make some new ones. If you are thinking of joining in the fun next year, plan to attend the entire weekend's activities. The people you meet, and the places you will visit will make it all the more worthwhile.



Western Canada's Summer 2002 VW Events

Story & Photos by Ian Cuthbertson (Western Canada Rep)



June 16th: Concept One Show N Shine (Calgary)

This event is one of the biggest VW shows in town, most of the nicer vintage VW's in Calgary make it out for the day. Beautiful blue sky, 80 degrees F, Bratwursts on the BBQ ... couldn't be better.

There were about 20 air-cooled VWs including a couple of split window buses, a few beetles, one Notchback, one T14 KG and TWO T34's! The two T34s were my Cherry Red & Black restored 1965 Coupe and **Blake Hiebert's** Blue & White driver 1963 Coupe (0 149 313). This was the first event since my restoration had been completed.

We outnumbered the "econo-ghia's" two to one! And there's another T34 languishing under a tarp in a backyard not 5 miles from my house. Its owner was pretty excited to find out that there are resources available through the Registry. He's had his car for 10 years, an original Calgary car, and it's a complete Red & White 1966 Coupe. Unfortunately, it's second in line for restoration after his current T14 is finished."



August 11th: Das Volks Show N Shine (Calgary)

"This show managed to attract 130 VWs, most of them water-cooled and lowered but one-third air-cooled: 20 or so T1's, 10 - T2's, 2 T14's, two T3's, and two T34's (Blake's & mine again). As the only air-cooled VW's left in Calgary tend to be of the restored type, the overall quality of the cars was pretty good. When the results were in (participant vote), I was very happy to have our T34 honored with a 1st in the "T3/Ghia/Other" class.



It was pretty cool to see the crowd react to the Ghias. They were very interested in the T34's, the history of the model, and reacted very positively to our car. The remarks formed a fairly common theme: "they'd been interested in T34's because of the rarity, but until seeing the car they didn't really realize how beautiful they were or could be.

Blake has been driving his 1963 daily for the summer, and I get a huge grin every time I see him coming down the road at me. Maybe he's even converting some new recruits to the T34? So he's earned a big "bravo" from me. BTW, only in Calgary would a VW show have an equal number of T14's and T34's in attendance."





First Timers: Kyle Norris with a 1966 T34 in Indiana

"My first VW event with my new 1966 T34 was the Hoosier Volks Show in Portage, Indiana on August 12th. I'd spent some late-night hours getting the electrical system working right and was very excited about the event. There were 50-75 VWs on display during the day, and a swap meet too.

When I arrived, unfortunately the organizers cancelled the Type 3 class early due to lack of entries, so I was entered in the KG class. It's pretty hard to compete with T14 KG's because they have every part readily available at moderate prices. I was parked next to a 1966 T14 convertible that was

beautiful. It was cool to see two KG's that were the same year and color that looked so dramatically different. I got a lot of positive responses from people about the T34. The majority of the folks that knew VWs voted for my T34 because they had never seen one and only heard about "some other kind of ghia that looks like a Corvair". But most of the people that just came to see the cute beetles voted for the T14 KG "because it was shiny". The good news? My 1966 T34 won 2nd in the class and I drove away happy."



RESTORATION STATUS: Early-1962 Summers Project

A regular series on member's T34 restoration projects

Ron Buckley has been a dedicated member since 1989 living in Port Williams, Nova Scotia, Canada. He owns an early-1962 Coupe and has been actively restoring it himself during his spare time when he's not maintaining their Bed & Breakfast hotel & grounds. Here's his story.

"I learned about T34s when my brother bought one of the very first ones ever imported into Canada in January 1962! As a family man I opted for a new 1963 Variant for \$2940 (my first new car!) but I recall driving the T34 and enjoying the extra power and better handling.

In 1980 a T34 was sitting for sale in a neighbor's driveway, and after a long series of negotiations it became my first T34! From the factory birth certificate I learned it was also an early-1962 T34 (#0 027 895, built 31 March 1962 & delivered 6 April 1962 to Canada). I began to check-out its condition. The previous owner had a fascination with bondo & rivets, which I removed with a torch. But with other projects & commitments I primed the T34 and put it into storage for many years.

After I retired the T34 came out of retirement as well. The glass was removed and I carefully separated the body from the chassis. I replaced the rocker panels as the bends and folds are nearly straight. Some of the body sheet metal inside the front wheel wells also had to be replaced. The front

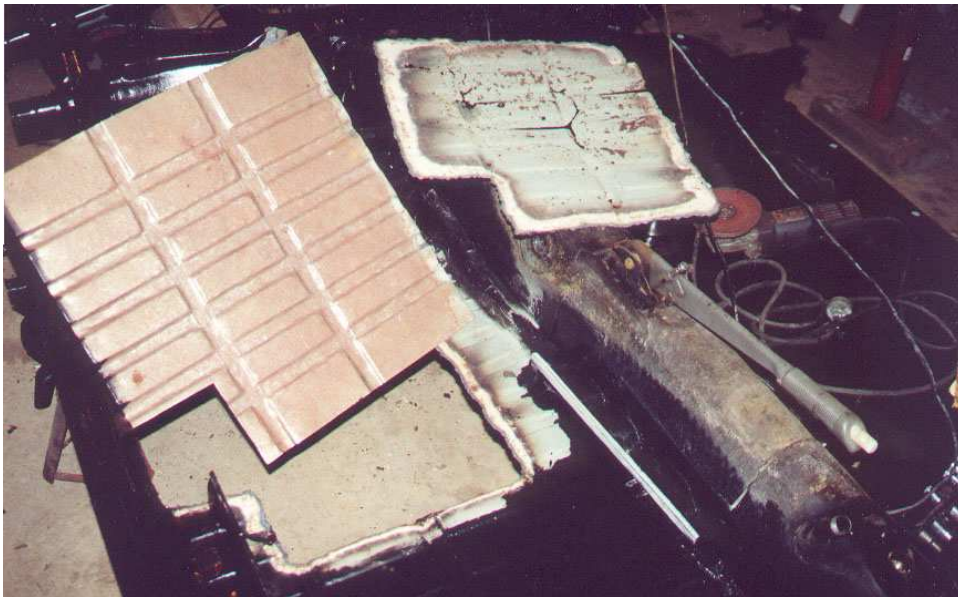


wheel wells are very prone to rusting.

Then I moved on to the chassis, replacing the brake system (hoses & steel lines) as well as the wheel bearings. When I removed the engine tin I discovered a large mouse between #1 & 2 cylinders! I sandblasted the engine tin and repainted it in black enamel.

Moving on to the floor pan I replaced the rusty floor in front of the battery box. I purchased a 1 ton chain fall hoist (always wanted one of those) and used it to raise the chassis up on edge. This allowed me to

work on the under side and also the top of the chassis at the same time. I cut a square out of the floor with the cutting torch and made another floor with some 18 gauge sheet steel, hammering in the grid design using some 3/4 inch square stock. I treated the patch with metal prep and base



layered in the wheel well and there is a compound curve to the fender on the rear of these cars.

I am looking forward to driving my new T34 hopefully in a year. Thanks for all the technical help and support I have received from the list and from Lee over the years (going back to 1989) and the Razor's Edge staff. I also appreciate the computer list and the mountains of work involved in keeping the list informative

and coated the patch then sprayed on a coat of black. A primer base coat does not protect for any length of time from rusting so you might as well put a color coat on as soon as you can. The underside will get another coat before final assembly.

The pan & chassis is finished. I'm now moving on to the coachwork and will do the work on the fenders & underside portions of the body before reassembly.

The coachwork over the rear wheels is perforated by rust and will have to be cut out. I'll make a new outside wheel well flare. It's somewhat difficult as the steel is double

and glitch free. Some day I would like to drive the T34 to California and see all of you at a meet."

(Editor's Note: As you can see from the photos, Ron really loves doing his own metalwork and does an excellent job too! Matching the pan reinforcement lines with a wooden brace is a creative way to get the original look without paying NOS prices! Way to go, Ron!)



ACCESSORIES: Rear Window Sun Shades

By Paul Colbert (Incline Village, Nevada USA) & Steven Ayres (Prescott, Arizona USA)

For those of you that live in dry hot arid regions of the world and want to keep your T34 from wasting away in the hot sun, here's a great accessory for you! But they're extremely rare, and only two were ever made, but **Steven Ayres** can help you with ordering one today. Here's the story:

"This is a rear window visor which helps keep the car cool by deflecting sunlight away from the interior of the car. The metal slats are fairly thick and are welded into a fixed position. They were manufactured in Australia by a firm that produced them for the Type 14 Karmann Ghia as an OEM supplier to VW Australia Ltd. Later it was discovered there was limited demand so production was stopped, but they're still using the same jigs, tools, materials and methods as they did in the '60s. So this is one case where it's just like you're buying the parts new in the old days, not new old stock but new NEW stock.

I bought mine as part of a larger order for a bunch of club guys here -- this is the perfect accessory for

Arizona, and we got I think four for big-window Bugs, three ovals and one for a '60s Bus. They make them for any VW, including side windows for Squarebacks, and they're available in plain white or antique white. Mine was the first they'd ever done for a Type 34, and it's a pretty tight fit but they planned to do future ones a bit smaller. It works very well, keeping out a lot of the heat buildup that we otherwise get in the T34 greenhouse without restricting the view at all. I'm very happy with my sunshade both for function & for looks.

It's a little tricky to install because it has to be fitted inside the glass frame, but by going slowly and carefully it'll pop in. Felt-covered tabs on the vertical pieces slip between the rubber and the glass. The top pieces extend and are locked into place with friction screws."



Kamei Gas Pedal Pad

One of the accessories I've always wanted was the Kamei foot pedal rest. I'd seen original advertisements for these pads in old German auto magazines from 1962-63, but never seen one actually installed on a VW.

It's a flexible plastic piece that slides over the existing gas pedal and is designed to be a more comfortable driving position for your foot. There's a little indentation where your heel goes, making acceleration easier and there's a side piece that protects the carpet on the tunnel. And it's ivory colored to match the early T34 interior schemes.

This year at the VW Classic I finally found one in the swap meet area for \$100. I had not found anything that my T34 needed that day, so this accessory was my "big find" for the long weekend! Silly (yes), impractical (probably), and expensive (definitely), but it's another original little trinket to share with the T34 owners looking for something new.



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The text from this ad in a 1963 German Gute Fahrt magazine translates to read: "gas pedal pad, eases foot muscles, and protects the floor mat, for all VW models". Another ad says "If contamination prevents and freezes up the gas pedal joint, this pad will prevent it from happening".

T34 FINDS: Neighborhood Treasure Two-Owner 47K-Mile 1966 Coupe

Scott McWilliams got into T34s about two years ago when he fell in love with and bought a nice original 1965 Coupe at a San Jose VW event.

"All the good cars are gone!" That's what my friends used to tell me but I never believed them. My skepticism was rewarded this year when I found my newest T34, an original 47,000 mile 1966 beauty. And how it happened was even more amazing! The previous owner decided to sell the car. He'd had it for 6-7 years and only put about 2,000 miles on it. He hadn't even driven it in 2 years, AT ALL! Once he got it running again he took it out for a spin. Well, he ran out of gas (fuel gauge doesn't work) and he limped it to a station. Just at the same time, my good friend pulls in. He sees the Ghia and starts chatting with the guy. My GOOD

friend gets all of the info, calls me immediately, & 5 days later I bought it!

It drives like a new car, and all the doors close with a satisfying thunk. It had an AM radio in it that was installed at Mission Bay VW in 1973, but I've replaced that with a nice AM/FM/SW Blaupunkt from Lars. The sunvisors look like they just came out of the box they're so mint (including the 66 passenger side mirror visor). It has all of the 66-specific goodies, chrome fresh air vent knobs, ribbed sills, chrome quarter window knobs.

The only thing I NEED to do to it is get a new set of tires (I think it's on the second set ever!). So, keep looking because they're still out there, and I found mine thanks to a faulty fuel gauge!





THEY'RE STILL OUT THERE: **Pristine 1965 Model 344 Down Under**

Story & Photos by Simon Glen (Australia)

Andrew Dodd is a well-known vintage VW collector living in northern Sydney, Australia. He currently has three sheds full of exotic VWs including Splits & Ovals, Microbuses, Kuebelwagens, and now an

extremely low-mileage T34! Not much yet is known about this "little beauty", but the photos tell the real story ... super clean unmodified RHD Coupe!



THE RIGHT SIDE: Dream T34 Found ... 30K Mile 1965 Coupe!

In the last edition you all read about **Jon House's** dream to find an excellent original condition T34 (see Mail Bag, T34 Quest). With a bit of patience and luck ... Jon has found the "right" T34.



An avid vintage VW enthusiast in Australia (**Simon Glen**, above) found an original 1965 RHD Coupe (345 096 802) for sale and emailed Lee with pictures. Lee emailed Jon and they discussed the pictures. One-family owned with 30,000 original miles, no rust, runs/drives great, & mint condition original interior.

Since Jon was a bit concerned about driving a right-hand-drive car in the USA he asked his neighborhood postman for advice. The postman even let Jon drive his mail truck to get a feel for it! Jon was also considering a 1965 Coupe in North

Carolina but the low mileage Aussie T34 won out. Simon was a tremendous help locally to inspect, evaluate, and drive the car to the shipping port. One very long month later it was in Jon's hands!

Jon has always dreamed of owning a Sea Blue & White T34, so he plans (with the Registry's help) to have the Bermuda & Cobalt T34 completed restored to original condition over the next year. When it's done it'll be the nicest 344 in North America, and one of the Top Ten T34s worldwide.

He's already bought NOS parts from Lars Neuffer (trim rings, ignition switch, & Blaupunkt radio) and Bill & Steve's (seals, seat belts, scrapers, shocks).



Within a month it should be stripped and ready for the paint shop. Jon also owns a 1970 T14 Cabriolet and a 1966 Porsche 912 Coupe, so the T34 ought to fit right in with his growing collection.

The history behind this little beauty is fascinating. It was one of the very first shipments of T34s into Australia, sold on April 2nd 1965 to an engineer that

really appreciated sports cars. He drove it 30,000 miles in 30 years until his death in 1995. The T34 then was passed from son to son to daughter until the daughter decided that a true enthusiast should own this rare Volkswagen. That's when Simon saw it and helped find it a new home in sunny warm San Diego, California with Jon & Hanna.



THE RIGHT TEAM: A Very Rare Bird Indeed, Model 346

By Clive & Janet Richardson (UK Rep, England)



There are only 14 known Model 346 T34s (Right-Hand-Drive Electric Sunroof) in the world and most of them have not been restored. **Clive & Janet Richardson** in England are the lucky husband/wife team that spent over 3 years saving a 346 and completely restoring it back to show-quality condition in 1995. Since then they've been sharing it with the European world, not afraid to drive it all around England, into France & Germany too! Here's their story:

"Our Smoke Gray & Cream 1965 Model 346 (345 077 077) was built at the Karmann factory in Germany on November 25th 1964 and delivered to the English VW dealership (Volkswagen Motors Ltd) in London on November 30th, 1964. Its first owner was Mr. Ryder from Surrey, England and he paid 1391 Pounds for it on January 5th 1965. It was driven only 52,000 miles over 12 years by six owners until 1977 when it was parked, and then sat for an amazing 21 years undriven until we found it.

We were looking for a new "shopping car" for Janet, something sporty & different. We saw an old MGB GT but Janet commented that "it's not as nice as the Karmann Ghia T34 we used to own in 1980". Then I recalled seeing a T34 on the lot of a small VW specialists repair shop, so I went for a

look-see. After a quick inspection of a basically sound but ratty car I began to walk away until the owner stopped me and asked what I thought it was worth. I told him it was worth half the asking price ... but he accepted my offer. Once home we put some fresh gas in and it started up first time. We tested the brakes & steering and all looked very good for now ...



After many years of sitting idle the floor pan was rotted & not repairable. I located a clean T3 pan and swapped the T34 tunnel, rear seat frame, &



to complete, along with details to the engine, transmission, & front axle. We drove it for the first time on Feb 14th 1998 but it wasn't cleared for road driving until May 1st.

All the seals were replaced next along with a new headliner (sewn by Janet) with the special zippered area near the rear window for the electric sunroof motor access. Then the bumpers and trim pieces were rechromed. The interior upholstery was redone in Ivory leather with red trim and red carpeting. The original engine (O 759 786) has covered only 55,000 miles and purrs like a tiger.

front seat rails, then shot-blasted, sealed, & painted the new pan. Thanks to the T34 Registry we located a used sunroof section from Germany to repair our sunroof. This process took over two years

Over the years we've added some personal accessories including modern stereo (hidden, powered by separate battery), mud flaps, reverse light, chromed exhaust tip, & ivory steering wheel."



RESTO RECOMMENDATION: **New Carpet Kit**

Story & Photos by Scott Perry (Simi Valley, California USA)

Most T34s do not have nice carpeting and could use a personal recommendation from a member that's been-there done-that. In the USA there is one carpet kit manufacturer that offers a kit just for the T34, Sewfine. They also offer seat covers, interior panels, headliners, and front & rear compartment upholstery kits.

I opted for the original German square weave with cloth trim to brighten the interior of my 1965 T34 and give it that original look that it once had over 35 years ago. Although it's expensive, it's worth it in my opinion. But for those on a budget Sewfine also has other carpet styles for much less dough.

Sewfine can be reached at www.sewfineproducts.com or by calling 800 SEWFINE to order their kits. They are based in Colorado but they ship worldwide. Prices for the carpet kits:

Cloth-bound German Square Weave.....	\$770
Nylon loop.....	\$300
400 loop or cut pile.....	\$300
Front compartment kit.....	\$110
Rear compartment kit.....	\$120

Vinyl-bound standard, cloth-bound +\$20. 400 loop is an acrylic replica of the original German wool. Square Weave colors: brown, gray, blue, green, tan, black, & red (samples can be sent). 400 loop colors: oatmeal or salt & pepper



Here's what I learned:

- buy the tubes of upholstery glue from your local auto store instead of the spray-glue.
- buy a new carpet knife for modifications.
- trim holes for the seat belt mounting points on the frame tunnel, holes for the rear seat heater openings, and lower seat hook as well.
- all the pieces fit very well but the installation does require some patience and handiwork here and there.





Happy with the kit? ABSOLUTELY! Look at the photos and you'll be impressed too.

Recommend it to others? YES! The quality & fit is obviously custom-designed for a T34 (as they used their own 1966 for the original template). If you've got a 1964-66 it'll be perfect, as the frame tunnel holes are pre-cut for the heater controls and also pre-cut for the rear armrest vents. If you've got a 1962-63 you'll want to be sure they make the proper cuts (or not) for your heater control knob and no cuts for your rear armrest pieces. If you've got an Automatic (lucky you!), then the shifter hole will need to be different. If you've got a 1967-69 then you'll want to be sure they do not cut a hole for the heater controls, as they're built into the e-brake opening.

When gluing pieces down that have fold marks like that rear seat piece, glue the carpet down and then lay something heavy across it to smooth out the wrinkles. A day later you can take the weight off and it will be evenly glued down and smooth all the way across. These kits come folded and the big flat pieces show those creases if this isn't done. Also, install the carpet for optimum fit first and then feel for the holes you'll need, and cut them while the carpet is in place. It'll make a much cleaner fit.



This is a close-up of the cloth-bound trim and the German square weave pattern. This is the same material that Karmann fitted at the factory!



FUTURE TRENDS: Top \$\$ Auction

The value of T34s is a constant question from T34 owners and future owners. "How much are T34s worth these days?" "Are they increasing or decreasing in value?" "Is a T34 a worthy investment or a losing proposition?"

It's always been a tough question to answer. My best advice is NOT to buy a T34 for an investment but rather because you have fallen in love with its styling, rarity, and performance. T34s are usually not any more valuable than the same year Beetle, Type 14

Karmann Ghia, or Notchback. They are much rarer but not much more valuable. Do they have the potential for greatness? Of course ... with such a limited production, limited exportation, and poor



survival rate, the T34 is bound to be one of the most valuable VW models. Only time will tell ...

Another common question is "What is the most ever paid for a T34 Coupe?" That one is a bit easier to answer. The most ever paid for a T34 Coupe (that we know about) was at a 1998 auto auction when a 1964 T34 Coupe sold for **\$21,525**.

The Barrett-Jackson auction is one of the most well-known antique vehicle auctions in the USA. This particular T34 was a 6000 original mile one-owner 1964

TS Coupe from Milwaukee, Wisconsin. The original owner bought two T34s (from a Canadian VW dealership, hence the TS), and put one away into storage while he drove the other.

EBAY SPECIALS: Almost Anything You Need!

A regular series highlighting the treasures & prices of interesting T34-related items seen recently on eBay

Siku diecast model..... fair \$8, good \$18, mint \$12
 Gold & Yellow interior Corgi\$20 & \$30 (good)
 Red & Yellow interior Corgi..... \$33 (good), \$93 (MIB)
 Ivory & Red interior Corgi\$13 (ok), \$49 & 97 (MIB)
Remote control Ichiko Tin Polizei..... \$53 (good)
 NOS round TS rear emblem \$153
 Pair used fog lights (complete)..... \$106
 Used pair late model tail lights & lenses \$60

Used Late-Model Tachometer (original).....\$15
NOS rear decklid lock & key..... \$30
 NOS 1965 dual side mirrors\$100
 NOS fog light (complete)\$110
NOS left vent window \$45
 Two original 1961 T34 press photos (8x10).....\$40
 Original T34 postcard (1964)\$44
 NOS bronze-knob large speedo.....\$41



TOY BOX: All About the Siku T34 Coupe

A regular series on collectible T34 models & toys

The Sieper & Kunststoffe toy company was founded in 1921 by Richard Sieper in Ludenscheid, Germany. In 1933 they began using plastic, a state-of-the-art material in those days and made badges, plaques, & figures by injection molding. In 1950 Siku was born (from Sieper & Kunststoffe) and had figures & farm animal sets at the first Nuremberg Toy Fair. In 1958 the first 1/60th plastic car series was introduced, and plastic vehicles continued to be made through 1967. In 1963 they changed from plastic to metal (zinc diecast) in 1/60th scale. In 1984 Siku bought

the Wiking toy company and continues to sell toys today.

The Siku diecast metal T34 Coupe was built from 1965-69 as the "VW Karmann Ghia 1500 V248" in 1/60th (70mm/2.75") scale. It features opening doors, bright orange interior, red or orange tail lights, steering wheel (white, yellow or black), rhindstone



headlights, & black hard-plastic tires. It was only offered in one color, ivory.

The base reads "Siku" on the front axle, "KARMANN GHIA" along the left side, "V248" on the rear axle, and "MADE IN GERMANY" on the right

side. The stamped rear license plate reads "K-44".

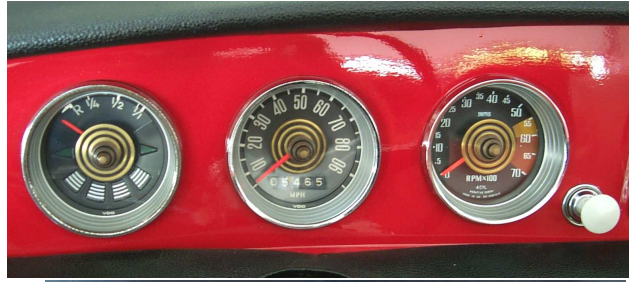
They are fairly difficult to find today, although they are typically seen on eBay from \$10 (chipped, missing headlights, & no box) to \$75 (mint boxed).



T34 Gauge Identification Guide

At first glance it seems that all T34s have the same gauges, but there are actually a lot of variations over the 8 years of production. Here's a quick guide to identifying the right gauge for your year.

1962-63: amber needles & bronze knobs with a small-diameter 90mph speedo, 6 Volt clock.



1964: amber needles & bronze knobs with a small-diameter 100mph speedo, 6 Volt clock.



Early-1965's (to 345 020 907): white needles & bronze knobs & small-diameter 100mph speedo, 6 Volt clock.



Late-1965's (from 345 020 908) to mid-1966: white needles & bronze knobs with large-diameter 100mph speedo, 6 Volt clock.

Mid-1966 to 1969: white needles & silver knobs with large-diameter 100mph speedo. 1967-69 has 12 Volt clock. 1969 fuel gauge has icons on the warning lights.



So go check your T34 gauges and see if they're correct, and next time you find a T34 gauge for sale you'll know what year it belongs to!

Advice: How to Install a Modern Stereo/CD in a 6-Volt T34?

Tom Reay: use a voltage inverter with its own 5-amp fuse and transformer but only connected to radio. However, there may be potential damage to wiring due to incorrect amperage.

Greg Boswell: portable boom-box \$65 with rechargeable batteries \$20

Larry Edson: use original Blaupunkt with auxiliary port to hook-up a battery powered (4x1.5V) CD player then recharge the batteries.

Grant Campbell: dual voltage 6/12V battery (antiqueautobattery.com) with 12 for starter and 6V for everything else, does not require 12V upgrade. Group 22 (9x6.75x11"). 8V battery provides better starting power but need to adjust the voltage output to 8.9-9.4V and radio should have resistor. 12V stereo runs on 8V battery fine.

Clive Richardson: use separate new 12V battery dry-cell rechargeable under rear seat connected only to the 12V stereo and recharge as needed, usually last 10 days.



Front Alignment Specifications

By Ian Cuthbertson (Calgary, Alberta, Canada)

For those of you interested in getting your front end aligned, here are the specifications you'll need to bring with you to the alignment shop (from Clymer's T3 Handbook). I just got my 1965 aligned recently. I drove it to the local Goodyear dealer with a computerized alignment machine, no problems. I had to provide them with these specs, however. The drive on the way home felt so much better than before, I can't believe it. Only around \$50 for the job, and about 2 hours work.

Front Axle Wheel setting values (on level surface):

A) At permissible total weight:

Toe-in: 0 mm

Camber (same for both wheels): 20'

King Pin inclination: 5 deg 15'

Caster (axle tube position): 10 deg 20'

B) At Curb Weight:

Toe-in (measured at rim flange): 3-5 mm

Camber: 1 deg 10' ± 10'

Rear Wheel Track (with spring plate settings correct and vehicle unladen):

- from 0.5mm toe-in to 0.5 mm toe-out



EMAIL DISCUSSION: Adjusting the Rear Torsion Height

Most 35 year old T34s have "saggy bottoms", typical with unrestored VWs. The problem is that the rear torsion spring plates are out of adjustment. Although an experienced VW owner can do this adjustment in 3-4 hours, it's probably best to have your trusted mechanic do the work.

Lee's 1962 T34 rear height sat one inch too high and the rear wheels had positive camber (angled in at the road). He had a local shop lower the torsion bar spring plate angle, but it resulted in a huge drop in height, 2 inches too low for Lee's tastes (top photo), so he asked for advice from the T34 email group. His shop then took the members advice and adjusted it right (lower photo).

Everett Barnes: "Just look in the factory manual and get the spring plate angle, make sure your car is level, using a protractor play with your inner/outer splines till you get the correct reading.

My 1961 VW shop manual says 20 degrees \pm 50 minutes. This is with the spring plate off its rest but lifted up by hand to take up any minor play."

Dick Bozarth: "The rule of thumb around this shop is that the rockers should be level. Yours are an inch lower in the rear than the front. Anyway, it appears that the rear should be raised approximately 1". I know this will require an adjustment to both the

inner splines and the outer splines to arrive at this figure. I believe the combination is two on one and one on the other, but I've got to admit I don't remember which is which."

Rich Mason: "Judging from the pictures and your measurements I'd say the shop took the easy way out and only dropped it one outer notch (2").

What you needed was probably about a 1/2" or less which requires alternating inner and outer splines and also using protractor to check angles. This is a more difficult task.

When I adjusted mine I found that adjusting one inner spline & one outer spline in opposite directions yielded slightly less than a quarter inch change in height. For example, if I wanted to raise the rear of my car approximately 1 1/8 inch, I would adjust as follows:

Passenger side - 5 inner splines counter-clockwise, 5 outer splines clockwise

Drivers side - 5 inner splines clockwise, 5 outer spline counter-clockwise

The reason this alternating works is because there are more splines on the outer side of the torsion bar (44) than there are on the inner side (40). Moving one inner spline makes more of an angle change than moving one outer spline."

OWNERS SCRAPBOOK: In All Places, Styles, & Conditions!



Aaron Newton's Turquoise & White late-1962 Coupe (0 064 057) from Truckee, California USA



Klaus Friedrich's beautiful Emerald & White 1963 345 (0 209 837) from Elz, Germany



Jessica Emery's Ruby Red & Black 1965 343 (345 161 180) from Renton, Washington USA



Tim Wallace from Venice, California USA just got his 1964 345 (0 390 050) on eBay!



Kaz Ujvari's very nice Arcona White (Adelaide, Australia) 1965 344 (345 109 600)



Erick Edwards' Bermuda & Cobalt 1966 343 (346 089 485) from Houston, Texas USA with beautiful dark blue leather seat upholstery



A recently discovered German T3 sales brochure from early-1965. See the small-diameter speedometer (used from 1962 to early 1965 # 345 020 907), solid light vinyl seat upholstery (new for 1965), but two-toned door panel (left-over from 1964). This brochure photo captured a very slim range of T34s built in early-1965.

Earlier 1964 models featured two-toned seat upholstery.

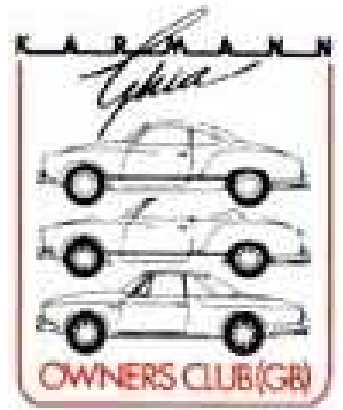
Later 1965 models featured the larger speedometer and monotone door panels.

THE CLUB SCENE:

KG Owners Club – Great Britain

The Karmann Ghia Owners Club of Great Britain is a club dedicated to KG owners & enthusiasts in Great Britain & Europe. They have a huge organization with excellent spares & regional reps. They have a bi-monthly newsletter Karmann Komment that caters mostly to T14 KGs but also has some great articles by their T34 Rep Clive Richardson. For more information, visit their web site at <http://www.kgoc-gb.org/> or send your membership info & payment.

Annual memberships: UK £15.00, Europe £17.50, Overseas/Non-EU £19.50 payable in British Pounds Sterling. Contact Caryl Murphy at caryl.murphy@talk21.com or call her at +01948 830700.



CLASSIFIED ADS: Get 'em While They're Hot!

CLASSIFIED ADS INFO

To maintain the quantity and quality of cars and parts available to the members, the Registry does not charge for the submission of ads. We strive to list as many sources as possible for the ads to make your restoration process easier. Members are encouraged to proactively chase down leads on T34s or parts in their area and submit them for everyone's benefit. These ads have been collected from a variety of sources and some may not be current, so keep that in mind when calling sellers. If you find an ad that needs updating or a T34 that is no longer for sale, please contact Doug Gray @ 303 646 0025 to have it updated or removed. This is very important, as it maintains a "clean" classifieds for everyone and reduces frustration. ALL ADS WILL BE REMOVED AFTER ONE YEAR FROM THE DATE OF THE FIRST NEWSLETTER IN WHICH THE AD APPEARS UNLESS REQUESTED BY THE PERSON SUBMITTING THE AD.

SUBMITTING ADS: You have several options for submitting ads to the Registry: Mail ads to: Doug Gray, Classifieds Publisher, 7611 Shenandoah Drive, Elizabeth, CO 80107 USA. Call ads into: Doug Gray @ 303 646 0025. Fax ads to: Lee Hedges @ 858 578 1506. E-mail ads to: DougGray@Type34.org

T34s For Sale:

1. 1962 343 (0 002 901): needs pan repairs & paint, originally black, rebuilt brakes, runs/drives well with 1500 single carb motor, interior still original, cream vinyl and red cloth, \$3000. Email me for pics or info. (South Africa) justinvw@lantic.net. (May02)
2. 1962 343 (0 046 519): Needs resto. Everything is workable on the car. The most difficult problem would be the common rocker panel rust and the nose needs a little body work. On the good side: Solex single side draft carb, NOSE emblem, side emblem, perfect glass with the exception of driver side quarter, all gauges, decent body, all locks, original tranny, clean title, this car hasn't been stripped. Engine is out of the car and according to the vin# comes from a 64 343. \$1000. Phoenix, AZ. Can email pics. Ryan Rupp ryansbug0420@yahoo.com(May02)
3. 1962 343 (0 050 901): Sea Blue & White, 1 family owned since '63, 41,500 km, all original documentation. Authentic and correct early T34 in beautiful condition. \$9445, Ulf (Germany) 49 89 430 6388 or Ulf.Reissberg@RSD.DE(May 02)
4. 1962 343 (0 062 663): Correct motor and #'s production date Aug. 28th 1962, approx. 32 oldest known. Color Anthracite Grey, white top with roof rack, Paint is 2 yrs. old, Red interior with bamboo parcel tray. Rebuilt stock 1500cc motor with side draft carburetor less than 5,000 miles on motor. Car rolls on Wide White wall Tires. All Literature and display items included with car. Have owned the car for the last 8-yr. has won many awards including 2 Best Vintage of Show. \$8,500. Paul Stone, T34 Central Rep., Enid, Oklahoma 580/242-8725 or stonie@21stcomm.com (May02)
5. 1962 343: new teal green, nice paint, 6 volt, daily driver, pp. \$4500 (626) 917-7813 Southern California. (May02)
6. 1962 343: Yellow, originally red with the original engine. The car has been stored in a barn for the last two years with some attempt at restoration. Engine runs, but will need to be trailer in order to move it. I removed the windshields, lights, and bumpers for safe storage in an attempt to redo the paint and window seals. Car is located in Marlon, NJ. (20 Minutes from Philadelphia. \$1000 obo. Barry (856) 810-2271 Barryymb@aol.com (spring 01)
7. 1963 343: original 6V, 1500cc engine, \$3000. Call my pager, 818 229 8792 and leave your number. (So Cal) (May02)

8. 1963 343 (0 152 370): clean original unrestored, original engine (0 153 902), Pearl White, 59K original kilometers, parcel tray & radio, lowered but can be raised back to stock height for sale, \$15,000. Gunther Hofmans (Belgium) gunter@bbt4vw.com(May02)
9. 1963 343 (0 180 389): 1500 dual-carb (have original single-carb & air-cleaner), 6v, White w/ Red seats & Grey carpet, rebuilt engine, clutch assembly, new muffler, tires, clear front turn lenses, stock rims & hubcaps, extremely clean, restored daily driver that is all original. \$8995. Larry Wolfe (So Cal) 805 496 9885(May02)
10. 1963 343: I have had the 63 for almost 20years. Type 34 Registry's One of the best modified T34's! Rare original colors, two tones Emerald green w/ White top. Winner of several awards. Almost \$20,000 and 2000 hours invested. Have all documentation and receipts. Many spaces to go with car. This is an excellent deal. Asking \$10,000 obo Dirk at dbrog28301@aol.com ph# 805-737-1553 California (Fall01)
11. 1963 343: No rust, Resprayed white, 185x15 tires (new all round), Mechanically sound, Twin carb model, Interior in very good condition (headliner original, seats have been recovered). Work carried out by Type 3 Detectives, Test wiring to and from electrical starting components. Supply and fit 12volt battery, voltage regulator used, and starter motor used. Fit 4x new fuel hoses and clips front and rear, new clutch, flywheel oil seal, clutch release bearing, and steering coupling. Changed engine oil, adjust valves, and set timing. Replaced front brake drums with good used items and fit very good used shoes, replaced one wheel cylinder seal. New front brake hoses. Asking £2995 ono UK email tim@air-cooled.net or check <http://www.air-cooled.net/imports> for more details and photos. (May02)
12. 1963 343: Project car, convertible, green and white. Custom white interior in great condition, white wall tires. Don't have time to fix, car doesn't run, believe to be minor problem, need to fix front end. Great Christmas gift for any VW or antique car fanatics. Pictures available upon request. (CA) 310 479-6282 golfkit@hotmail.com(May02)
13. 1963 343: New engine, new metallic beige paint, runs, needs interior. After 5pm. (818) 771-1280. (SoCal) eMail gbless@eudoramail.com (May02)
14. 1964 343 (0 410 461): Blue & White Rally Car. One of a kind with numerous added options including a roof rack, multiple accessory driving lights, and more. Clean blue and gray plaid interior with highlights to match exterior. No motor at this time. 2007cc engine & 356 Porsche brakes available. \$2500. Greg Banfill (No Cal) 707 291 7606 vwparts@vintagewarehouse.com (May02)
15. 1964 343: requires full restoration or for parts \$450 obo. New Westminster Tel: 604-526-1856. (May02)
16. 1964 343: 94,813 miles, \$3500, San Mateo, CA. 650-996-0460(May02)
17. 1965 343: On a '66 rebuilt pan w/ new motor, disc brakes, 2.0 liter alloys. Complete but needs paint & interior. off the road since 69, \$2700. George (OR) 541 387 2307 or ovals@gorge.net (May02)
18. 1964 343 parts car. Rough, it has rust and bondo, the roof was jumped on. It still has all the gauges and the push button assembly, seats and lights, it has all the side windows but no front and back. \$300 Las Vegas, Nevada USA, GANGSTAVW62@aol.com (May02)
20. 1965 343 (345 115 815): unrestored daily driver in good condition, Beige with Black roof. No time for resto. Nestori nestori@taivas.com \$7000 (Finland) (Aug 02)

20. 1965 344 (345 210 595): Sea Sand authentic original condition show car, featured in VolksWorld, 17K original miles, £8000. Fung Fung (England) 01784 59186 (Dec99)

21. 1965 343: This is the car I've had since the 8th grade. Body is very rough. Many boxes of miss. parts. The pan is VERY RESTORABLE and I know someone could use it. Doug Narczewski, ofcdoug@hotmail.com, Spring Valley, Illinois. (May02)

22. 1965 343: Very clean, original 48,000 miles, kept in a barn in CA for 7 years, push button dash, 6V. Robin Enos, robinshotrods@aol.com (850)535-9600 Vernon, Florida (May02)

23. 1965 343: For sale or trade for a bug. 58k and has been hit in the rear end. I have the owner's manual in German. Sales@twistedperformance.com, Winston-Salem, NC

24. 1965 343: Partially restored Manila Yellow Coupe, no time for it, \$6000, fresh paint, brakes, & headliner, runs great daily driver. Dan & Annette Olsen (No Cal) 530 389 2058.

25. 1965 343: Complete including dual carb 1500 engine, original wheels and trim rings, all glass, chrome in great shape some filler in right rear of body, never hit in front. \$2500. (Wilmington NC) Danny Morganelli, 910-297-8470 (May02)

26. 1965 343: Rebuilt 1500, rebuilt gauges, 50% new rubber seals, new floor pans with car, new headliner with car. \$2000 obo. Contact Carole at Sewfine, 800-SEWFINE, or 303-347-0212.

27. 1966 344: Complete car except for glass: needs all including front and rear windscreens. Was a good driver before being re-sprayed and stored a few years ago, offers considered, and car may be viewed in Glasgow, UK. Naëem (Singapore) Email naeembutt@altavista.net or Fax: +65 3451854, Tel: +65 9743 6370.

28. 1966 346 (346 062 034): 1966 RHD 1584cc. Two-tone red/beige. 'Reasonably good' condition. Have assorted spares (rear bumper section / rear light cluster / seats etc). £ 3,000. St. Andrews / Dundee area. tel 01334 464303 (work) 01382 541723 (home) e-mail martin.ryan@st-and.ac.uk. (May02)

29. 1966 343: Project Car. Has been in some sort of accident; nose and rear have Bondo. Bumpers are good. Lots of parts. All reasonable offers considered. Medford, Oregon. (thpeoplc@e-aol.com) 541-282-0730. (August, 02)

30. 1966 343 (346 000 136): White with rare all-brown interior. Link: <http://home.swipnet.se/~w-10025/> Sweden. (August 02)

31. 1966 343: daily driver, rebuilt brakes, new muffler, interior and paint not original. \$2500. Email me for pics or info. (South Africa) justinvw@lantic.net. (May02)

32. 1967 344: very solid bodywork, but pan needs work, needs to be assembled (complete project) \$1750. Email me for pics or info. (South Africa) justinvw@lantic.net. (May02)

33. 1967 343: (seen at Karlsruhe KG show), good original condition, original 130,000 kms, 14,000 DM. (Ulm, Germany) Email for info & photos to kgtype34@aol.com (fall01)

34. 1967 343: Exterior has been restored, front bucket seats re-covered, original engine with @ 70K miles, runs well. 1 owner, serious inquiries only. rcorpe@home, Augusta, GA(May02)

35. 1967 343: Has 3 new tires, and needs restoring. \$1,800 Banger2BT@aol.com. Florida (May02)

36. 1968 343: Red, excellent original interior, runs good. Very rusty and needs exterior work. Complete with only 54,000 miles on the odometer. Ron (TN) 901 837 0650. (May02)

37. 1968 346: It has been restored in the past. It is red and has done 70,000 miles. It has an original steel sliding roof and a heated rear window. The suspension is nice and stiff but the engine has had the twin carburetors removed and replaced with a single

twin choke Weber carburetor. The steering is original right hand drive. The owner, Trevor Meers, can be telephoned on +61-754-505 577. He lives near Maroochydore, Queensland, Australia. AU\$10,000 (or US\$5200)(fall02).

38. 1968 345: June 1968, body red, roof black, sunroof, automatic shifter, 54hp, front damaged, Price 3.100 DM(\$1550 US), Tel +49-5358-984303 or mobile 0049171-6870438. Germany (fall01)

39. 1969 345 (349 129 157): Redone chassis, gearbox, & brakes. Good body that needs paint and finishing. Needs chrome work as well. \$3400 US. Fabrice (Belgium) 065 7244 (May02)

40. 343 Coupe: Older repaint w/ excellent color match. Car needs mechanical work like some brakes, carb cleaning, new main seal, also there is a bad ground somewhere, battery won't hold a charge, the pan is solid except for battery tray. Somebody puttied the rockers, that's the worst thing about the car. very small dent in nose, doors need adjustment. I am eager to sell this car. I do need the room for another bus that's on the way. Car runs and drives and has not been restored, seat covers have been replaced. Other than paint and seat covers, car is original. Gibbs Connors, gibbsvisual@juno.com, 215.336.3323, Philadelphia, PA (fall01)

Dealer Parts for Sale:

1. Bill and Steve's: Repro T3 heat exchangers! New T3 under-dash bamboo parcel trays \$50! NOS 6v Fan Shroud, NOS push-button chrome trim, early '62 chrome wheel trim (holds to outer rim), T3 Roof Racks \$325, NOS sets of solid, slotted & unusual VW accessory trim rings for '62-'65 AND '66-'69 T3s @ \$100/set; NOS 6v wiper switches, 6v horn/fog light relays & 6v bulbs, NOS '62 T34 Gray shift boots, T3 rocker panel trim & clips, NOS wheel & master cylinders, brake drums (front & rear) for '62-'65 T3s...these are getting extremely hard to find**, NOS '64-only 1500S distributor caps, NOS set of domed 1500S pistons, NOS door handles, NOS T34 front hood hinges, Ivory rear seat straps, NOS rear decklid locks w/ keys, rubber boot for carb to air cleaner (311 129 581B): \$10; rubber boot for air cleaner to body (311 129 695B): \$20; pre-heat valve for single carb engine \$20; wheel cylinders, master cylinders and a whole lot more! (So Cal) at 562 923 3251 or 800 258 4VWS.

2. Lars Neuffer - Kompetenz in Sachen Karmann: www.vw-nos.de Reproduction rocker panels, front, center & rear sections from 89 DM each!!! Repro window scrapers guaranteed to be like the originals with rubber & aluminum strip available now @169 DM each; NOS front & rear glass, NOS and repro windshield rubber, door rubber, The following parts are NOS and available now: complete foglamp assembly, bulb-style headlamp rings, rear air-deflector rubber, rear lenses, front lenses, fuel gauges, late window cranks (black), front bulb holders, door handles, bumper guards, speedos, door hinges, inside mirror, vent wing (complete), door glass, wiper motors (6v & 12v), wiper arms, blades, and much more. Call Lars Neuffer (Germany) @ 49 551 50 50 70, fax: 49 551 50 50 7 50 or Lars-Neuffer@t-online.de

3. VW-Veteranenteile: NOS door rubber, repro windshield & rear glass rubber. Repro rear lenses (solid red) @ \$42.50 each, amber or clear repro front lenses @ \$19/each. Access to many 2nd hand T34 parts...e-mail or fax with needs (including part numbers). Joerg Beckmann: (Germany) Phone + Fax: +49 25 02 17 77 or E-mail: VVWetJBeckmann@t-online.de

4. Sewfine: Stock or custom interior door panels, headliners and carpet kits for the T34. Call for their free catalog and tell them you heard about it through the Registry. Carol (CO) 303 347 0212, 303 773 8455 or e-mail: sewfineproducts@hotmail.com

5. Wire Works: Complete T34 wiring harness made from pattern of existing harness. \$268. Bob (So Cal) 310 519 8147.

6. Vintage Vee-Dub Supplies: Cal Look front & rear window

rubber, without trim. \$45, including postage/handling. Boris (Australia) from within Australia on 02 9789 1777 from outside Australia 011 61 2 9789 1777, fax 011 61 2 9718-8704.

7. Veteranendienst Peter Fried NOS Parts: 131 601 151 Flat Hubcaps DM180, 311 837 217 door lock with keys DM280/pair, 343 837 205 Left Door Handle DM350, 343 837 206 Right Door Handle DM350, 343 831 401A Hinge Upper Left DM149, 343 831 411A Hinge Lower Left DM99, 341 953 515 Turn Indicator Lever (Black) DM250, 343 707 109 Front Bumper Center DM900, 343 707 113 Front Bumper Left Corner DM650, 343 707 114 Front Bumper Right Corner DM650, 343 707 309 Rear Bumper Center DM900, 343 707 313A Rear Bumper Left Corner DM990, 343 707 314A Rear Bumper Right Corner DM990. Right Door \$850, Rear Deck Lid \$250, Front Trunk \$300, Front Mask (complete sheet metal piece \$1750, main headlight \$215, Fog Lights \$200, Headlight rings \$50, Front base w/ glass \$150, Rear base w/ glass \$200, front window seal \$100, rear window seal \$100. Veteranendienst-fried@t-online.de (Fall01)

8. House of Ghia: Free catalog for Type 34 rubber, lenses, misc. repro parts. Ask for Jim when you call and order their T34 catalog. Some items may be back ordered 4-6 weeks so be sure to clarify delivery times when you call. Jim (Albany, OR) at 541 926 6513.

9. West Coast Classics: Top quality interior restoration from carpet to door panels, they have done interiors for T34s in the past...call for a custom quote. Jeff (So Cal) at 714 871 1322.

10. Type 3 Detectives: Front Brake drums NOS, \$95.00 each or \$160.00 for two; NOS type 34 dash mounted ashtray \$75.00 Call/email for currently available parts. Paul Medhurst (UK) +44 1638 668693 or online www.wildhg.demon.co.uk/t3d

11. Welf Brandes Type 34 Spare Parts GmbH: New and used T34 parts including repro rubber. T34 Catalog: \$20 US. (Germany) 50 33 9 50 40 or Fax 50 33 9 50 42.

12. Volkswagen Sport, Inc. Some used T3 parts that fit T34s, call for current items in stock. Eric Lussier (Phoenix, AZ) @ 602 234 3598.

13. Kustom 1 Warehouse: NOS push-button chrome trim, NOS trim ring sets for 62-65 T34s \$100/set. NOS wheel cylinders (early & late); repro rear lenses \$50 ea. Stuart (So Cal) @ 714 997 9893.

14. ISP West: Sealed-beam assemblies (not rings) \$150, ring sealed-beam \$100, fog light rings \$150ea, fog lights complete used \$150ea, fog light lens \$75ea, front turn bases \$175ea, clear front turn lenses \$45ea, rear tail light lenses \$100ea (early & late), tail light base \$300ea with lens, 1967 kilometer speedo (excellent used) \$100, 1962 kilometer speedo (excellent used) \$100, 12V fog light relays \$50ea, dual horn 12V relays \$50ea, bumper guard set \$500/set (late style), dome lights (trunk & interior) \$100ea, rounded 63-65 outer mirror good used \$100, bumper corners front \$250ea, right outer door handle \$150, rear view mirrors \$200ea (early & late), grab handle \$100, rust repair panels (rockers, fenders & corner pieces from Lars) \$1000/set, corner windshield clips (4), glove box lock with key \$75, rear trunk liner (large piece only) \$250, front & rear window seals \$100ea, upper dash pad used uncracked \$500ea, lower used uncracked \$300ea, rear push-button lock with keys \$125, turn signal arm \$200, fuse box \$50ea (both 10 & 12 fuse), ignition switches \$150 used or used w/ new electrical \$200 or NOS \$225, SWF early wiper arms \$100/pair, shifter knobs 2-tone \$25 used nice or solid white \$100 used nice, m cyl #021A/B/C \$175ea, m cyl #023 1966-only \$175, 61-63 or 64-65 w cyl \$225/set (4 pcs fronts only), 1966 owner manual \$100, side marker set \$60/pair used or \$100/pair NOS, side marker seals \$15ea, shifter boots \$25ea (gray or anthracite), coco mats \$200 (3 pc set in either Sea Blue or Safari Beige), domed window winder handles used nice \$60/pair & cupped-style NOS \$50ea. All parts above are NOS unless indicated, and are limited to existing stock.

He'll be going to Germany in early April for more T34 goodies! Also has other Type 3 NOS & used parts, full restoration facility, used cars, and parts locating service. Alex (So Cal) 310 637 2109 or www.vwispwest.com, contact@vwispwest.com .

15. Beetle Choose: NOS T34 parts: front center bumper \$750, rear center bumper \$850, bumper corners \$450-475, door handles \$250-275, hub caps \$95, used sunvisor \$75, used door hinges \$75. Romano Schmidt beetlechoose@freenet.de (Germany) (Jan00)

16. Karmann Konnection: Rechromed bumper pieces @ \$300/section, headlamp chrome rings \$85 each, misc. used parts: call with specific need. Julian (Essex,UK) 44 (0) 1702551766

17. Wolfsburg West: NOS Bosch Fanfare accessory horns (12V) \$100/set. Reproduction spray-can lacquers for VWs using the original L-codes! \$12 ea., rubber glove box stoppers \$1 ea., fuel-pump rebuild kits, etc., Ron (So Cal) @ 714 630 9653

18. Vintage Warehouse: NOS & used T34 parts. Interior mirror restoration & used parts locating are just some of our services. T34 Rally, decent offer. Type 3 trailer hitch, mounts behind bumper. Very cool!! - \$150, NOS Type 3 Ghia radio black-off plate \$50, Type 3 Ghia rearview mirror \$75, Wheels: 15" Type 3 (5 lug) \$35 each/\$120 set, 15" Type 3 (4 lug) \$25 each/\$80 set, NOS T34 wiper motor \$60, NOS Delswift aerial/mirror combo. Bolts to top of fender \$75, Original Type 3 muffler with VW logo. Very good shape with little use \$100, NOS Volkswagen script for rear of Bus or Type 3 \$30, Vintage Warehouse, PO Box 2321, Windsor, CA, 95492 707.291.7606 vwparts@vintagewarehouse.com

19. Windshields: Glass Search, Ohio - 800-848-1351, ask for Shawn, has 3 in stock which are delaminated around the outside he said they would be foggy for about 1/4 to 1/2 inch beyond the windshield rubber. For the budget minded, \$150 (I think if you offered \$100 they'd take it) + \$75 for crating and shipping.

20. Windshields: Glass Seekers, New York - 800-345-4527, ask for Ira, has access to 12 windshields, \$235-255 delivered in the U.S.

21. Windshields: Hollywood Supplies, Boston, MA - 800-345-9595, ask for Candy, has 3 in stock, \$294 + \$125 for crating and shipping.

22. Windshields: Iowa Glass, 800-553-8134, Debbie x247 tell her you're with the registry, 6 in stock, \$300 + \$65 for crating/shipping.

23. Bug City: NOS front fenders for sale. The part numbers are: 343809021, Side panel, left and 343809022 Side panel right. The price is apparently \$300 each. The person to contact is Dave at Bug City, 1-888-284-2489, (Bug-City), inside Connecticut (860)666-2489, or www.bugcity.com (May02)

24. Baum Tools Unlimited, Inc: Special Tools for German and Swedish Automobiles. Technical Support and Publications: 415 566 9229, Tech Services & Publications: 415 566 0694, Tech Fax: 800 848 6657, Tool Order Desk: 941 927 1414

Private T34 Parts for Sale:

1. Used T34 Parts: Blaupunkt AM/FM 12V 4-band black buttons with chrome covers & T3 faceplate \$150, 6V fuel gauge insert (341 919 029) \$30, sun visors without chrome (1 has mirror) \$10ea, tail light base with dents \$5, Sollex carb (341 129 027C) 32-PDSIT-3 \$150, fuel sender (311 919 051) \$45, "pear" shaped outside mirror \$35, ivory plastic inner window cranks \$10ea, ashtray \$20, hinge plugs \$2.50ea, 6V engine parts, door threshold aluminum plates \$12ea, stock chrome gearshift \$25. Many more NOS parts for sale. Call 626 256 1345. Contact Jim Maljanian (So Cal) (May02)

2. T34 Parts: NOS T3 Tail Pipe Tips - \$20 (2 left), Door Sill plate (from 1966) - \$20, Torsion Covers - \$20/pr, Headlamp Assy (no outer chrome) - \$15/ea. Driver and Passenger Seat - \$100/pr, Rear Seat Back - \$15, Rear Seat Bottom - \$15, Front Glass (used, excellent condition) - \$100, Rear Glass - \$50, Vent Window Assy - \$25/ea,

Quarter Window Posts - \$10/ea, Spare Wheel Cover - \$20, Decklid Latch Assy - \$5, Side Marker Lights red/white lenses (x1nt) - \$50, T3/T34 Early Style Gas Tank - \$40, T3 Muffler Boxes (under rear seat) - \$15/ea, 4-lug 2-piece drums - \$50/pr, Jack (needs cleaning) - \$20, Complete Front Bumper (needs rechroming) - \$100, Engine Bay Grilles - \$20, Speaker Cover (needs reconditioning) - \$5, Dash Grab Handle (Red) - \$10, Dash Grab Handle (Black) - \$10, Sheet Metal - Inquire (All used), Gary Leonhardt (405) 640-7607 (cell phone, leave message) Home: (405) 573-0938.

3. T34 Roof Rack Locks: chromed, case hardened steel. Rick (CA) 650 583 8245 or 650 619 2663. (May02)

4. Used T34 Parts: Glass: Rear window \$100, Quarter glass \$45 a side right or left, Wing window \$40 each right or left Wing window frame \$30 right or left, Door glass \$75 right or left, NOS fog light lenses \$100, French model front turn signal lenses (amber fronts/red sides), Gorgeous set \$100, Decent set \$60, Vinyl door tops front, rear Nice \$25-50, Decent (one or two small cracks) \$15-30, Fair (cracked but restorable) \$5-15, Front seats, cores with covers no side moldings \$100 pair, Hoods \$50-100, Deck lids \$45-75, Doors (shell only) \$75, Luggage tray in front trunk \$15.00 (none with super premium tag), Early dash section, push button style \$75, Body parts/sections email for piece and availability. Prices do not include shipping. Arb@intexexhibits.com(Spring 01)

5. NOS Front Wheel Cylinders: NOS front wheel cylinders 1961-1963, San Bernardino, CA. These are NOS German front wheel cylinders for 1963 and these parts are obsolete, 1 car takes 4 wheel cylinders 50.00 each. mrhanover@aol.com (Spring 01)

6. NOS Type 3 master cyl 61-66 \$75, NOS Type 3 wheel cyl front \$45, NOS Type 3 wheel cyl rear \$30. Geoff (BC Canada) 604 760 5899 or e-mail: petersonvws@hotmail.com

7. Under Dash Parcel Tray, 1 NOS bulb-style headlight, rear red lenses, door handles, 2 fog lamps and 1 NOS right vent wing window. Fabrice (Belgium) 065 7244 80.

8. NOS T34 Kilometer Speedo with all the mounting hardware and in the original box. Dated 2/65. Asking \$250. rqvw@lycosmail.com or call Rafael (AZ) 520 745 5059.

9. Type 34 seats Two used T34 front seats, \$100-pair. Carol (CO) 303 347 0212, 303 773 8455 or e-mail: sewfineproducts@hotmail.com

10. Heatable Rear Window (option M 102) Exc. shape \$150. NOS front lens (amber), Mats (Sweden) e-mail: ghia@malmo.mail.telia.com

11. NOS T34 Parts in Norway: 343 955 113 E Wiper motor 12V \$85, 341 107 301 Piston rings (40 avail) \$5 each, 341 115 303 A Tube \$15, 341 129 257 Bushings (2 avail) \$8 each, 341 129 399 Brass pins (4 avail) \$5 each, 341 129 401 Plugs (4 avail) \$4 each. Also have a lot of NOS Type III parts, and can email parts list to those who are interested. Stan (Norway) phone: + 47 38 16 75 70 or email to konfars@online.no

12. UK Type 3 NOS Parts: loads of NOS T3 parts from England seller online, contact him for prices & availability. Sjknot@aol.com

13. Used T34 Parts: Too many to list. Contact Clive Richardson at clive.richardson2@virgin.net:

14. Repro T34 Decals: Expert repro of what most every T34 owner needs to complete that restoration. These 3 decals located in the glove box and engine air-duct are now available. Sold as sets @ \$15 with English or German text. Paul Stone @118 stull court Enid, Ok 73703 phone 580/242-8725 or stonie@onebox.com.

15. Type 3 Floor pan: restored, zero rust, red oxide and tractor chassis painted. \$50 (\$83 US). Buyer collects. Neal (England) 049 1822 445 or nr@hwallingford.co.uk

16. Used T34 Parts: VG front bumper guard, 1 pair of good rear bumper guard, 1 quarter window, 1 rear center section, needs rechroming, maybe even some straightening. Peter (Sweden) (46) 705 12 93 46, fax (46) 706 16 93 46 or e-mail: peter.reichler@mail.ekebyskolan.uppsala.se

17. Used T34 Parts: 2 sets of glass, 2 rear deck lids (OK condition), door window parts, '62 single carb engine (needs rebuild), '65 dual carb engine (needs rebuild), '65 & older brake drums front and rear, '65 body pan, good shape. Doug, Illinois 815 664 2712 ofcdoug@hotmail.com(may02)

18. Used T34 Parts: Rear window seal. Lars Repro. Perfect condition.\$115. Passenger seat chrome. Very good condition \$25 Battery hold down clamp for 6volt battery. The one side with clamp/hook. Condition is very nice, has been restored with Por-15. Perfect for that "everything has to be original nut" \$15 Battery braided ground strap. Condition is excellent, has been restored with Por- Perfect for that "everything has to be original nut". \$10 Single carb air cleaner to carb boot. With both clamps. Very hard to find one of these. Excellent condition and is still soft and pliable. \$20 NOS grab handle, redish/brown. With both chrome piece's and mounting hardware. Excellent condition. \$65 Used grab handle, black. Strap in near perfect condition with some pitting on chrome piece. With right hand chrome piece mounting hardware. \$50 NOS door handle, passenger side. Excellent condition. \$60 Used 6volt wiper motor. Excellent condition will sell with or without the rest of the wiper assembly. \$50 Front bumper. Three piece's. Good to very good condition. \$300 Engine lid with original insulation. Excellent condition and has screenprinted "open/close on top piece. Minor flaws to top insulation piece. One of the nicest I have ever seen. Taken out of 68 Squareback. Believe same as later T34. Had in my 63 till I restored original lid. \$65 Dual carb air cleaner. Unusual paper element instead of oil bath. Removed from 70 squareback. Excellent condition. \$50, Fan shroud fresh air boot. Have two. P/N 311-255-353B. Used but in excellent condition. Almost like new as I bought NOS 2 years ago, used for very short time and replaced with new set when re-painting motor. Believe I bought last three sets in world of these NOS. These are no longer available anywhere and near impossible to find in this condition. \$35 Scat chromoly 4130 1:25-1 ratio rockers with all parts and shims. Perfect condition. Less then 200 miles on them. Cost \$230 sell for \$175 OBO. Claude Buggies thin line 11/2 sump with all parts and new extra filters and gaskets. Perfect condition. Nice setup! Cost \$125 plus with extra parts, sell for \$80. Near new stock rocker assemblies. Both sides. Just a few thousand miles on them. Have lash caps to go with them. \$100 for the pair. NOS Front turn lenses L/H & R\H Hella, Not reproductions. \$30 ea. Like new Front turn lenses L/H & R\H Hella, Not reproductions. \$25 ea. Side marker lenses L/H & R\H Hella, Not reproductions. \$20ea. 4. Used front turn signal base L\H running light style. Base In Excellent condition. The back has of base has been Por-15ed to prevent corrosion. \$125 5. NOS Front turn signal base R\H. Rear coated to prevent corrosion. Perfect \$150 6. NOS Front over-riders L\H & R/H. Rounded style, perfect condition. \$120ea 7. NOS Rear over-riders L\H & R/H. Pointy style, perfect condition. \$150ea. Early shift coupler. Round style in excellent condition. \$15 9. Late shift coupler. Square style in excellent condition. \$10 10. NOS Grey shift boot. Very thick rubber and really beautiful. Front interior drain tube. Runs from vent behind dash to floor. Perfect condition \$30. Rear lid lock with 2 keys. Good condition. \$40 Original style silver wiper blade. SWF made in Germany. Good condition. \$10. Used fan shroud fresh air boots. Restored with Por-15. No tears, usable \$15ea. 15. Used rear lens. Amber & red in fair condition. \$10ea. Fog light lens in fair condition. Scuffs can be polished out. \$25 Front pointy style over-

riders. L/H & R/H no dents, needs re-chroming. \$30ea Driver side outer door handle, fair condition, \$20ea. Passenger side outer door handle, fair condition. Can be re-chromed. \$20 20. NOS inner door latch assembly, P\N 311-837-015 \$100 . NOS inner door latch assembly. P\N 311-837-016 \$100 . NOS push button switch chrome trim plate. Very good condition. \$25 Rear glass. Very good condition. \$50 Driver door glass. Fair condition, some scratches. \$25 Driver's window winder mechanism assembly. Very good condition. \$40 Rear rubber floor mats. L/H and R/H 1 very good the other torn and repaired with Por-15 \$25 & 20 Tailpipe for stock muffler. Used and in Fair condition, \$15 27. NOS Clamp for tailpipe. \$5 Horn 12v Bosch. Bumper mount style. Works fine. \$15 NOS Push button to push-pull retrofit kit with correct original tulip knobs. Complete with switch mounting plate & escutcheons. \$200 Push button switch 6volt in very good condition. All buttons work and button covers are in good shape, no cracks intact and readable. \$100 31. Repro horn button gold inlay and is in perfect condition. \$ 15 New Osram 12volt fog light bulbs still in box. \$15ea. Two NOS headlight beauty rings. \$110ea. 34. KPH speedometer 0-150kph. Brass knob style in very good condition \$ 65 Fuel gage with brass knob. Can make 6 or 12volt on request. Very good condition with perfect trim ring. \$75 36. MPH speedometer 0-90mph with brass knob. Excellent condition with perfect trim ring. \$80 Clock with black face. Works well. Removed from 70 type 3. \$35 MPH large style black face speedometer with trip meter. From 70 type3 \$100 39. Door threshold plates. Two in good condition, needs polishing. \$12ea. 40. New in box Sealed beam headlights. Two 12volt Sylvania halogen cool blue's. 65/55 Watts street legal \$15ea. Front L\H & R/H turn signal base seals. Used in very good condition. \$100 set Front L\H & R/H turn signal base seals. Used in good condition. \$75 set Push button switch covers. 1 washer, 1 wiper, 1 running lights and 2 headlight in very good condition. No cracks and are readable. \$15ea. 44. Horn rings; Flat \$25 Shiny \$15. Bellows clamps. Two large and one small clamps. Very good condition. \$7ea. Sun-visor, off-white. No tears and in good in very good condition. \$35 Chrome fresh air vent slides and dash cover plates for early Type 3. Perfect \$100 . Speaker grill cover with mesh for 70 Type 3. Perfect condition. \$20. Dirk Brogdon dbrog28301@aol.com or call 805 737 1553 8am -9pm (CA)

19. 1965 Type 3 Workshop Manual Set (Vol I & Vol II). New condition with T34 section & electric sunroof. \$250 obo. Inquire at dcdkwd@earthlink.net or 603 835 6133. David Diehl

20. Two original (1966 & 1969) front and back windshields. I just have to clean them to look for scratches. But they are not broken or chipped. Wolfgang Peter, Ringgold, GA wg@catt.com

T34 Restoration Services:

1. Dash Gauge Restoration: will do "show quality" gauge restorations on your T34 gauges. \$150-200 for all four. Rings polished, inner rings repainted, needles repainted, & speedo calibrated. Will accept credit cards. Foreign Speedo Inc, 2246 1/2 University Ave, San Diego, CA 92104 USA. Tel: 619 298 5278.

2. Bumper Rechroming: bumper restoration \$165 front and \$175 rear for complete 3-piece blades. The quality is excellent, the work is fast, and the price is reasonable. Bill & Steve's VW Restorations 562 923 3251 (So Cal).

3. Door Hinge Restoration: completely rebushed to work like new, \$100 total. Contact Mid South Restoration, 56 Graddy Loop, Vilonia, AR 72173 or call 501 796 4524. Laird Cumming, laird@midsouthrestoration.com

4. T34 Drawing! Full color oil pencil drawing of your T34 or other VW. Takes 2 weeks for an 8x10 drawing from your photo. \$85 for 8x10 drawing, more if larger. Call David Turton at 409 564 7593

after 6pm central or email arthouse@netdot.com

5. Polishing & Plating, 1230 Saviors Rd. Unit "O", Oxnard Ca. 93033, Ph.# 805-487-5917 or voice mail 805-3391350. Owner: Robert Torres

6. Baja Upholstery, they are located in Highland Park, close to South Pasadena, Ca. The owner's name is Jesus, his number is 323-222-6109.

7. Ignition/door re-key. Can re-key ignition and doors to match all locks. Makes the tumbler, so he is able to offer what no one else can. Turnaround time is 24 hours, and will happily use UPS or Postal to ship anywhere. Access Auto Lock and Key, California, Tim Shirey, (661) 823-8990. He has been in business for 20 years and is a VW enthusiast.

8. VDO instrument repair: Forster Instruments Inc., Attn. John Anderson or Jeff Heal, 7141 Edwards Blvd., Mississauga, Ontario L5S 1Z2 Canada, Phone: 800-661-2994, Fax: 800-632-9943 or don.strongiharm@forsterinstruments.com

9. VDO instrument repair: Nichols Speedometer, 1336 Oakland Ave., Greensboro, NC 27403

10. Deck lid luggage racks: Repro rack based exactly on the original rack shown in the T34 accessory brochure photo. It fits very well and looks great! Randee Pickton 619 561 6609.

11. NOS and second-hand Blaupunkt radios. Michael, England M.Tough@RMJM.com (May02)

Wanted T34 Parts:

1. For 1968 34. Windshield wiper (2 sets), L and R Wing glass Hinge, L and R Side Mirror, Rubber for all glasses (Front, Rear, L and R), Tail Light (full Set), Bangkok Thailand, Praktikol Sriphaibool. (may02)

2. For 1965 343: Rear decklid NOS rubber. NOS accessory picnic tray for steering wheel (like Bill Makepeace's). Original 1964 glove box calendar w/ T34 art. Any original T34 ads or ?? from 1965. Scott (So Cal) @ 805 583 4173 or email: ScPerry@aol.com (May02)

3. For 1967 343: Interior mirror, pair of sunvisors & clips, side window & door seals - prefer NOS. Craig (Central Cal) ccit@ruizfoods.com

4. For 1968 344: all lenses, vent windows with frames, seals, emblems, VW1600L script, tail light base, side seat trim. Suthas (Thailand) tutmundo@hotmail.com

T34 Toys and Literature:

1. T34 Toys & Literature: David Crofts (AR) 501 753 6755 until 3:30pm CST M-F or anytime on weekends.

2. T34 Blueprints: Reprints of the original, \$25 + shipping/handling. Jack (Netherlands) E-mail: blueprint69@yahoo.com

3. NOS Owner's Manuals for '64, '65, and '67 T34s in various languages \$65 each, Type 14/34 original parts list book in binder \$100, Pete (No Cal) 510 278 9596.

4. T34 Owner's Manual Reprints: in booklet form, for 1500cc & 1600cc dual carb models, 42DM, German Parts Unlimited (Germany) (49)413269 or e-mail: info@gpu.de

5. Reproduction Corgi boxes. Malcolm Baxter is a Corgi enthusiast living in Australia. He has the ability to reproduce the Corgi T34 Coupe or Cabriolet box. If you own a Corgi T34 and want a nice new box, he can send you one for only \$6 + postage. He has also made a T34 Cabriolet box for the Corgi, although there never was such a model. Excellent reproduction, thick paper box, & bright colors! Malcolm Baxter at baxterfamily@optushome.com.au

6. Original T34 Sales Brochures & Manuals: Current stock includes '63 & '67 brochures. Gute Fahrt magazines & other auto mags. Mark (Germany) 0 21 63 95 27 75, fax: 0 21 63 95 27 76. E-mail: automobiliat@dialup.nacamar.de

REGALIA COLLECTION: Literature, Stickers, Mugs, & More!

To order regalia items, send request & check to:

Fred Hampel
Registry Regalia Coordinator
136 Monte Rey S
Los Alamos, NM 87544 USA

For details on availability, shipping & insurance costs, please call 505 672 3159. Make all checks payable to "Fred Hampel". If items are in stock they will be shipped within 1-2 weeks. If they are not in stock and need to be reordered, Fred will let you know when to expect them.

A T34 Registry Email address: personalized email address (ie JohnDoe@Type34.org). Send an email to PaulColbert@Type34.org for details.

T34 Parts List Book reprint: The original dealer parts book for locating replacement parts. It contains both mechanical & body part exploded diagrams, part numbers, colors, & annual differences. 8.5" X 11" & 1000+ pages, softbound with color dividers. \$65 postpaid in USA (+\$20 shipping to intl members).

T34 Color Wiring Diagrams: full color 11" x 17" pages detailing all electrical wires & components. Three versions available: 1962-63 (single carb 6V), 1964-66 (dual carbs 6V), or 1967-69 (dual carb 12V with sunroof wiring). Each one is \$10 postpaid. Fuse box diagrams also available, \$5 postpaid. These are available for FREE on our Member's Only web site!

1964 Glovebox Reference Pamphlet reprint: small folded page reprint from 1964 designed to inform new owners about the T34, also includes a 1964 calendar, \$2 postpaid.

Owners Manual reprints: old stock reprints; 1962 German text or 1967 English text, \$10 postpaid.

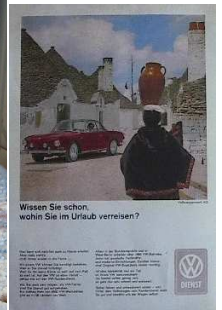
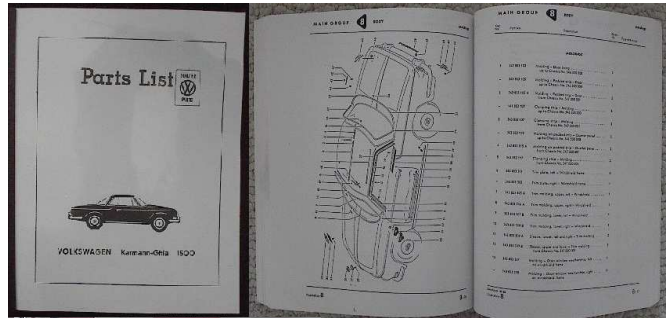
Window Stickers: mounts to inside of window, available in Black or Blue, \$2 postpaid.

Coffee Mug: white ceramic mug with black inside, logo on outside with motto, \$8 postpaid.

Registry Key Fob: white 1" round plastic key fob with Registry logo, \$2 each postpaid.

T34 Postcards: four different postcards (three color, one b&w) from original VW art & watercolor drawings, \$2 each postpaid.

Registry Newsletter Back Issues: over 40 issues from 1987-99, \$2 each (specify issues with order) or \$50 for the complete set postpaid. Hundreds of restoration articles, events, and featured T34s.





VW TYPE 34 KARMANN GHIA REGISTRY

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FIRST CLASS MAIL