



Can You Guess The Volkswagen?

Rare VWs from 1933-1982

When you think of VWs, do you think of the Rometsch, Hebmuller or Tempo Truck? Or are you more likely to think of Beetles and Buses? The lesser-known VWs have made a mark on the automotive world just like their more popular siblings. And like any vehicle, they had certain characteristics that were solely their own, or sometimes revised as the years went on. Mid America Motorworks takes a look at the VWs that have been making a quiet mark on the hobby.

Volkswagen Type 4

The Volkswagen Type 4 is a mid-sized car manufactured and marketed by Volkswagen of Germany from 1968 to 1974 in two-door and four-door sedan as well as two-door station wagon body styles. The Type 4 evolved through two generations, the 411 (1968-72) and 412 series (1972-74).

Over its six year production run, Volkswagen manufactured 367,728 Type 4 models, compared with 210,082 of the subsequent Volkswagen K70 with its four year model life. In the United States, VW sold 117,110 Type 4s from 1971 to July 1974.

411 Type 4 1968 - 1972



- 1969 411 4 Door sedan
- The engine was aluminum based, more robust than the magnesium based Bug engine and went on to power the VW Bus until 1982.
- 411s were 1700cc and 412s 1800cc.
- All models had Macpherson strut front suspension. 1968-1969 they had carbs in the US, followed by fuel injection in later years. The horsepower was raised from 68 to 85 bhp by 1973.



412 Type 4 1972 -1974



- Stationwagen or Variant
- Manufactured from 1968-1972 as the 411 and late 1972-1974 as the 412. 367,728 produced. Most were 2 door station wagons

Kubelwagen Type 82 1938 – 1945



- 1938-1945 Kubelwagen, Type 82.
- Kubelwagen means "Bucket Seat Car"
- Much lighter than a jeep and easier to maintain.
- Has a ZF limited slip differential for traction off road. Initially 1000cc upgraded in 1943 to 1132cc 24hp motor
- Four wheel drive was available as a Type 86
- Had rear hub reduction drive to enable a Kubel to drive at 5mph. (The marching pace of troops).
- Kerb weight was just 1580lbs, 660lb lighter than a Willys Jeep

KdF Type 87 1933-1945



- 1933-1945
- Basic KdF (Military Model) (Kraft durch Freude; "Strength through joy")
- This one is a four wheel drive officers vehicle; Type 87 with sunroof
- Note antenna located on front 1/4 panel close to windshield, position adopted by VW until 1979
- Note 5.5" wide Schwimmwagen wheels.

Schwimmwagen Type 166 1940 - 1945



- 1940-1945 Schwimmwagen Type 166
- Only 4 wheel drive amphibious VW 15,584 produced
- Most mass produced amphibious car in history
- Propeller is lowered to mesh into rear crankshaft pulley.
- Kubel and Schwimm bodies were made in Berlin by the American owned Ambi Budd company! At the end of the war the tools fell into Soviet hands and were shipped to Russia
- In the US the Budd company made shell and bomb casings during the war.

Hebmuller Type 14A 1949 – 1952



- Hebmuller (Heb) Type 14A
- 2000 vehicles produced between 1949 and 1952
- 1131cc 25hp engine
- Bug mechanics with long rear decklid.
- Factory was coachbuilding company based in Wuppertal, Germany.
- Hebmuller operated from 1889-1952
- A major fire in the paint shop destroyed much of the factory in 1949; after this Ford purchased the bankrupt premises in 1952

Hebmüller History

Hebmüller And Sons was founded in 1889 by Joseph Hebmüller in Wuppertal as a horsedrawn carriage coachbuilder. When Joseph died in 1919, the four sons took over the company and started making bodies for automobiles. In 1948, Hebmüller were in talks with British controlled Volkswagen company along with Karmann to create a convertible version of the Beetle. Karmann were to build the 4-seater version and Hebmüller were to build a two-seater roadster version based on the 'Radclyffe Roadster'.

Visit <http://www.pre67vw.com/history/hebmuller> to find out more about the Hebmüller Type 14A.



German-built

The Rometsch is a hybrid of sorts, similar to that of the Hebmüller. Both cars are, of course, German-built using the Type I Beetle chassis and use related drivetrain and running gear. However, unlike the Heb, which utilizes much of the Beetle's body panels, the Rometsch is designed uniquely from the ground up with body symmetry all its own. The car is the dream of German coachbuilder Friedrich Rometsch, who wanted to build an affordable alternative to the flashy sports cars of the day. The Volkswagen chassis proved to be an ideal starting point and production soon began in 1950.

Visit http://www.vwtrendsworld.com/features/0106vwt_rometsch/ to find out more about the Rometsch.



Rometsch 1950 – 1960



- The Rometsch factory was in Berlin where production stopped in 1961 because 70% of the employees were divided by the Berlin wall
- Rometsch were hand made with a steel frame and wood pillars
- The outer skin was lightweight aluminum
- Taillights were from a Fiat 1100D
- Front turnsignals were from a 375 Mille Miglia Ferrari
- Available as a sedan or convertible

Rometsch 4 Door Beetle Taxi 1952-1953



- Seven inches longer than a stock Bug
- Production was handed to Messerschmitt because aircraft companies were not allowed to make airplanes after the war
- VW Mexico produced more than 60,000 two door Bug taxis. The front passenger seat was removed for ease of access.

VW Tempo Truck 1949-1951



- VW Tempo Matador
- Note Suicide Doors
- Just 1400 Made in Hamburg
- Not all had VW engines
- 25hp engine mounted under front seat, has a transverse leaf spring with the transmission forward. It's a mid-engined front-wheel-drive aircooled VW truck. Strange and very cool

Brasilia 1973-1982



- Brasilia had upright bug engine in rear.
- Manufactured in Brazil 1973-1982.
- Named after Brazils' capital city
- Brasilia was closer to a Bug than a Type 3.
- Over one million were produced
- An optional 1300cc alcohol powered engine was available
- Disc brakes on front.

Brazilian made SP2



- Another Brazilian variance: SP2, 10,205 produced
- 1700cc motor built on a Type 3 frame.
- Named after Brazils largest city, Sao Paolo
- Successor to the Brazilian made Karmann Ghia TC Type 45
- 155 SP2s were exported to Nigeria!
- SP1 was the underpowered 1600cc aircooled version and SP3 was the later watercooled 1800cc model