



T34 World News

2014 Edition #31

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Good to Have Ruby Home!

Front image is a promotional photograph used by Karmann for their Karmann-Post magazine cover in 1967. **Rear image** is the Cherry Red 1965 owned & enjoyed by Millison & Cheryl Fambles from Olympia Washington USA.

One of the most-needed parts on at least 75% of T34s is the **upper dash pad**. I've tried to buy uncracked ones whenever possible, even paying big bucks having them sent from Germany. There's not been a reproduction since the 1990's when Tim Dapper made a run. So when I ran into J Bugs for interior vinyl for a full interior restoration, I noticed one of their guys had black dash pads. When I asked about how these were made he told me they reproduce them in fiberglass locally. So I handed him an uncracked T34 upper dash pad to use as the master. By the next edition I may have good news about these being available to buy!

One of the highlights for me is having T34 owners drop by for a visit and so far this year I've had two guys stop by. **Mill Fambles** from Washington State called out-of-the-blue and said "I'm in town and would like to see the T34s!" So naturally we went through his list of needed parts and filled a few items. Then we checked-out the four T34s and I got to hear more about Mill's 1965 (featured in this edition). Then in late-April my good buddy **Jon House** visited from the Big Island of Hawai'i and we had a couple of fantastic days cruising in a 1968 T34 & 1959 356 up to the mountains & back. Since his RHD 1965 Coupe had finally been shipped off to Australia, my Ruby Red 1962 Cabriolet could finally come home from the past 21 months storage in Jon's garage in Oceanside. My 1962 is an original 6V so I knew I'd need a fresh 6V battery to get her started again. But after we stripped-off the surfboards & blankets, then rolled it out halfway, I reconnected the quick-disconnect battery strap & turned the key. The fuel gauge shot up to half-full! What??? The battery still had juice? Amazing! So I patted her dash and coo'd "Come on girl!" and turned the key ... she cranked over for a couple minutes then coughed, wheezed, and fired to life! She must have been as happy to see me as I was to see her again, and she knew she was headed home. Jon followed me the 30 minutes back home with only a slipping clutch as the penalty for leaving her 21 months.

Spring is here and the VW show season is just beginning again. Clean your T34 and share it with the world of vintage Volkswagens. You will be rewarded with an exciting drive, lots of great comments, and plan to turn down the multiple offers you'll get to sell her!





T34 World International Team

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

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THAILAND: Nam Xanasongkram (NamXanasongkram@T34World.org)



Parts Source: Trapdoor Instructions Graphics

The T34s rear compartment insulation gets more than its fair share of abuse with the constant opening & closing of the engine trapdoor. This fragile insulation's edges get broken & the top insulation for the trapdoor lid begin to disintegrate. Most T34 owners simply remove the insulation material, paint over the metal, and go without. Others try to replace the insulation material with suitable sound-deadening boards.

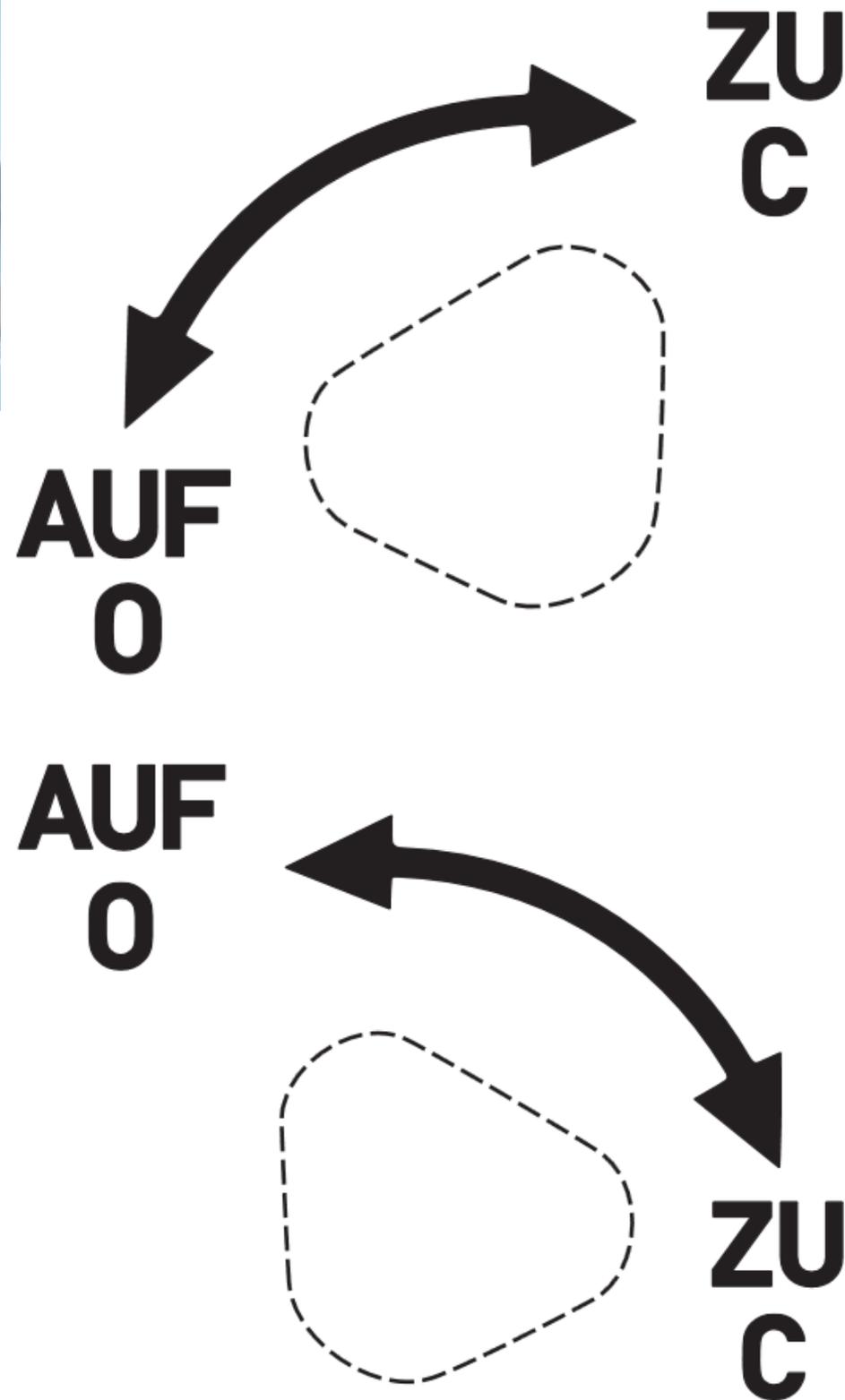
When you've already replaced the engine trapdoor insulation the final thing you'll be wanting is the instruction graphics. These were printed in black onto the insulation in both German & English lettering. The Auf & Zu are German for open & closed. The early models (1963-66) used O & C underneath the German letters for open & closed. The late models (1967-69) had OPEN & CLOSED spelled out (above).

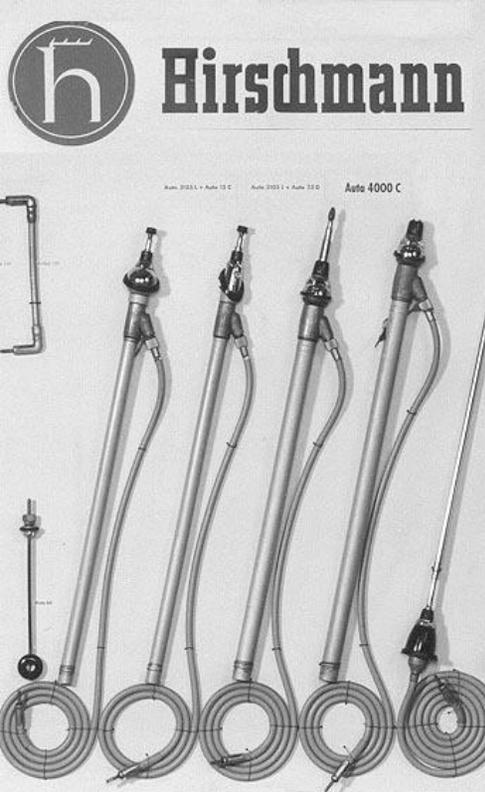
Longtime T34 owner **Scott Taylor** made an electronic reproduction for the early graphic instructions to be shared with everyone for free. He recommends sending the PDF graphic to a sign print shop for plotter-cut vinyl. He suggests that matte black vinyl would be closest to the original design. The dashed line triangular shapes on the graphics correspond to the recesses for the handles. Alternatively, the vinyl could be cut as a stencil and applied to the engine lid then hand-paint the graphics and peel away the vinyl stencil when the paint has dried. A huge thanks to Scott for creating these reproductions.

Here are the left & right graphics links:

http://www.leehedges.com/t34/parts/trapdoor_graphic_early_left.pdf

http://www.leehedges.com/t34/parts/trapdoor_graphic_early_right.pdf



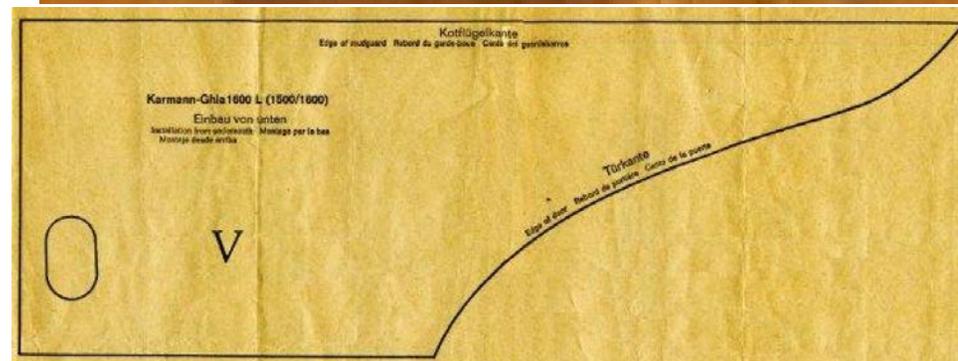


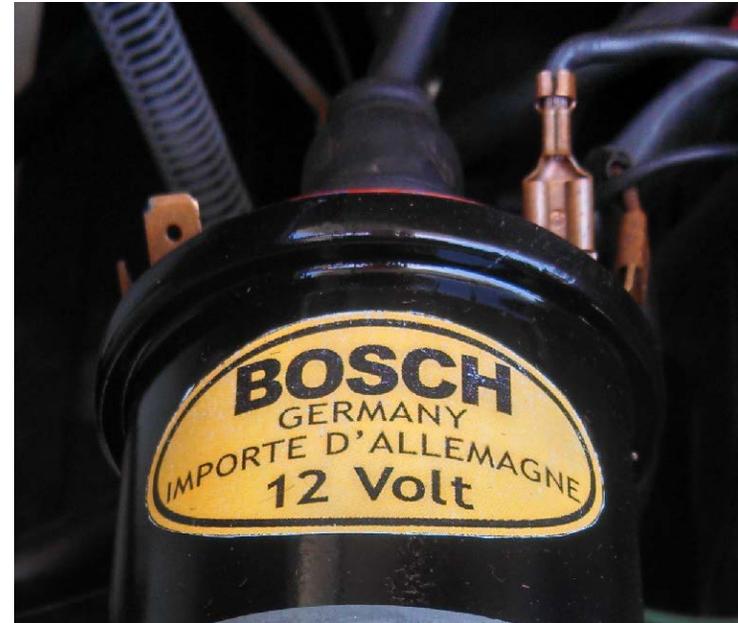
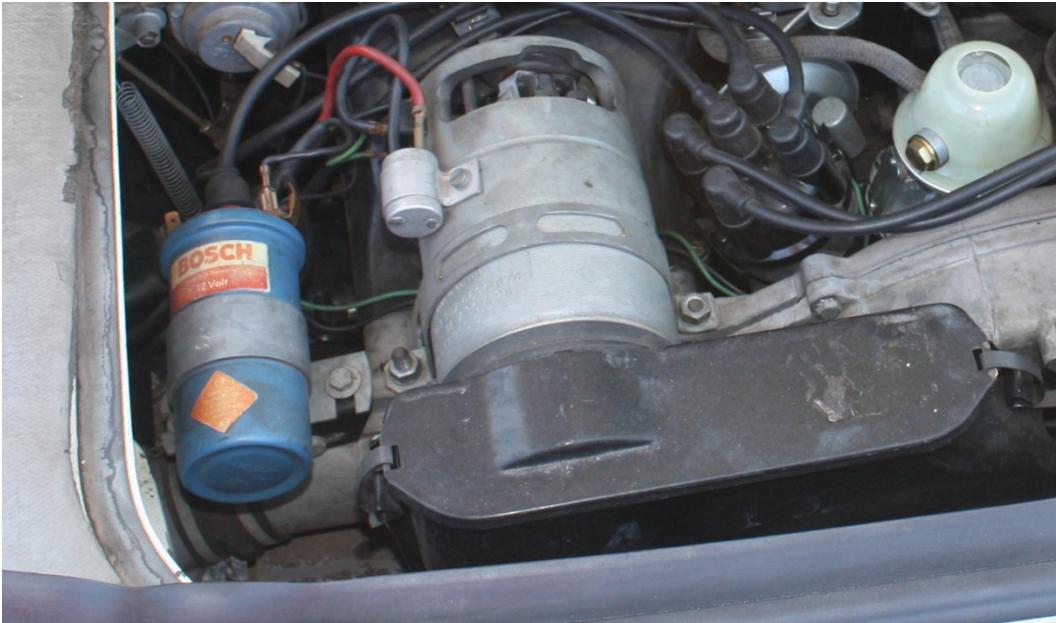
Parts Source: Red Tip Antennas

When a T34 customer wanted a radio fitted to their car they visited the VW dealer and looked through the available radio models & chose an antenna as well. There were many radio variations but the majority of radios fitted to T34s when new were the Blaupunkt Frankfurt model. The antenna was mounted on the driver's side fender, just above the side marker light, using the paper T34 template (right center) that was provided inside the antenna packaging.

Antennas were typically manually retracting, so they could be lowered down into the body to avoid being broken or bent. The angle of the fender mount was 58 degrees and were a fixed angle design with four telescoping sections. Hirschmann & Bosch were two of the most common manufacturers. Most were made with metal tips but some had colored jeweled tips in red or blue.

The original colored tip Hirschmann & Bosch antennas are rarely seen but usually are US\$300-400. There are aftermarket suppliers that offer your choice of metal, red, blue, green, or yellow tips for amore reasonable price of US\$16-50. We found one source on eBay called WoodysCustomShop that offers red-tip retractable 58 degree telescoping antennas for US\$50.





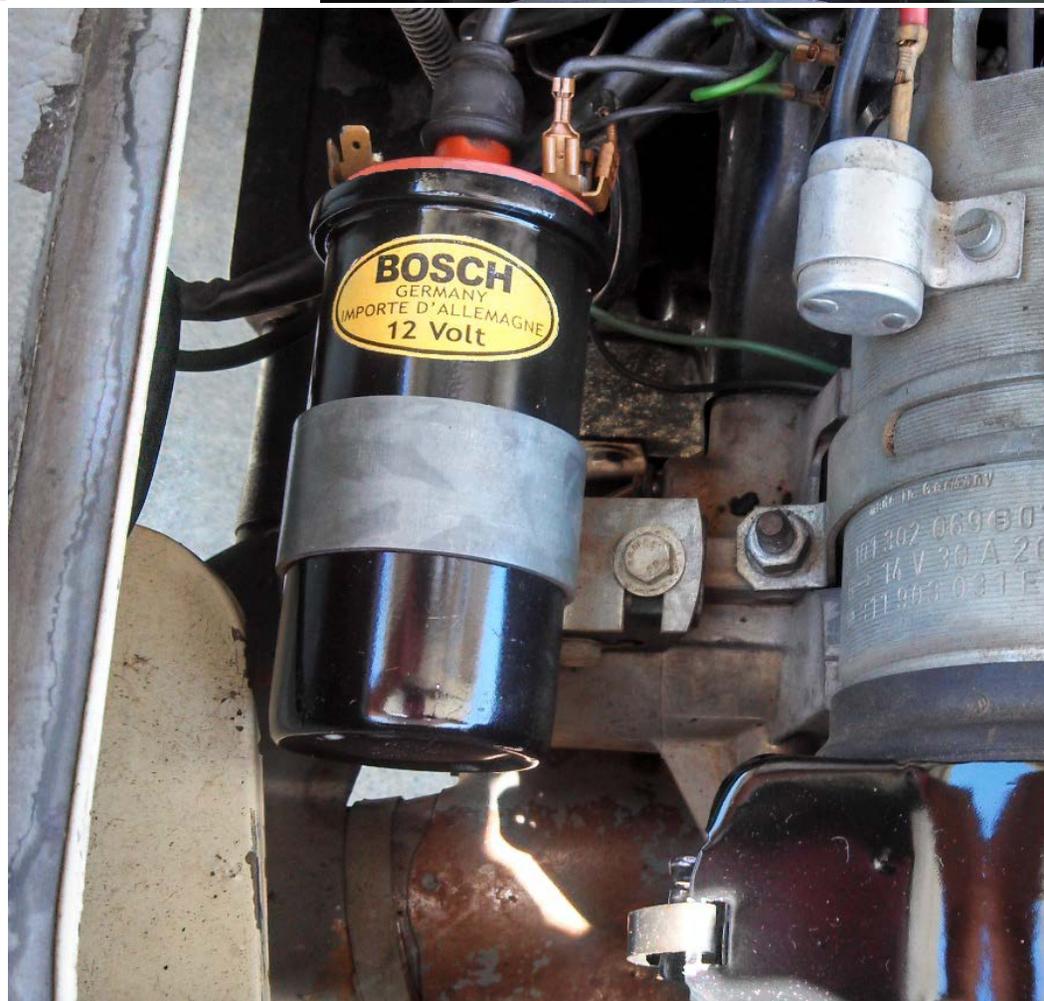
Parts Source: 12 Volt Coil Decal

One of the most common "upgrades" on T34s is the coil. All T34s originally were fitted with a black Bosch coil, regardless of year. The new blue coils are typically seen on most T34s these days. But finding an NOS black coil is an expensive & time-consuming process. So restoring your blue coil to become a black coil is an easy task to do yourself.

There are two 10mm bolts securing the coil onto the engine. Mark the cables going to the coil before you remove them so you'll avoid mistakes with the reassembly. Unscrew the long bolt holding the coil to the bracket. Then use fine wet-dry sandpaper to remove the majority of the old decals & paint. After completely dry mask off the top portion of the coil and hang it for primer & paint. After the paint has completely dried the bracket can be fitted and the new 12V coil decal applied.

There are two versions of the Bosch 12V coil decal, one in blue & one in the same yellow as the 6V decal. The yellow one is the most authentic for T34s produced from 1967-69.

Bob Walton has researched this unique decal and created a perfect reproduction. Contact Bob at BobWalton@T34World.org to order one for your 12 Volt T34. He's also got the easier to find 6V version as well. These decals are \$5 each + shipping.





Parts Source: Premium Fuel Decal (1964-65)

The high-performance S-model was introduced in 1964 with dual-carburetors, high-compression ratio, and domed-topped pistons (above) generating 10 additional horsepower from the same 1500cc engine size. Volkswagen quickly discovered that thrifty VW owners were filling their tanks with regular fuel at 87 or 89 octane which caused the high-compression engines to ping & run poorly. 1500 S model owners were showing-up at the VW service departments claiming their engines were failing.

Early in the 1964 model year VW decided to remind owners that Super/Premium gasoline was recommended for their S-model cars. In T34s during this period (1964-65), VW added a metal decal plate to the spare tire cover piece next to the fuel filler. A shiny aluminum decal was added to this plate.

In most T34s of this era these decals get abused by spilled gas & cargo being fitted into the front compartment, so they tend to get chipped & destroyed. Bob Walton has researched this unique decal and created a nice reproduction that can be quickly applied to your fuel plate. Contact Bob at BobWalton@T34World.org to order one for your 1964-65 T34. The cost is \$5 each + shipping.



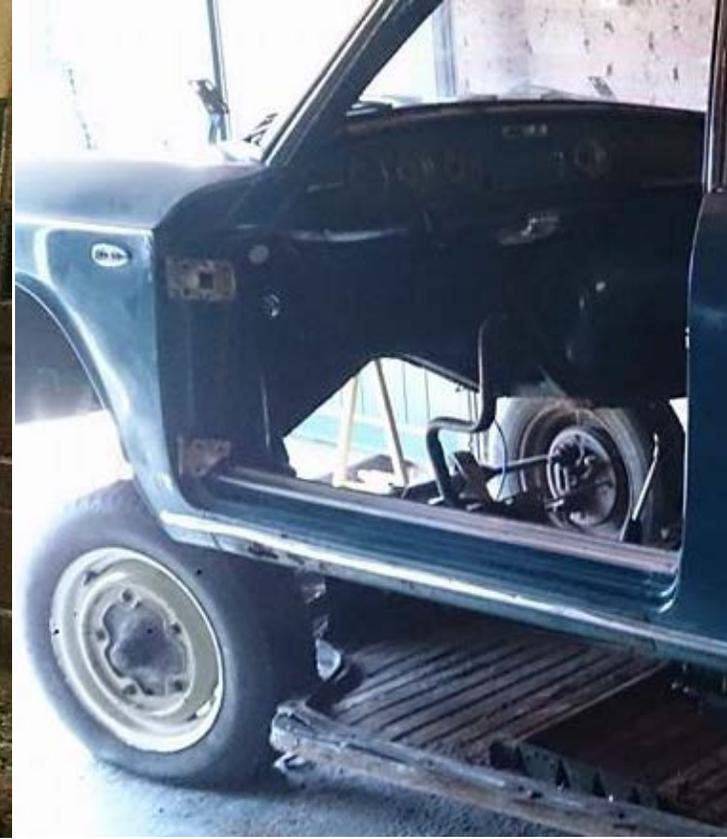


Parts Source: Reproduction Metal Panels

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

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





Resto Update: Ferdi's 1964 Coupe

Ferdi Groenendijk lives in Veendam, Netherlands. You may recall in late-2013 he bought a Sea Blue 1964 Coupe (#0 258 200) from Southern California and had it shipped back to Europe.

In Feb 2014 he decided to separate the chassis from the body so he could discover the rusty areas and repair them. Ferdi says "after a good marriage of 50 years the body & chassis are now divorced temporarily". He feels it's not going to be a 10-year project but his goal is the Spring 2015.

The chassis will be sand blasted and repaired, and will get a double coating for protection. The gearbox will be cleaned, new suspension, new copper brake lines, new brake cylinders, etc. He plans to install the original front beam, but wants dropped spindles.





His son Luka Tommi (above) is a big air-cooled VW fan and normally he travels with them to every big VW event in Europe. You can see in his smile that he thinks this cool T34 will someday be his cruiser!

The body needs several new parts so he plans to cut out the rusty areas and weld-in new panels handmade by his brother. The biggest repairs are on the rocker panels, of course. There are five smaller holes that will be repaired. Only the parts that will be renewed will be painted to its original color. After that Ferd plans to redo the interior with new interior panels, new seat upholstery, & new carpet. He has already found the authentic Cerulean Blue cloth for the seat center sections and just needs to find the authentic Ice Blue for the outer sections.

He's been taking the restoration process slowly and working hard to return the T34 parts to like-new condition. You can see (top right) the level of detail that he's already put into the starter motor. So you can bet the rest of the T34 will be just as detailed when he's finished. And you can bet that Luka will be ready to cruise too!



Resto Tip: Nose Emblem Tubes

Tom Reay continues the reassembly of his 1968 Automatic and one of the first parts to get installed were the scripts & emblems. The round front nose emblem has two thick pins that fit down into tubes in the body. These plastic tubes tend to be quite hard to find so Tom took his nose emblem to the hardware store looking for an alternative solution.

He discovered that weed eater gasoline fuel hose was a perfect fit! The cost was minimal and the clear hose was easily trimmed to fit the VW nose emblem pins.



Resto Tip: Wiper Plunger Cap

While prepping a Regatta Blue 1968 Coupe for sale there's always a long list of tiny details that get added to the list. As the dash is the most visible area, I noticed the wiper plunger cap was scruffy, showing signs of its 45 years. So I checked online for the available reproductions.

Airhead Parts (Southern California USA) has extensively reproduced many parts so that was my first choice. They offer a wiper plunger cap with a different icon for US\$5. It has part #411 955 549 B. When installed (below), it fits perfectly and cleaned up the knobs. It's an acceptable substitute until the correct one can be found.

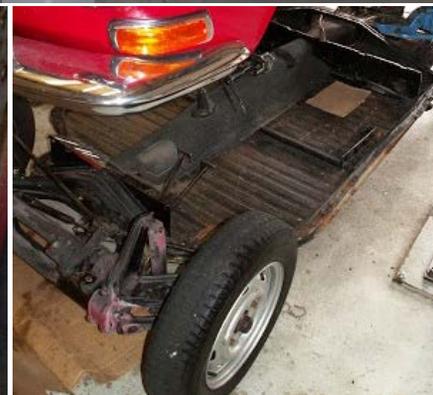
Lutz Gaas from Germany commented that in his search for a similar cap for his 411 he'd bought an NOS cap from Classic Parts in Wolfsburg Germany with #111 955 549 D. This plunger (below right) is an exact match to the original 1968 one. And it looks fantastic in the 1968 T34 dash panel too.

Lutz discovered that the #411 955 549 A is correct for 411's through 1969 (below), but it has a smaller icon in the same shape as the T34 one. Then they fitted the #411 955 549 C. The #411 955 549 B is correct for T14's from 1968 & up.





Philip I so happy to have that problem solved – thank you guys! – and also happy to see that there was only a little rust that had to be fixed on the body in the screw mounting area. But he realized that he needed two floorpan sections to get the chassis back into shape again.



Since there were no reproduction metal floor pan sections in those days, Philip searched for good original chassis to cut-up. He found Bert van der Jeught from Belgium who cut a good chassis into four pieces and mailed them. The shipping cost was as much as the chassis but he needed them.

Owner's Story: A Tasty Swiss Cherry, Part 2

Philip Egger lives in Münchwilen Switzerland. In Part I we learned how he found his Cherry Red 1969 Coupe, sourced the missing parts, took his first test drive only to discover the floorpans were rusty.

The T34 was put back in the garage on the lift again and disassembly began. The big step was separating the body from the chassis. Philip says he almost went crazy because the two pieces would not come apart! All the screws holding the body and chassis together were removed, but somewhere in the area of the rear axle it was stuck. It was not until March 2008 that his pals from the VW club tried to find the solution. At midnight Roland cut the carpet behind the back seat in the storage area and found two bolts that were still in-place. A-ha! They separated the body from the chassis that same night (above pics).





The floorpan sections were sandblasted & the naked chassis was given to body master Paul Goldinger who cut-out the rusty pieces and matched the Belgian floorpan pieces like a puzzle (above). After the welding was done the rust-free chassis was given to Guido's workshop. Guido and Philip spent many hours grinding down the welding seams (below).



The chassis was painted gloss black in January 2009. Philip worked on cleaning the front & rear axle parts. The front beam was mounted to the chassis (above). The fresh black chassis was looking amazing!

In June 2009 he & Roland replaced the broken woodcover of the dashboard by using an imitation wood film. They were absolutely satisfied with the result because it looks almost like original (below).





In June 2010 the body & chassis were joined back together. Then all of a sudden I was in a hurry! Guido, Roland and Philip were planning to drive T34s to the T34 50 year Anniversary meeting in Georgsmarienhütte Germany in August 2011. So they had one year and still so much work to be done. In Oct 2010 the transmission & rear axle were put in (above).

In Jan 2011 the fuel tank was cleaned, acid dipped, painted, & installed. By July the engine was ready to be installed (below). The interior was fitted (above right) only weeks before the T34 50th. Philip took the first test drive on 06 August 2011, only four days before leaving for Germany!





When it came time to leave for Germany, Roland, Guido, and Philip left with their kids and Pascal, another fellow clubmember. They drove from Switzerland to Lörrach in Germany and took the "Auto-Zug" train which allowed them to drive onto the train (above). The train drove all night to Hildesheim, arriving early in the morning. Philip's T34 was having frustrating hesitation problems that couldn't be solved. After visiting the "VW Autostadt" in Wolfsburg they headed west towards Georgsmarienhütte for the T34 50th Anniversary weekend!



The 50th Anniversary (above) had 154 T34s, so many friends to see, and a visit to the Karmann factory (bottom left). Philip was fortunate to buy an NOS pair of carbs from Jörg Rudat that solved the problem. So he enjoyed the drive back to Switzerland for the first time.

Since 2011 Philip added two KG's to his collection, a 1970 T14 Coupe & a 1963 T14 Cabriolet. He wants to thank Roland & Guido for their support during the restoration and lending a hand whenever needed, Paul for the perfect welding on the floorpan, Mr. Oertig (the Toyota guy who forced him to buy the T34), and of course his wife Danielle & their kids for their patience. It was a team effort to bring this 1969 back!





Resto Tip: Emergency Brake Handle

There are several colored parts in the interior that all match: the emergency brake handle, plastic handgrip, rubber gearshift boot, plastic heater cover & knob, gearshift knob, & heater sliders. So when you're ready to restore the emergency brake handle, check to see if it should be Anthracite or Gray-Black.

Removing the e-brake takes just a couple minutes with a 10mm wrench, flathead screwdriver, & 10mm socket wrench. Start by removing the e-brake boot over the handle, then removing the two 10mm nuts tightened against each other on each cable. There may be a flat metal balance piece connecting the two cables. Remove the C-clip attached to the driver's side end of the large pin at the base of the e-brake handle. Then use a screwdriver to push out the pin. Now the e-brake handle comes out freely. Take care to remove the metal toothed piece connected to the base so it doesn't fall inside the hole.

With the handle out, use fine sandpaper to remove what's left of the original paint. I didn't remove the plastic handgrip for fear of it disintegrating in my hands. After sanding down to bare metal along the shaft, wash well with soap, rinse really well, dry off the metal and hang it to dry. Mask the plastic handgrip with painter's tape, using an Exactoknife to trim away the tape around the handle's edges.



Apply two coats of primer and allow to dry overnight. Then apply two coats of the Anthracite spray paint from Wolfsburg West (Southern California USA) and allow to dry overnight. For a protective shine, spray one coat of clear, as the e-brake handle gets nicked by seat belt buckles & rubbed by forearms when driving.

When everything is dry remove the painter's tape & reassemble the parts. Be sure to adjust the e-brake handle so there are 4-5 clicks to fully engage the emergency brake handle.





Owner's Story: Pride of the Collection

Millwood "Mill" Fambles lives in Olympia Washington USA and has a long history with vintage VWs and owns a 1965 13-Window Bus, 1968 Single Cab truck, and a Bay Window Bus. But he says his 1965 T34 Coupe is the best-driving VW in his collection. They are members of Kahiko Kula VW club, an active group of Pacific Islanders in the Northwest. The members introduced Mill to Franklin & continue to be a great help maintaining it.

"I can't remember ever seeing a T34 until I saw this 1965 at Franklin's VW Werks nearby. Seeing the other KG model really peaked my interest. When he said it was for sale I bought it strictly on impulse, but in hindsight I should have done much more research and taken it for a test drive. It had been lowered so I had it raised back to stock height. It lived in the Seattle area for many years before the owner died and it was then sold at auction in Kent WA, then traded to Franklin's shop. And I recently found a 1964 T34 abandoned in the forest that had all the parts that I was searching for and even some parts that I didn't realize I needed, thanks to Lee.



My major negatives about my 1965 T34 is the electrical system gremlins. In the conversion from 6V to 12V the wiring is just not quite right. On the positive side, I do enjoy driving this car and so does my other half. I would advise anyone interested in a T34 to do your research & have a conversation with Lee before you buy one. This is advice that I wish I had taken before I purchased my T34."





In late-2013 Mill found an abandoned 1964 T34 Coupe that had spent many years outside. Since he needed some parts for his 1965 he bought it and trailered it home. Although the body looks pretty rusty in a few places, it has the rocker trims, a nice turn signal lever, and all the lights & bumpers. The rust worm has really done a good job on the floorpans with gaping holes showing daylight.

This 1964 T34 Coupe is for sale in Washington if anyone is interested. Contact Millison Fambles at 206 617 6553 or email him at mfambles@gmail.com





Authenticity: Speaker Covers

When a new T34 was sold, if the buyer wanted a radio then it was installed as an accessory by the VW dealership. There was only one loudspeaker fitted to the T34s and it was always located in the gauge hole furthest from the driver. In front of the speaker was a cover plate that disguised the speaker from view and gave the dash a clean consistent appearance. This cover plate came in two styles over the years: early bronze (1962-66) & late silver (1966-69). The mounting hardware for cover plate also had two styles: added bar (1962-66) & built-in bar (1967-69).

When installing the early style (below), fitted to T34s from 1962-66, there was a separate metal bar that slid over the two long studs behind the speaker hole. Two 7mm nuts secured the bar into place. Then a long machine screw went through the hole in the bar and secured into the speaker cover. You can see this installation from behind the dash (below).



When installing the late style, fitted to T34s from 1967-69, the mounting bracket was already built-in (above), stamped with the new dash design along with the redesigned rectangular radio area. This allowed the speaker cover to be more quickly installed by simply screwing the machine screw into the cover.



Authenticity: Electric Sunroof Motors

The T34 was the second automobile to have been fitted with an electric sunroof (the Porsche 356 was the first) by Golde. Previous to that sunroofs were hand-cranked to open & close. The motor that operated the sunroof was built by Bosch and has part #0132001004. It was first offered as a 6V motor then in 12V as electric systems changed to 12V in the 1967 model year.

If your T34 is missing this motor then you'll discover that finding one is extremely difficult. Several other vehicles over the years used this same Bosch motor so it may be an option to search these models:

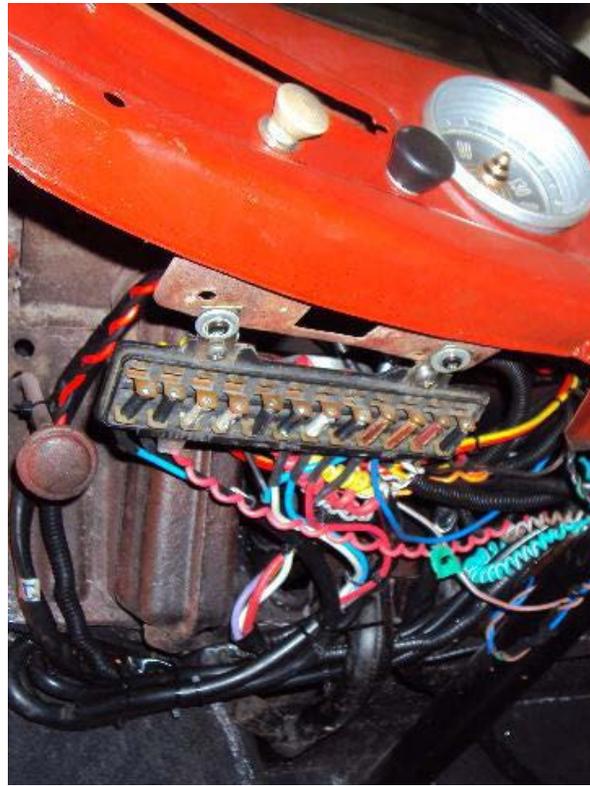
- Porsche 356/911/912
- BMW 2000 CS E3/E9 & 2500 E3
- Opel Diplomat B 5.3 (1969-78)
- Mercury Cougar (1967-69)
- Ford LTD & Thunderbird (1970-71)
- Lincoln Mark III (1970-71)



Resto Update: Copacabana 1963 Cabriolet in Brazil

Luiz Weissmann (Rio de Janeiro Brazil) updates us on his late-1963 Cabriolet #0 209 904. Last we saw it the bodywork was almost finished and Luiz was getting excited for the paint phase.

In February 2014 it was repainted Ruby Red and the panels look really nice! Now he has the T34 at a local shop for the reassembly work. Because of the difficulty in sourcing T34 parts in Brazil (there are fewer than a dozen in the whole country!), workarounds are required to get this open T34 back on the road. You can see the electrical modifications under the dash. When we see it next I'm sure it'll be a show-stopper!





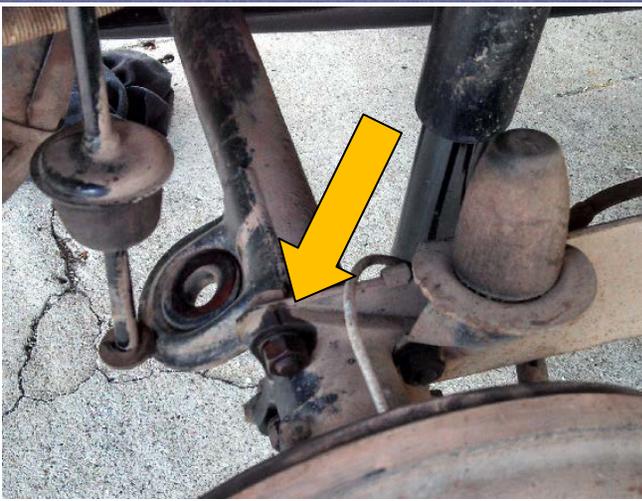
Resto Tip: Returning a Lowered T34 to Stock Height

It seems the fastest growing trend with T34 owners is to lower the suspension for a "slammed" look. To each his/her own but if you would like to return it to its original height, here's some useful info.

There are a couple ways a T34 could be too low. It could have been purposely lowered in front or a T34 was too low in the rear, likely from a saggy rear suspension. In both of these cases an adjustment would be required to bring it back to the right height.

The measurements for a stock height T34 are 25.75" (654mm) in the front (ground to center of headlight) & 23.62" (600mm) in the rear (ground to center of rear tail light).

Below: the rear suspension three bolts get removed as well as the bump stopper (lower left). The front edge of the torsion housing plate drops down & gets marked before the housing cover is removed & the unit pulled-out & positioned down one spline (to raise the rear).



In late-April Lee drove a lowered 1968 Coupe down to buddy & Notch/Squareback owner Ron Smith's home to get the adjustment work done. They worked five hours to adjust both the front & the rear.

When we took a close look at the rear suspension we noticed the suspension components had never been adjusted, so the 1" lower height was due to typical sagging after 45 years of weight. But the front suspension had been adjusted by a previous owner. We also noticed the front bump stops (rubber stoppers designed to cushion the bottom-most travel of the shock absorbers) in the front had been cut in-half and prior to the adjustment there was only 1" of travel before hitting these stoppers. This was a poor attempt during the lowering process.

The rear was the most time-consuming process because the torsion plate was tough to break loose & tough to get the bolts back in. The front took only an hour. The front splines are easy to see (arrow) & adjust. I drove the T34 home and instantly felt a different (better) driving experience. No harsh bumps, just a smooth fine drive in comfort. The adjustments cost \$300 cash plus a 30-pack of Bud Light. The stock measurements set by the factory were: 25.75" (front) & 23.62" (rear).

Below: you can see the spline that gets adjusted. Once the parts are loosened-up then you simply pull-out the front arm, turn to the desired spline, and tighten everything back up again. I replaced the black rubber bump stoppers that had been previously cut in half. It's an afternoon's worth of work that most any mechanical owner can do with patience & a friend to help.





Owner's Story: Wisconsin 1966 Coupe

Ken Frenz lives in Waterford Wisconsin USA and bought his first T34 in late-2011 (above) from Donald Pinnow from Wisconsin who had owned it since 2008. Originally Lotus White, it came to Ken in an olive green that had been worked in the rear and covered in white & red primer.

Over the years Ken has owned a wide variety of vintage cars (below) including Dune Buggies, Beetles, T14 KGs, Squareback & Fastback, Bugatti replica, Aztec & Bradley GT2 kit cars, Porsche 914, 1966 Corvair, 1968 Ford Mustang, & 1966 Ice Cream Truck. He'd always considered the T34 a dream car because he'd heard about them but never seen one in person, so it was unattainable. So in December 2011 when this green 1966 Coupe became available, he knew he had to own it. After negotiating with his buddy (who was promised the T34) he agreed to make it a priority and get it restored. He sold off his 1968 Mustang convertible which funded the project & freed-up space for the T34.

The T34 was delivered to the body shop and Ken contacted T34 World to learn more about it & find the necessary parts for the restoration. He met Lee and through a series of emails, text messages, and phone calls he learned a great deal and gained the confidence that this project would be able to be restored. Lee connected Ken with Carsten Klein in Germany & Jurgen Magdelyns in Belgium to find the missing parts. Car parts began to arrive weekly.

While hunting for parts Ken ran into the ultimate find, a 1967 zero mile motor! This was one of two that were found on a shelf in a shop in California, a dealer replacement motor that time had forgotten. This wasn't part of his plan but who could resist a brand new motor? Ken couldn't install a new motor without putting in a new transmission from Rancho Transmission, so a marriage was made.

Two years later the body was finished and he needed to decide what colors to paint it. He took the family to Wal-Mart to select the body colors he liked then had the paint matched at the paint shop.





The paint had been taken down to bare metal (above) to find any rust issues. In March the paint was sprayed (below) and Ken took delivery of the T34 back home. His family is excited to see the finished T34 and his young daughter has her eyes on the keys already. Never having driven one, Ken is super excited for its first test-drive down the street. He's got a few more parts to source and a whole lot of reassembly work to get it driving again. But this beautiful Wisconsin 1966 Coupe will soon be the nicest T34 in the state and no doubt will be shared at the local VW shows to help others to see the beauty that is the T34 marque.





Resto Tip: Restoring Sunvisors

There are two different colors of sunvisors: the early models (1962-65) were Silver-Beige and the late models (1966-69) were Cloud White. Since sunvisors are so often broken & abused over the years and finding replacements is next to impossible, the next best thing is to restore the original ones.

PARTS: Reproduction sunvisor bases are available in metal that have already been painted Silver-Beige.

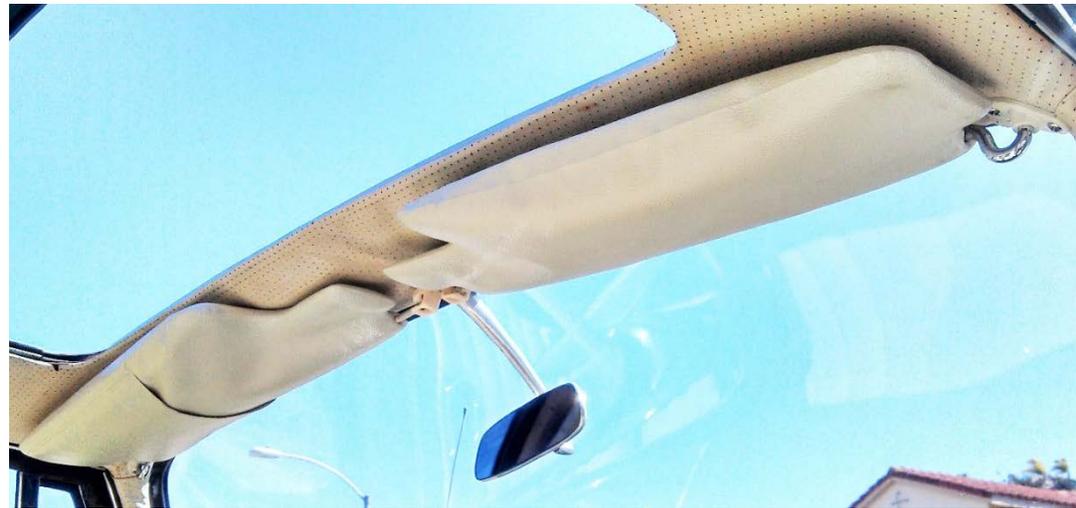
PAINT: Wolfsburg West (Southern California USA) offers both the Silver-Beige & Cloud White spray paint cans for about \$12 each.

DISASSEMBLY: Once removed from the T34, unscrew the single Phillips screw holding the chrome arm onto the visor vinyl. Then rotate the sunvisor base 180 degrees until you're able to wiggle-out the chrome arm from the visor vinyl pad. If the plastic bases are broken remove the small cotter pin and replace them with the metal reproductions.

CLEANING: Run hot water and use dish soap & a scruffy 3M pad to clean the years of dirt & grime off the visors. Some of the stains will remain, which will easily be covered with paint. Lastly, if you have a passenger vanity mirror, mask it with painter's blue tape.

PAINT: Hang the visor pads outdoors by wires for an hour to allow the water to completely drain from the visors. For the painting process one thin coat of the spray paint was applied and allowed to sit for 15 minutes before relocating the visors into the garage for overnight drying.

When the bases & screws are reassembled the results are fantastic! They look almost like new again and they're ready for another 50 years.



Resto Tip: Quarter Window Button & Seals

Sometimes T34 owners get lucky when a part is shared with its older sister the T14. Such is the case with the quarter window buttons & seals so these parts are readily available at most vintage VW suppliers and they're inexpensive.

First remove the three chrome screws holding the base of the quarter window hinge onto the C-pillar. Pivot the hinge & push the window out a bit. If the B-pillar hinge blocks are new the window will pivot but if they're old the window will simply come off the T34 in your hands.

Use a tiny flathead screwdriver to remove the tiny C-clip just behind the chrome button. Take care not to lose this tiny part when it comes out. Remove the two black rubber seals on either side of the window as well as the rusty chrome button.

Reassemble the new parts and push the parts together hard to see the space where the C-clip goes back in for a snug fit. If you need to replace the B-pillar hinge blocks now is a good time to do that task as well. The whole process takes an hour to get right. But it's worth it when you can remove any signs of rust.



Above: KGP&R (or any KG parts supplier) offers the chrome buttons for about US\$5 and the two seals for US\$5/set to do both windows.

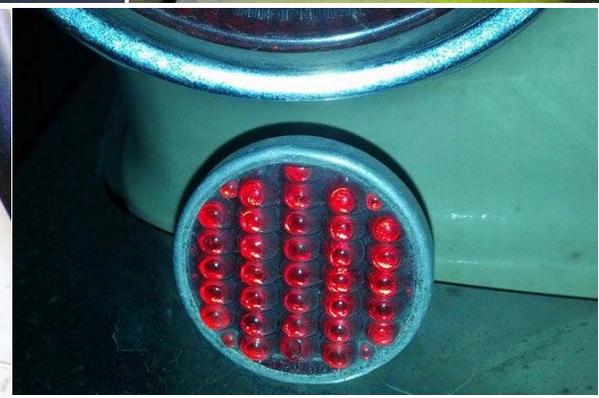


Authenticity: French Rear Reflectors

Only fitted to T34s officially imported into France and believed to have been fitted by the VW France dealerships to conform to French road safety laws. Only seen on 1963-65 French T34s. French ID plate added below the original German one (bottom pic).

We found two styles among the rare French T34s. A horizontal 13-dot design (top pics) & a vertical 8-dot design (bottom right pic).

The other T3 models (Notchback & Variant) had unique rear reflectors for France as well, but the reflectors were integrated into the rear bases and were a collection of multiple tiny raised bumps.





Resto Tip: Amber Turn Signal Bulbs

For those of you with 6V electrical systems that like the look of the clear front signal lenses to match the clear fog lights & headlights, here's an easy restoration tip that is inexpensive & doesn't require a lot of skill.

Amber 6V single-pole turn signal bulbs are very difficult to find. But for \$5 you can buy hobby shop paint called Turn Signal Amber.

First use alcohol to clean the bulbs of all residue from your fingers. Then place them into a cardboard panel with only the bulb showing. Pour the paint into a small medicine cup (I used a Nyquil cup). Dip the bulb down into the paint until the paint covers the clear bulb. Hang the cardboard bulb-side down and allow the paint an hour to dry and then repeat the process for a second coat. Allow both to dry overnight and then install & test the amber bulbs. The look beautiful with the clear lens & inner amber bulb blinking away.





Spotlight: 62K-Mile Lotus White 1968 Coupe

In October 1967 Joseph Guay was an American living in Germany and teaching history at the American school in Frankfurt. He wanted a new car and decided for economical purposes that a Volkswagen would be a good choice. He visited his local VW dealership and saw all the models. But when he saw the T34 he was instantly drawn to its styling & features. During the test-drive he felt like the T34 fit him like a glove so he decided to order one. The VW salesman gave him a list of colors to choose from Joseph selected Lotus White with a Black roof. And for the options to be ordered with his new T34 Joseph chose dual reverse lamps, an electrically-heated rear window, an Emden model AM/FM radio, thin white wall tires, and seat belts. Since he knew he'd be returning to America in a few years, he ordered the North American spec sealed-beam headlights & a MPH speedometer. A week later he drove home in #348 050 177.

He met his wife Kathryn (a military nurse) a few years later and she recalled (in a 2011 interview) that the T34 made a big impression on her decision to date Joseph and they married soon after. In the mid-1970's they relocated to Flagstaff Arizona and Joseph drove it to teach at the nearby university. In the 1980's some kids broke the heated rear window and they were forced to replace it with a non-heated one. It was painted its original color & then parked in 1990 and stored until 2011 in pristine original condition. When they decided to sell it they offered it to their mechanic to find a buyer with only 55,373 original miles.

The second owner from Central California owned it one year and sold it to make money. The third & current owner bought it in 2012 with 57,000 miles. Being an avid classic car enthusiast & restorer, he made some professional enhancements to the interior & body over the next two years. The paint was color-sanded & polished to a brilliant shine.



Since the black interior pads were beginning to crack, he had them professionally covered in a pebble-grain vinyl. And since the driver's seat vinyl was torn, he had the front seats restored to match the original rear seat. New rear lenses were fitted along with fresh windshield seals. While the windows were out he polished the window trims & fitted a new headliner. He tracked-down an original heated rear window from a local T34 owner. He restored the wood-grain dash covering as well.

Over the two years of his ownership he added 5K miles. In April 2014 when he decided to sell it, the T34 had only 62,700 original miles and looked better than ever. The T34 was sold on eBay and will soon be living a pampered life in the southern San Francisco region called Santa Cruz. It totally deserves this life!





Beautifully original front compartment and rare M102 optional electrically-heated rear window. The Indian Red interior panels are original as is the Lava Gray carpeting. Under-dash parcel tray is always a useful accessory. The Lotus White & Black with Red interior is an outstanding color combination!





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