



August 1965

8

Test: Karmann-Ghia-Coupé (1500 S)

Preis DM 1,20



T34 World News

2011 Edition #3

CONTENTS:

- T34 World: New Sources, Reps, & Progress!
- International Rep Team: 31 reps in 18 countries!
- T34 50th Anniversary Update: 69 & counting!
- Sources: Sheetmetal, Wiring, Corner Trim Clips
- Spotlight: Pearl White Perfection
- Resto Tips: Adjusting Dual Horn Tones
- Rep Report: Brazilian Road Trip
- Resto Work: Belgian Black Beauty
- Resto Work: Get Me To The Church On Time!
- Barn Find: Early-1962 Capstan Ghia
- Accessories: M102 Heated Rear Window
- Spotlight: Early M344 in Scotland
- Original Owner Story: Indonesian 1965 M344
- Accessories: Repro Tachometers
- Resto Update: French 1965 M343 Reassembly
- Resto Update: Taking It Back
- Resto Tips: Birth Certificate
- Worldwide Registry Archives

What's New? Sources, Reps, & Progress!

Good News about Suppliers: we've discovered a new metal repair panel source in Germany, two new sources in Thailand for various seals, trims, & metal parts, an inexpensive carpet kit supplier in Germany, and a new source for wiring looms. Be sure to take advantage of all the new sources while they are still offering T34 parts. You just never know when they'll be gone.

I'm really impressed with how quickly T34 World has taken-off and become an active multi-country experience. I'm in constant communication with twenty countries at once, building stories, connecting owners with parts sources, and getting to know so many more people. The articles you see here are simply a result of the active communication between owners. Jörg & Carsten's event updates, Steve's welding progress, Bob's new tachs, Fernando's road trip, Tom's carpet experience, Iwan's great family story, and so much more! There are so many stories, so many restoration updates, and so many parts sources surfacing that it's impossible to fit them all into a magazine that comes out every other month. So from now on **T34 World News will be published monthly**. The email discussion group is active with input from all over the world and the forum topics seem to be helping answer questions and share restoration progress from many owners. Keep your emails coming!

One of the side effects of the huge increase in promotion of the T34 is many high-quality cars that were previously not available, are on the market in the US\$20-40K range. Granted most of these are in Europe where good original rust-free T34s are tough to find. This range is something new for T34s, previously at a ceiling of US\$20K. Here are just a few examples: the Henkels' Pearl White 1963 M343 @ US\$34K, the Sea Blue 1964 M344 in England @ US\$25K, a private 1966 M344 @ US\$23K, a 2-owner 1968 Automatic @ US\$35K, a Regatta Blue 1968 M343 @ US\$25K, the Australian 1969 M344 @ US\$22K, and a 1969 2-owner recently sold for US\$42K!. If there was ever a time to buy a really high-quality T34, this is it ... but you'd better have a lot of money saved-up and be prepared to move FAST!

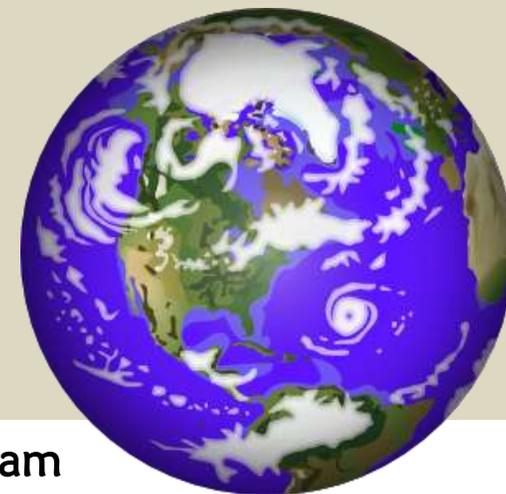
I'd like to extend a warm welcome to **Iwan Sadono from Jakarta, Indonesia!** Iwan's father was the original owner of their 1965 M344 and Iwan has shared a heart-warming story about his dad and the T34 that has kept them connected.

The pre-registrations for the **T34 50th Anniversary in Germany** are now at 69, so this will definitely be an historic event not to be missed. We have T34 owners coming in from South Africa, England, America, Belgium, Scotland, Netherlands, France, Switzerland, Italy, and many more countries. It will be a great opportunity for the T34 World members to meet each other. I've heard a rumor that Mrs. Sergio Sartorelli is also planning to be there ... possibly to stand beside her husband's 1959 "Lyon Project" prototype along with the T34s that participate!

Lastly, please take 10 minutes to email me your T34s information (see second to last page) to make the **Worldwide Registry Archives** more complete. I don't ask for much but this is very important and only you can provide your T34s details.

Below: Tessa (almost 4 & my last of five) loves any excuse to get inside, pretending to drive, honking the horn, shifting, and telling me that SHE'S going to have a blue one someday!





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 international team of 31 dedicated T34 reps will help T34 owners in their regions, reporting back on events in their areas, and maintaining contacts with parts sources. Here's the team! Please contact them directly for assistance & advice.

GERMANY:

- Southern – Jörg Fischer (JorgFischer@T34World.org)
- Western – Carsten Klein (CarstenKlein@T34World.org)
- Northern – Klaus Morsch (KlausMorsch@T34World.org)

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- Central USA - Bob Dervin (BobDervin@T34World.org)
- NorthEast USA - Rick Hasse (RickHasse@T34World.org)

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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)

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

SWITZERLAND: Philip Egger (PhilipEgger@T34World.org)

THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)

T34 50th Anniversary Update

www.50-jahre-typ-34.de

Back in April 2009 the Wilhelm Karmann GmbH factory declared bankruptcy due to “crashing car markets and contract cancellations that left it unable to pay its bills and its 1600 workers”. This left most of us worried about what may happen to the Karmann Museum collection. Fortunately, Volkswagen acquired the Karmann Osnabrück site in Nov 2009 with plans to build a new car there. One of the exciting new announcements in March 2010 is that the T34 50th Anniversary participants will **Tour the Karmann Museum!** This collection includes an original restored Pearl White 1963 Cabrio & Silver 1963/69 Cabrio Automatic, the one-off 1965 1600 TC Fastback prototype, and an original Silver 1969 Automatic M345!

Each T34 driver will received a special “Driver’s Package” that includes a bag, mug, & unique HO-scale model. For those of you not driving a T34 or those missing the event completely, they have created a store for the items available at the event. The glass coffee mugs are especially exciting, etched with the T34 50th Anniversary logo. Go here to see the complete shop: <http://www.50-jahre-typ-34.de/shop/shop.htm>

The world record for “Most T34s at One Event” is currently 48, set in 2005 at the T14’s 50th Anniversary in Germany. So far there have been 67 T34s pre-registered for the T34 50th so we’re very confident to set a new world record! Check out the tables below for the break-out of models & years as well as the countries that are being represented.



YEAR	COUPES	CABRIOLETS	TOTAL
1962	7	0	7
1963	5	1	6
1964	6	1	7
1965	5	0	5
1966	6	0	6
1967	7	0	7
1968	12	2	14
1969	14	1	15
Totals	62	5	67

COUNTRY	TOTAL
Germany	44
Great Britain	8
Belgium	5
Netherlands	4
Switzerland	2
Austria	1
Denmark	1
France	1
Italy	1
Total	67

Parts Sources: Sheet Metal Sections

A new source for T34 sheet metal repair panels has surfaced in Germany with **Jürgen Wagner Blechteile!** He's been offering T14 parts for several years and now is doing T34 parts too. The first parts are the lower door skin panels for 45 Euro each and the lower rear panel for 250 Euro. Next will be the front inner fender with bumper bracket area under the front bumpers. Email him at wagner.blechteile@t-online.de or order online at www.wagner-blechteile.de

New LHD Carpet Kit Source!

Mr Katzenberger with Carpets 4 You in Germany is now offering complete carpet kits for LHD T34s with cloth trim & bound areas for holes for only 220 Euros + shipping. When most carpet kits are 2-3 times more expensive, this kit is perfect for T34 owners wanting new carpet (without requiring German square weave originality). All 19 pieces including behind rear vertical seat back. Three styles available: 1962-63, 1964-66, 1967-69. 220 Euros + 60 Euros shipping overseas is about US\$395. The kits are available in a variety of colors: gray, beige, charcoal, blue, red, dark brown. Jürgen Klein bought the set below and confirms the quality & fit are good (right). Email the supplier at carpets4you@googlemail.com to request a quote for the color & year style you need. Please tell them you heard about it in T34 World News so we can build our reputation with suppliers to do a better job and offer a wider variety of products.

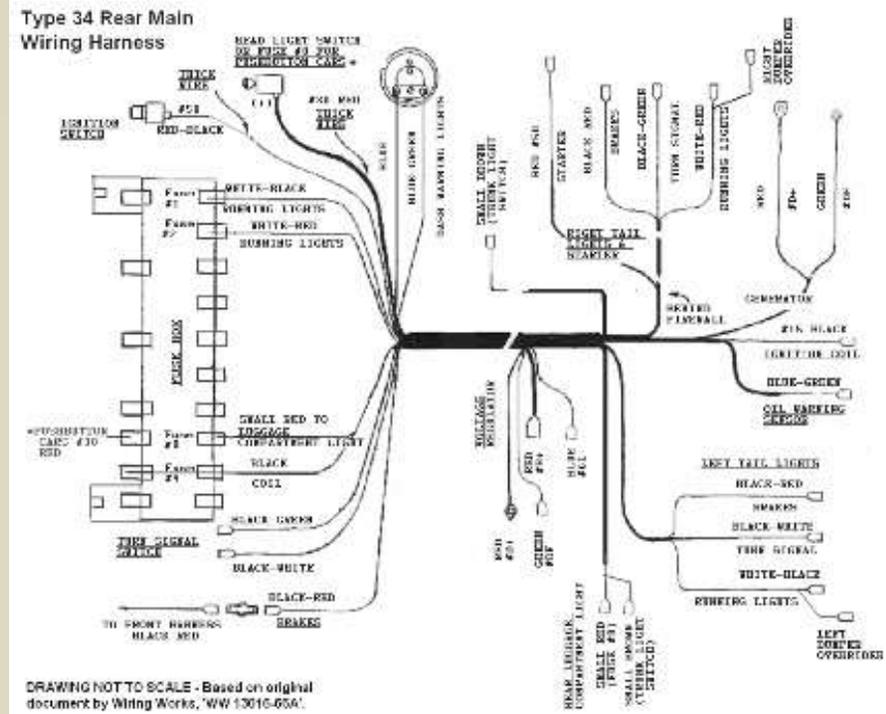
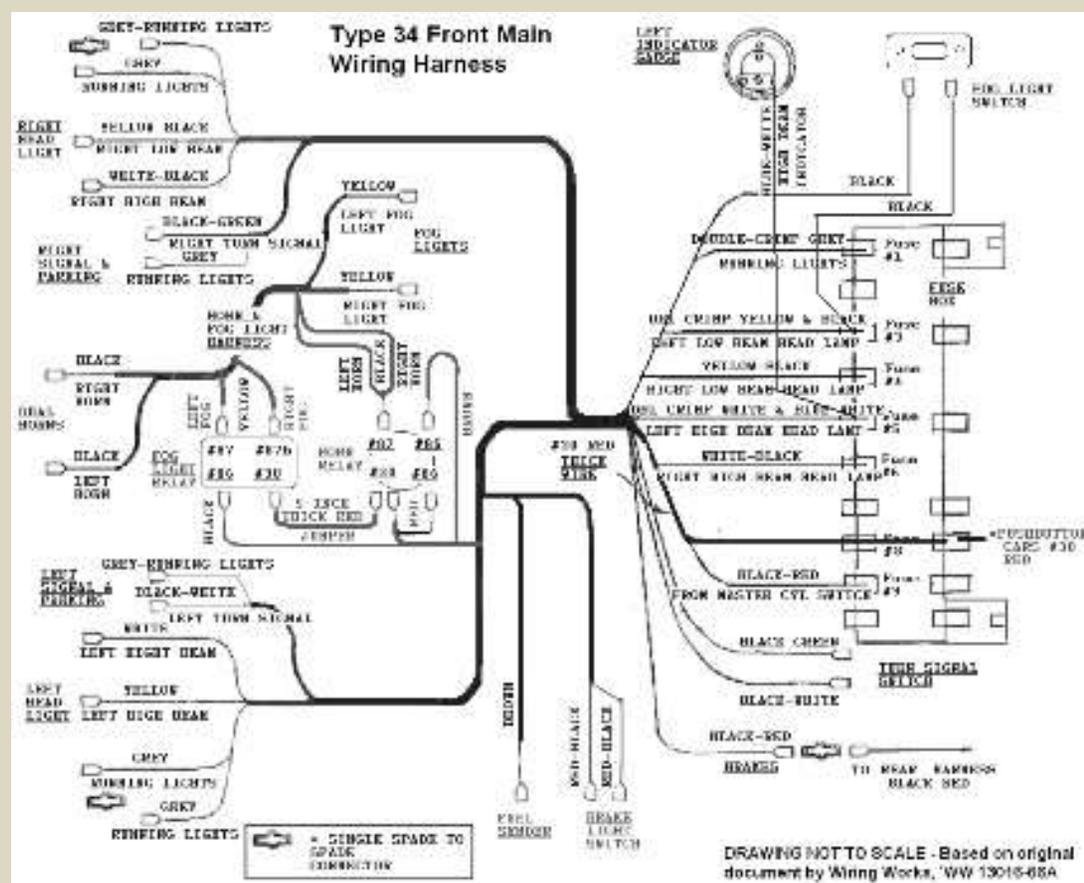
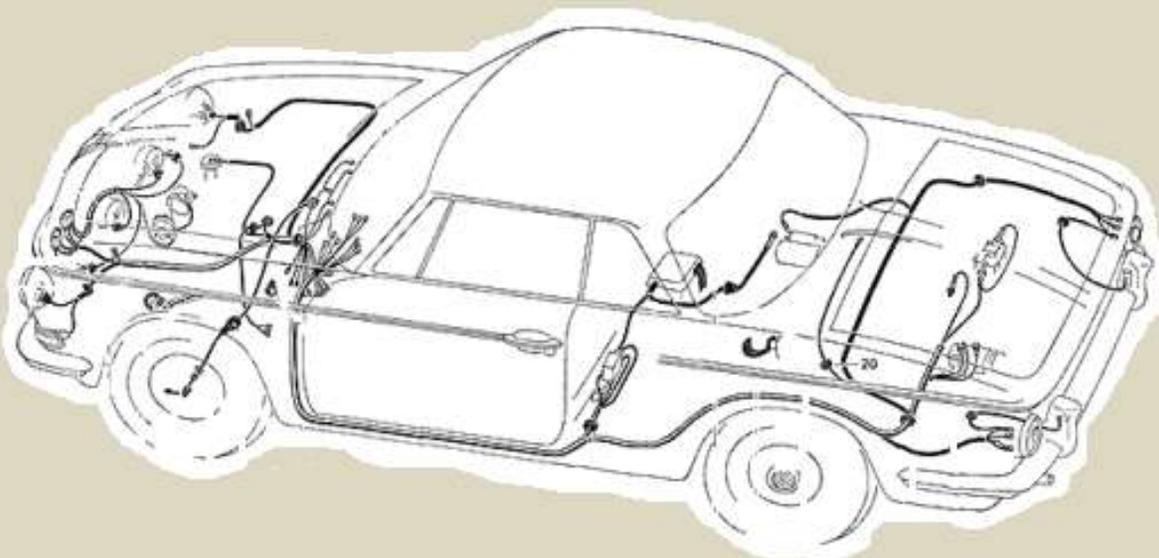


New Wiring Loom

For those of you doing a full frame-off restoration or if your T34 has very poor wiring, there's a new source for a full wiring loom made specifically for the LHD T34! Designed to fit the 1962-67 T34s, it can also be modified for use in the late-model T34s. **Greg Skinner** had contracted with a wiring specialist to build the T34 loom. Cost will be US\$420 + shipping & insurance. The first set of 5 have been reserved but he's taking reservations for the next set of 5. Don't wait ... do it now!

The multi-part kit consists of a front wiring harness and a rear wiring harness and several bags of wiring components for the different sub-sections (horns, side markers, etc). These two harnesses join together under the dashboard at both the fuse box and at the upper steering column. The many grommets (not included) used where the wiring passes through the body of the car are to prevent long term damage to the outer wiring sheath and wiring insulation. There's a comprehensive 20-page instruction manual included, taking you through all of the steps. Greg's attention to detail here cannot be praised enough and you will not be disappointed by the quality in this kit.

Contact Greg at gregson62@hotmail.com (he's based in Colorado USA) and tell him you read it in T34 World News.



New Thailand Parts Source!

The Thailand T34 group is an active collection of 10-15 T34 owners that have been reproducing T34 parts for several years now. Their parts have been for their members and not sold outside the country. Now we have convinced them to allow these repro parts to be available to the rest of the world, but sold through the T34 World organization. It will take some time to get organized and to get these repro items sent to the USA for distribution. When they are available and prices are known then you'll hear it here first!

Aluminum Corner Trim Clips

These aluminum anodized corner clips are used on all T34 years and they're extremely difficult to find in any condition. They're designed to connect the bottom corners of the window trims together and keep them from coming out from the seals. Four clips per T34 are needed.

Aluminum Door Sill Plates

Repro late T34 door sill plates were made based on an NOS one. Nam (our Thailand Rep) has both NOS early & NOS late sill plates for masters. Right: the NOS ones are the two at the top and the repros are the two bottom ones. We hope to have early style door sill plates available soon as well.





Spotlight: Pearl White Perfection!

What makes a spectacular T34? Most T34 owners would say 1) rust-free undamaged condition, 2) low-mileage documented with few owners, 3) matching numbers, & 4) original in every aspect as to be an ambassador of the marque.

This Pearl White 1963 Coupe is spectacular, plain & simple. Its third owner, **Jan Peter Henkels** from Wuppertal Germany bought this gem ten years ago. He fell in-love with the 71K kilometer (44K-mile) all-original rust-free time capsule. With matching body & chassis # (0 183 315) and fitted with its original single-carb 6-Volt 1493cc 45hp engine (# 0 194 682) this T34 is a preserved masterpiece of the early T34 production years. It left the Karmann factory on May 8th and was delivered to Minden Germany two days later on May 10th.



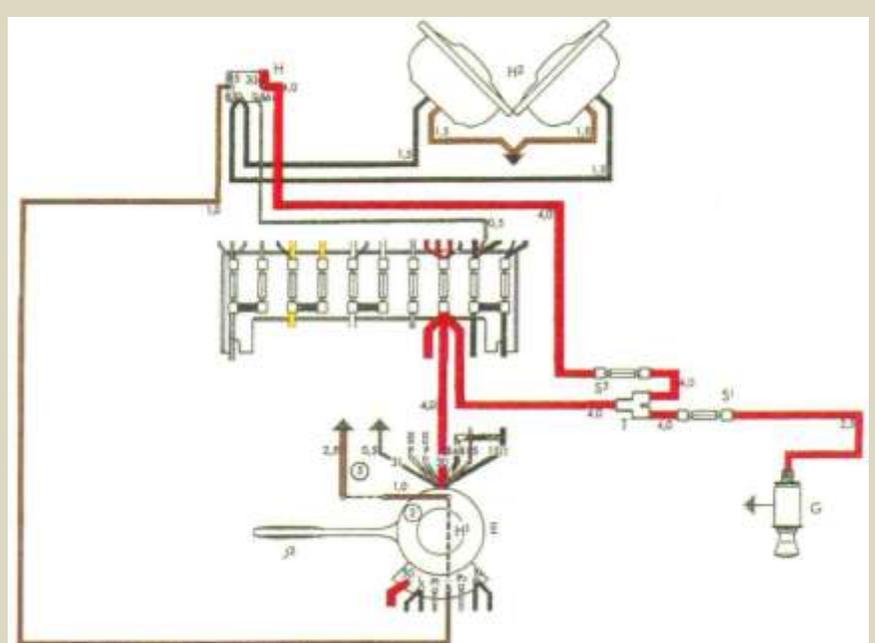
Some of its unique features include the Brick Red cloth insert seats & door panels, the Blaupunkt Frankfurt radio with Hirschmann telescoping antenna. It still has its gray rubber knobs for the rear heater vent controls, the spare tire area is pristine, and its front door seals are exactly the way they were fitted back in 1963. The tarboard under the rear seat is in perfect condition as is the rotary heater carpet trim. Fitted with an NOS set of red & cream coco mats & Firestone wide white wall radial tires the car is a standout wherever it's driven.





Resto Tips: Adjusting Dual Horn Tones

I recently decided to restore the dual horns & get them working in my 1962. When I pushed the horn button I heard only a click. I checked the wiring diagram (below) to see if the wires were all connected properly. Then I removed the horns from the spare tire area, disassembled the eight screws/nuts, and removed the top covers. I cut a 4" long by 0.5" wide piece of fine sandpaper. I adjusted the screw on the outside of the horn back all the way out (loosest possible before it comes off the points piece). Then I pried up the points metal and slid the sandpaper in between the points & upper metal piece. I pulled the sandpaper back & forth across the points for about a 10-count. I reassembled the parts and installed the horns one at a time into the spare tire area. Then I connected the power & ground wires and took a deep breath while pushing the horn button ... and I got a weird noise, not just the click as before but a small whine. I began adjusting the screw two rotations and tried the horn again and the horn came to life! After about 5 adjustments the sound was clear & sweet, a perfect vintage VW horn! Now I feel a lot safer when driving ...



After both horns were cleaned & adjusted I reinstalled the rubber boot, drain tube, and wiped everything down. What a beautiful sight! Then I needed another couple adjustments on each horn when the two were working in tandem. Here are the photos of the process: 1) sanding points, 2) adjusting tone, 3) finished!

[Thanks to the advice of Andy Holmes]



Rep Report: Brazilian Road Trip

By Fernando Mendonca, Brazil Rep

There are twelve known T34s in Brazil. In February I traveled more than three hours to Ribeirao Preto (a city 300 kms far from Sao Paulo) to meet T34 owner **Benedito Gleria Filho** which has a restored Pine Green 1968 M343 Automatic. I'm trying to learn more about the group of T34s imported in 1968. His 1968 was a late-production with chassis #348 214 176 built on 24 June 1968 and he's owned it for 10 years.

I found Benedito and his T34 while searching the internet and then I got in touch with him to ask the possibility to take some pictures of his car. As there are only four "black plate" (original 1968-69 plates) T34s in Brazil I was looking for some references to restore my car according to the original specifications.

Benedito has been a VW enthusiast for more than 20 years and he's owned two KG TCs and one SP-2 that he bought from Og Pozoli (biggest car collect in Brazil) with only 13,000 kms. Nowadays he has only kept his T34 and said he considers this car his "dream car" because he spent several years searching/chasing for it before finally buying it. He has owned his 1968 M343 for more than a decade and he joined the T34 Registry back in 2003. His T34s first owner was a German gentleman working in Brazil and Benedito is the second owner.

I was especially interested to see the front seat backrest locking system, as these parts are missing from my 1969. I was thrilled to see this system working perfectly on his 1968 so now I can see exactly what I need to find! He restored the wood dash panel with real wood and it looks great.





One of the 12 T34s in Brazil was a 1968 owned by **Fernando Conde** from Minas Gerais. It had been undergoing a long restoration including a Cabriolet conversion (above). Restored in Red with two-toned upholstery it was finally completed and turned out beautifully! About a year ago (Feb2010) it found a new caretaker at an unbelievable R85,000 (US\$50K & 35,400 Euro). That price gives all T34 owners a big smile!

One of my goals as the Brazil rep for T34 World is to find all the existing T34s. I have compiled a spreadsheet with photos of each one and am encouraging the owners to contact me for assistance with finding parts.





Resto Update: Moesinger's Pigalle 1966

Michael Moesinger is from Bayreuth, Germany and has owned a T14 Cabriolet for many years but recently discovered an unrestored hidden Lotus White 1966 T34 with rare Pigalle interior in a barn. Ever the optimist, he bought the M343 which was loaded with the typical rust in the rocker panels & headlights and brought it home, disassembled it, and even bought two more T34s to assemble one great Pigalle 1966 T34! He bought the Ruby Red 1964 M345 body from Marcus Siegler. Michael plans to begin the rust repairs quickly and says he'll share his progress with T34 World members, so stay tuned.



Resto Update: Belgian Black Beauty

Jurgen Magdelyns has restored many T34s but this Black 1968 M345 (#348 047 656) was found in 1993 and the bodywork & paint was done in 2006. It was built on 27 Oct 1967 and delivered to Belgium on 02 Nov 1967. With the T34 50th Anniversary quickly approaching he's been working on the reassembly process. The electric sunroof was connected & adjusted properly. He installed the headliner himself and created the carpet kit himself too. The rear compartment was fitted with the new board from BerT3. A nice coco mat set is coming in from Switzerland. He's currently building a 1776cc engine and creating a bra to protect the front end and plans to offer new ones to other owners. There are four different rim options to choose from to suit his tastes: original, 2 litre 914, cosmic's, & gasburners. The original Indian Red interior panels & seats give an excellent contrast with the glossy deep Black body & dash! Come see it in person at GMH in August!

If you'd like to see a video of his electric sunroof working:
https://picasaweb.google.com/jurt34/Restoratiet34Zwart?authkey=Gv1sRgCPelibX52_KJ7AE#5586983743347527842





Get Me To The Church On Time!

My name is **Stephen Thirkettle** from England, an ex panel beater turned builder who has been into VWs since the late-'80's owning many Beetles and a couple of Campers. 22 years ago I first came across a T34 owned by a friend and instantly fell in love with the styling but never dreamed that I'd be lucky enough to own one. That all changed last year (courtesy of ebay) when I found a 1968 RHD Gobi Beige M344 in Hull, England. The car just had to be mine and I had decided to buy it no matter what the condition ... very, very poor as it turned out! The engine was missing but the interior was pretty much complete. The top sections of the body were ok but the whole bottom half was practically flapping around: the sills, inner and outer arches, bumper mounts, lower front wings, doors, floor pan, headlight surrounds, and lower rear corners were completely shot. "Not a problem," I thought, "I'll just order the panels and weld them in, shouldn't take too long at all". Lesson #1 for me: there are very few panels available!

So home it comes minus a rear quarter window (which fell out during delivery) and onwards with the work. It was instantly clear that this was going to be an uphill struggle but finally I managed to locate some rocker panels, lower front and rear wing sections and a few floor sections which really lifted my somewhat-worried mood. Out with the cutters and grinders to remove the rusty panels and I discovered there is quite a lot to these cars under the rocker covers: strengtheners, heater tubes, and inner sills. My floors had completely rusted away from the nonexistent bolt holes so there was nothing left to do but fabricate the whole lot from scratch, not easy when you have no templates or patterns to go from. It took me a while with lots of head scratching but finally I started to work it out. The jigsaw puzzle was starting to come together.





I'm planning to carry on with the bodywork facing the biggest problem yet. The headlight areas are very rusty (pic below): the bowls are ready to fall out following some very poor repairs in the past. I have located some new bowls so hopefully I will have a bit of an easier time putting them right again. I'm also in the process of sourcing the rubbers and trims that we all need so that it will be watertight if I ever drive it in the rain, which has been known to fall occasionally over here in England! My main aim is to drive the car to my wedding in early June, a very tall order but I'm putting every spare minute I have into it. After I'm wed I will be at the special anniversaries in England & Germany which I'm sure everyone is

Once I had the rocker panel in place I could work my way towards the rear of the car. The wheel arches were missing all except one tiny piece at the top, so I used this and the new lower quarter panel to form a crude jig in order to fabricate my first wheel arch. This turned out to be a lot easier than I thought so I made one for the inner arch as well. The hardest part was fabricating the closing panels by the torsion bars, so many angles and shapes to deal with. Following this it was the lower rear corner, again almost nonexistent. More templates and welding ensued until I finally felt like I was ready to turn the car round and start on the other side. This turned out to be much easier because I had a real good idea what I was doing by that time and completed most of the work within 4 days.



Thanks to Lee & the T34 World forum members for being so helpful, my good friend James Wotton for the engine, the KGOC-GB (especially Clive Richardson & Mark Poulton), Peter Hayes, and my long suffering fiancée Katie. Anyway, enough of this writing & photography, I've got some welding to do!





Barn Find: Early-1962 Capstan Ghia

Imagine finding the world's second oldest surviving T34 in a barn! That's the real story from **Kim Riishede** from Ringsted Denmark. Kim's a long-time vintage VW racer well-known for his ultra-quick Beetle builds but this T34 was a real surprise!

The original chassis stamped with #0 001 400 proves it's the second oldest surviving T34. The T34 had been completely disassembled 20 years ago but the spare parts had been stored in 50 metal Capstan tobacco boxes (hence the project's name). The body had been cut-up in an earlier attempt to repair the rust, so there are several body pieces to contend with. The previous owner had collected various T34 parts from all years including late-model tail lights and bumpers. The original engine & transmission are long gone so Kim plans to restore this T34 as a street custom with stock body but a 12V upgrade, CSP wide-5 front disk brakes & a 1776cc engine. Since Denmark has laws for all-white front lights he's going to find clear front & side marker lenses. But the first step will be repairing the rusty body panels and getting the birth certificate from VW.





Accessories: M102 Heated Rear Window

After Volkswagen upgraded the electrical system from 6V to 12V it also began offering new electrical options. One of these options was M102, the electrically-heated rear window. Although an extremely rare accessory, a dozen 1968-69 T34s have been seen over the years. We're thankful to our Belgian rep **Paul Peeters** for taking these quality photos from his 1969.

There are 5 components to the electrically-heated rear window: switch under dash, tiny round red dash warning light, 12V relay, electrical connectors on C-pillar, and heated rear window. The switch is from a T2 (#211 947 511 D), relay is T3 (#311 906 061 C), grommets are T14 (#143 971 919), grommet caps are Beetle (#113 971 923), and the window is of course unique to the T34 (#343 845 501 A). M102 is an interesting parts cocktail.

The seven pumpkin-colored horizontal lines match the color of the SEKURIT D89 M890 AS2 window logo. Paul says he's only actually needed to use it once but the heated lines removed the condensation allowing him to see better out the rear window.



Spotlight: Low-Mileage Scottish M344

The first RHD T34 (Model 344) was built in January 1964 with chassis #0 341 651. There are a couple M344s listed in the database within a month of this introduction. This Ruby Red 1964 M344 from Scotland is one of the ten earliest known M344s and it was recently put up for sale in March 2011. It's been living in Inverness, Scotland with the same family for the past 28 years and had covered only 47K-miles from new. **Ian Henderson & his father Ronald** are thinning-out their collection and their T34 is on the list to change hands.

It's got #0 355 306 with matching numbers and its original 1500S engine (#0 413 806). It would have been built in mid-February 1964 but was not registered until 06 May 1964, so it may have sat in the dealership showroom for a few months until a buyer brought it home. Its earliest history was traced back to 1981 when Wilfred Cottrell from Glasgow owned it and won the VW Action KG class (T14/34) in Stoneleigh UK with just 41,500 miles. Its only non-original modification was the air cleaner & fan cover which had been painted Ruby Red. Wilf was possibly the original owner but likely the second. It was sold the next year into the Henderson's motor museum collection in Elgin. They did nothing to it all these years except occasionally offer it for sale. Being one of the few T34s in Scotland, it just remained in their collection all these years.



Original Owner Tales: Indonesian M344

There are very few original owner T34s that have survived all these years. This light blue 1965 M344 (#345 205 100) has been owned by one family for 46 years and was originally purchased by Daloe on 25 January 1965 in the Philippines.

In late-1964 he owned a VW Variant and was working at the Indonesian Embassy. He saw a T34 while driving down the street and instantly fell in love with its sporty look and stylish shape. He visited the DMG car dealership in Manila and saw a Ruby Red T34 in their outdoor showroom underneath a tent with many other car models. Since he didn't like the red color he asked the car dealer to order a blue one.

The DMG dealership charged him US\$2667 to order the T34, in right hand drive format and with USA specifications (sealed-beam headlights, red tail lenses, safety glass windshield, & white wall tires) with an English owner's manual. The order at Volkswagen was processed on 05 July (six months after Daloe ordered it) and on 18 September it was finally delivered (via Hamburg, Germany & Melbourne, Australia) to Manila, Philippines. He loved driving it fast, pushing the dual carburetors & 1500 S high-compression engine to its peak.



Volkswagenwerk Aktiengesellschaft WOLFSBUERG/GERMANY		Vorendentung / Rechnung Shipping Order / Invoice Ordre de dispatch / Factura		No. 016333	
Adresse: Wolfsburg 21 Postfach 1000 30400 Telefon: 0522/2000 Telex: 220000		Adresse: 45 Liberty Street Manila, Philippines		25 Jan 65 1965 1500 S 17504	
Robt. H. Sloman, Jr. General Manager		Hamburg		Refinement Transport GmbH, Hamburg Hamburg-Büll, Schuppen 71	
344 121200 5205 300 0966 083 049/054		121200 5205 300 0966 083 049/054		121200 5205 300 0966 083 049/054	
Shipping Notes: J.R.G. Inc. 42 Stevens Street Manila / Philippines No. 016333		Remarks: Technische Unterlagen (engl.) Service Booklets English - KD-Soft English 1957-7, 25 - 1ke L, 24.		+ Freight: 9.637,- + Shipping-charges: 610,- + Insurance: 7,- + Consular Fees: 172,- 42,- 10.668,- cif Melbourne	



Daloe
Daloe



Daloe moved his family & T34 back to Jakarta, Indonesia. At 10 years old, Daloe's son **Iwan Sadono** saw the T34 parked in the garage and asked his father if he could have it, but his father said nothing. Iwan left for university studies in Germany to be an architect and got word in 1992 that his father had passed away. Upon his return home he was shocked to be presented with a letter from his father giving him the T34!

In 2002 Iwan restored it but put it back into storage from 2005-11. Now he's restoring it again (it's actually in the paint shop right now) and he's excited to continue driving it to its peak ... just like his father did 46 years ago! Iwan has also agreed to be the new Indonesia rep for T34 World! Awesome!





Accessories: Repro Tachometer

The original T34 tachometer (above) has been one of the rarest of the rare parts in the world of Volkswagens. Over the past 20 years there have been a dozen silver ones & handful of bronze ones that have surfaced, mostly in T34 owner's cars. The original ones that were available were selling for US\$800-\$1200 depending on condition. They're impossible to find.

Bob Walton solved that problem. He recently reproduced both the bronze red-needle (above right, for 1962-64) & silver white-needle tachometers (right center, for 1966-69)! There are a couple of tiny differences (to keep them from being re-sold as originals) but they are an outstanding reproduction for all T34 owners! They are auto-sensing dual-voltage for 6V or 12V so you won't have to worry about which electrical system you're running. They're based on a T34 clock with real German VDO modern electronics & controls inside with custom-made faceplate, needle, & center dial. The backside still utilizes the clock white plastic housing so there's no issue with clearance for the wiper arms. These tachs are simply stunning and Bob has worked very hard to make them great.

They're US\$450 (plus a T34 clock or gas gauge core). Shipping is normally US\$20 (USA) & \$35 (Intl) but **Bob will ship these for FREE for T34 World members!** Installation instructions & 1 Year warrantee are included. Contact Bob directly at gizmobob@gmail.com (he's based in Southern California).





Resto Update: French 1965 M343

Franck Boutier is working hard to complete the reassembly of his Sea Sand & Pearl White 1965 M343 in France in-time for the GMH celebration in Germany this August. First steps were to mate the restored chassis back with the freshly painted body, to mount the bumpers & lights, and to get the electrical system working properly. You can see he's running clear from lenses to match the headlights & fog lights. The rear scripts went back on with the hard-to-find script tubes. More progress in #4 ...



Resto Update: Taking It Back

By Rick Hasse, NorthEast Rep

Growing up I always loved Volkswagens. My first was a '77 Bug when I was in High School. After a regretful sale, it took many years before I purchased another VW, a 1974 convertible Bug. While at a VW Show in Michigan, I saw a 1965 Type 34, and it was love at first sight. The lines of the car are amazing. I feel it is the most stylish VW ever produced. I thought to myself how I would love to own this rare car. One November morning I spotted an ad for the same T34 that I saw in April. I was speechless when I found out it was for sale. Long story short ... I sold the convertible and bought the T34.

I had it trailered home to Pennsylvania and came up with a plan rather quickly. Jim's Custom VW in Columbia, Ohio rebuilt the transmission. It now runs and shifts extremely smooth. I decided that over the next few years I will take my T34 back to stock in stages. The first stage is the interior, then suspension and original rims/hubcaps, then some electrical components. Eventually I want my T34 back to original again.

The interior was custom when I purchased the car and currently is stripped. None of the original pieces were in the car. I purchase from Doug Narczewski front and rear seats, door panels, steering wheel, and seat frames. Simon Kelly sold me some of the seals I needed. Carsten Klein is also helping me with some items and is a pleasure to work with. To say that Lee Hedges has been helpful is a complete understatement, providing the upper door pads, window winders, and information on what's authentic. I have met some wonderful people through my search for the missing pieces of my T34 which is just another reason to love the car. I look forward to making many more T34 World friends while finding the remaining pieces I need for this extraordinary automobile.

What I really need now is a pair of upper quarter window pads, the early style. If you have any please give me an email at RickHasse@T34World.org



T34 Birth Certificate

Did you know that you can get the birth certificate for your T34 from Volkswagen's AutoMuseum? Your T34's birth certificate will have the day it was built, the day it was delivered, and its delivery destination. It will have the optional items (M-Codes) that were fitted by the Karmann factory, typically special-ordered by its first owner or country-specific parts due to regional regulations. It will give you the T34's original paint colors for the body & roof and the interior colors. And the certificate comes on a beautiful A4 size watermarked VW Museum paper.

Our Mid USA rep **Bob Dervin** discovered on his birth certificate that his 1962 was the only officially-imported T34 to the United States by VW of America! **Graham Filmer** from Scotland learned that his 1967 was originally fitted with sealed-beam headlights vs the standard bulb-type. And our South Africa rep **Greg Davids** learned his M345 was sold to a VW factory employee, it had a Henna Red roof, and it's a real Pigalle!

Another use for the birth certificate is if you're in the process of buying an electric sunroof T34 and are worried it may not be an original. The original model # is shown to confirm that it's an original M345/346 or not.

And if you provide the original engine number they can prove if the engine number is original to the chassis number.

To order a birth certificate all you need is the VIN# & engine #. Click on this link to enter your T34 VIN# information <http://automuseum.volkswagen.de/index.php?id=12&L=1> and then use your credit card for the 35 Euro (US\$48) fee. My birth certificate arrived by mail in only 22 days. It's a priceless piece of your T34's history.

After you receive your birth certificate, please share the info with T34 World so we can help build a more comprehensive annual dating table for others to compare their T34s. Our M-Code table has grown with the addition of the M-Code items listed on the birth certificates that our members submitted.

Stiftung AutoMuseum Volkswagen
Schatzkammer der Marke

Fahrzeug-Identitäts-Urkunde
Lee Hedges

Kunde/Customer/Client: Lee Hedges

Fahrzeug-Identifikations-Nr.: 345 012 044
Vehicle Ident. No.: E 40 44E 230
No. d'identification du véhicule: 346, VW 1500 Karmann Ghia Coupé

Modell/Model/Modèle: 54 DIN-PS, 1.5 Liter

Motor/Engine/Moteur: L 360 Sea Blue

Farbe/Colour/Color: 27 August 1964 in Osnabrueck, Germany

Gebaut am/Built on/Fabriqué le: 28 October 1964

Ausgeliefert ab Werk am: 28 October 1964
left factory on: 28 October 1964
delivré de l'usine le:

Bestimmungsrt/ country of destination: Tourists Europe
pays de destination:

Extras/Options: M 251 White wall tires
M 271 Mph-speedometer
M 256 cannot be identified
L 360 Sea Blue, W 40 44E 230

Datum/Date: 8 February 2011

Chr. Name: [Signature]

R. Hinkel

* Roof L 289 Blue White / Upholstery material Silver

About us
Selected exhibits
Certificate Generator
The path to the door
Terms and Conditions
Opening hours

Certificate Generator

If you own a Volkswagen and would like to know more about its history, order our Vehicle Identity Certificate for a fee of only € 35.00.

To order, just enter your name and the vehicle identity number of your car onto the form. We will then obtain all other data for you and send you the certificate by post.

Because of data protection we are not allowed to inform you about the original engine-number. However, we are able to proof if the engine number you will give us corresponds to the chassis number of your vehicle.

Please understand that we receive large numbers of requests and that the processing of your request can therefore take up to six weeks.

Surname: _____
Vehicle ID no.: _____
Model (if available): _____
Engine number: _____

Payment form: Advance payment Credit card

T34 Worldwide Registry

In 1987 there was little information known about T34s and no organized worldwide T34 club. I began to collect chassis #s & photos into a T34 Registry and now 24 years later I have a comprehensive worldwide registry archives with more than 1250 T34s. We need your help! Please email me the information below. I'll add the info into the electronic database & create a hardcopy folder for your T34 with photos & details. Take 10 minutes to archive your T34 forever!



CHASSIS #			ENGINE #			STAMP #		
YEAR	MODEL	LICENSE #	MILEAGE	ELECTRICAL	BIRTH CERTIFICATE			
CONDITION				STYLE				
EXTERIOR COLORS				INTERIOR COLORS				
PRODUCTION DATE		DELIVERY DATE		DELIVERY DESTINATION				
OPTIONS/ACCESSORIES								
RESTORATION HISTORY								
OWNER			EMAIL			TELEPHONE		
LOCATION								
PURCHASE DATE & AMOUNT			PURCHASE CONDITION					
PREVIOUS OWNERS & DATES								



T34 WORLD