

**Volkswagen T1 „Samba Bus“**

Der Ursprung aller heutiger Vans und Transporter geht auf eine Idee von Ben Pon zurück. Der holländische Geschäftsmann schlug Volkswagen 1947 ein neues Fahrzeug für werksinterne Transporte vor. VW entwickelte einige Prototypen dieses Transporters, deren Aerodynamik allerdings unakzeptabel war. Im Windkanal entwickelte man daraufhin einen neuen Bug für das Modell, wobei die dritte Ausführung überzeugte. Er sorgte durch seine Form dafür, daß die Strömung nicht schon vorne, sondern erst am Heck abriss, wodurch der Cw-Wert deutlich verbessert wurde. Als es zur Präsentation des Transporters kommen sollte, fehlte immer noch ein Name. Bei VW entstanden neun Vorschläge, von denen jedoch keiner ohne Einschränkung für VW frei war. Das Fahrzeug erhielt somit nur die werksinterne Bezeichnung VW Typ 2 T1 und wurde ab dem 3. März 1950 in Serie gefertigt. Der Kleintransporter mauserte sich im Laufe der Zeit zu dem am zweitbesten verkauften Fahrzeug des Werks. Der Wagen mit den typischen V-förmigen Frontpartien und der geteilten Frontscheibe erschien in verschiedenen Ausführungen, darunter als Kleinbus. Die Technik entstammte dem VW Käfer, so dass der T1 (=Transporter der 1. Generation) über einen luftgekühlten Vierzylinder-Boxermotor mit anfänglich 24,5 PS verfügte, der sich ebenfalls im Heck befand. Typisch an dem Fahrzeug war die Verwendung recht weniger Kunststoffteile. Die Luxusausführung des Kleinbusses, das „VW-Sondermodell“, wurde im Volksmund als „Samba Bus“ bezeichnet und war zu einem Preis von 6.995 DM erhältlich. Der Samba Bus glänzte mit ovalen Dachfenstern, einem Faltdach, sehr bequemen Sitzen und ermöglichte sehr zuverlässige Fahrten dank seines zugkräftigen Motors mit 1,2 Litern Hubraum, dessen Leistung ab 1961 auf 34 PS anstieg. Der Samba-Bus, Höchstgeschwindigkeit rund 95 km/h, erfreute sich einer unerwarteten großen Nachfrage, insbesondere in den USA, so dass er sich als begehrtes Transportmittel international etablierte, für Jahre den Kleinbus als Sinnbild schlechthin verkörperte und somit dessen heutigen Kultstatus schuf.

Volkswagen T1 „Samba Bus“

The origin of all present-day vans and transporters dates back to an idea by Ben Pon. In 1947 this Dutch businessman proposed to Volkswagen a new vehicle for internal works transport. VW developed some prototypes of this transporter, but their aerodynamics were not acceptable. A new front for the model was then developed in the wind tunnel, the third version of which was satisfactory. He designed a shape in which the airflow would not break away first at the front, but at the rear, which would clearly improve the Cw value. When it was time to launch the transporter it still lacked a name. VW had nine suggestions, none of which however was available to VW without restrictions. The vehicle therefore received the internal works designation VW Type 2 T1 and went into production on 3rd March 1950. Over time this small transporter became the second best seller from the works. The vehicle with its typical V shaped front and split front windscreen appeared in several versions, including a minibus. The technology came from the VW Beetle, so that the T1 (=Transporter of 1st generation) had an air-cooled 4-cylinder horizontally opposed engine that started with 24.5 hp, which was also located at the rear. Typical on this vehicle was the much more limited use of plastic parts. The de luxe version of the minibus, the "VW Special model" was nicknamed the "Samba Bus" and was available at a price of DM 6,995. The Samba Bus was distinguished by oval roof windows, a folding roof, very comfortable seats and was very reliable to drive thanks to its powerful 1.2 litre engine, the capacity of which was increased in 1961 to 34 hp. The Samba Bus, top speed about 95 km/h enjoyed unexpectedly high demand, particularly in the USA, establishing it as an internationally sought after vehicle. For years it was the absolute embodiment of the minibus which enabled it to acquire its current cult status.

Model manufactured by and property of Revell GmbH & Co. KG. Bogaz istemlereye sajátja. Ce produit ou propriété de la société Revell GmbH & Co. KG. Toute utilisation ou duplication frauduleuse sera l'objet de poursuites en justice. Modello è proprietà della società Revell GmbH & Co. KG. Tutta qualsiasi utilizzazione o duplicazione fraudolenta sarà perseguita per le leggi. Modello é um propriedade da Revell GmbH & Co. KG. Qualquer utilização ou duplicação fraudulenta será perseguida por lei. Modello prodotto dalla Revell GmbH & Co. KG. È di proprietà della stessa impresa, la quale processerà legalmente contro ogni utilizzazione abusiva. Modello es propiedad de Revell GmbH & Co. KG. Toda utilización o duplicación fraudulenta será perseguida por la legislación. Môdell az 1947-es német vállalkozás tulajdonában áll. Minél bőven használható, de minden más felhasználás ellenére jogi per következik. Produktet ejet Revell GmbH & Co. KG. Alle bruk av produktet vil gjøres til rette for rettslig tilbakemelding. Produktet er eigendom av Revell GmbH & Co. KG. Alle bruk av produktet vil gjøres til rette for rettslig tilbakemelding. Produktet är egendom för Revell GmbH & Co. KG. Alla användningar av produkten kommer att förföljas med rättsliga konsekvenser. Produktet er proprietatea de la Revell GmbH & Co. KG. Utilizarea sau copierea ilegală va fi suportată de lege. Model Revell GmbH & Co. KG. Esempe militarele astăzi sunt sălăjene. Kanuna aydınlatıcı makamların teknik bilgilerini koruyan bir şekilde. A forma estilizada é a responsabilidade da Revell GmbH & Co. KG. A qualquer utilização e manipulação ilegală estejă. Model je proizvedeno in je vlasništvo Revell GmbH & Co. KG. Neovlaščena kopija bodo pravno kaznjena.

Verwendete Symbole / Used Symbols

Bitte beachten Sie folgende Symbole, die in den nachfolgenden Bauteilen verwendet werden.

Veuillez noter les symboles indiqués ci-dessous, qui sont utilisés dans les étapes suivantes du montage.

Si prega de faire attention à los siguientes símbolos que se usan en las siguientes fases de construcción.

Huomioon tällä symbolilla, joka käytetään seuraavissa osissa rakennustöissä.

Proszę zwrócić uwagę na następujące symbole, które są w ypoiszych etapach montażu wykorzystywane.

Daha sonraki montaj basamaklarında kullanılabacak olan, aşağıdaki sembollerin lütfen dikkat edin.

Kérjük, hogy a következő szimbólumokat, melyek az alábbi építési fázisokban alkalmazásra kerülnek, vegye figyelembe.

FIN: Huomio! Jätä tämä ohje sivulla.

Please note the following symbols, which are used in the following construction steps.

Résumé a.s.h.b. de quelques symboles qui seront pris en compte lors des étapes suivantes de montage.

Observar: Nedantstående pilgramt används i de följande arbetsmomenten.

Lag vennligst merke til følgende symboler som benyttes i de følgende byggetrinnene.

Zobacz: Podane poniżej symbole będą stosowane w kolejnych etapach montażu.

Objeťte prosím na dalej uvedené symboly, které se použijí v následujících konstrukčních krokách.

Prosimě prozatím na dle uvedené symboly, které se použijí v následujících konstrukčních krocích.

Attn: der Arbeitsgänge

Number of working steps

Number of stages of travail

Antal bauetappor

Número de etapas de trabajo

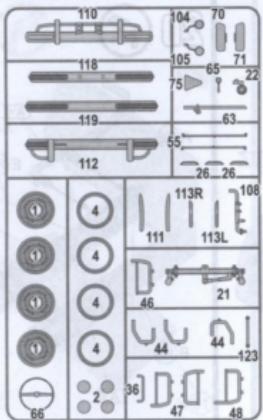
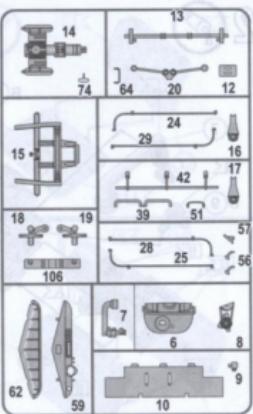
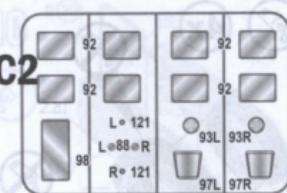
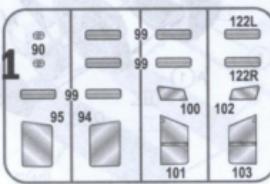
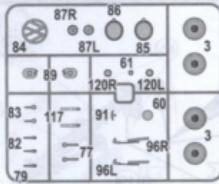
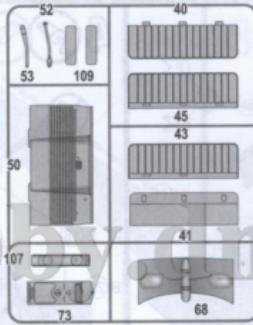
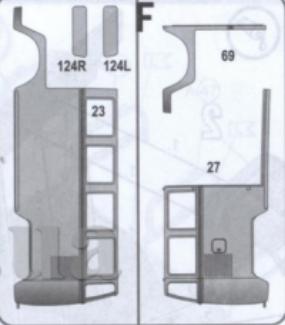
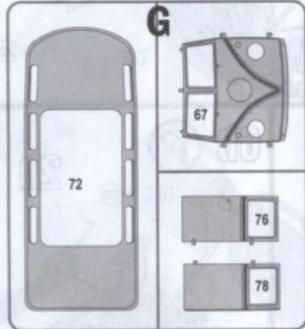
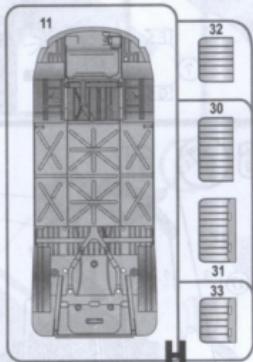
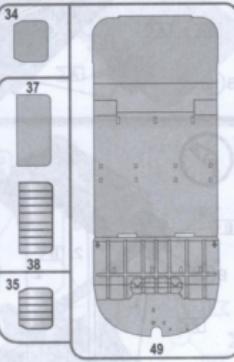
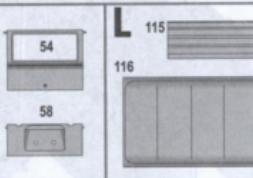
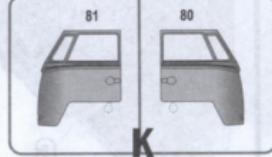
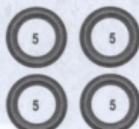
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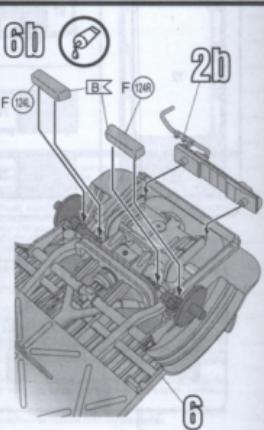
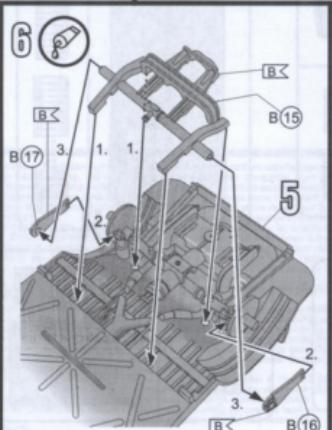
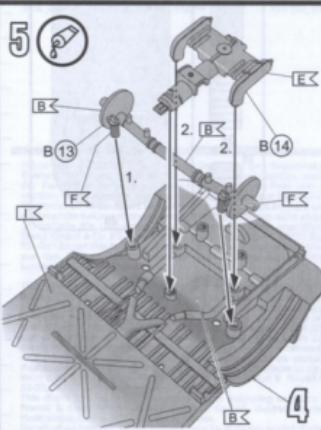
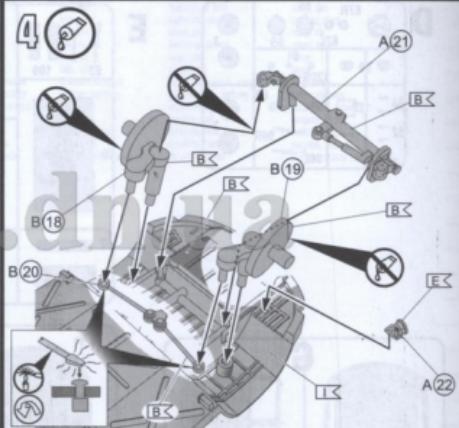
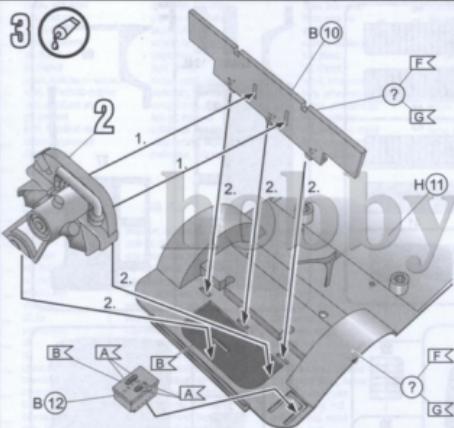
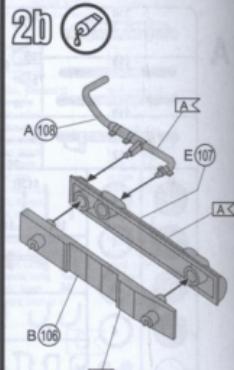
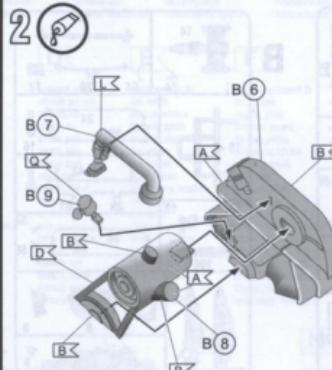
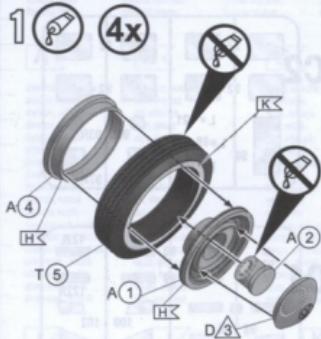
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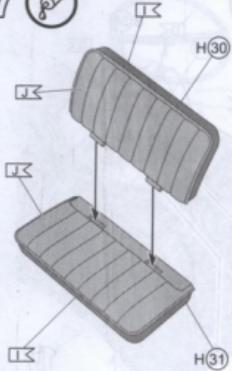
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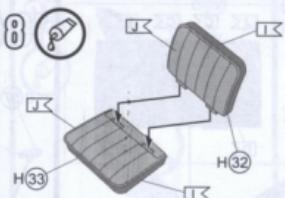
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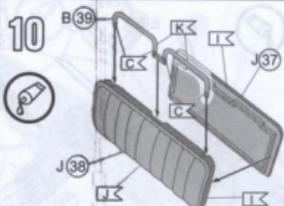
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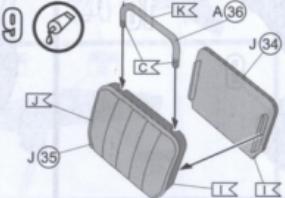
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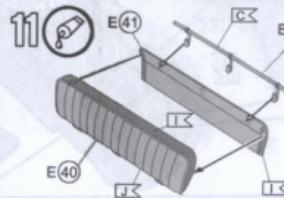
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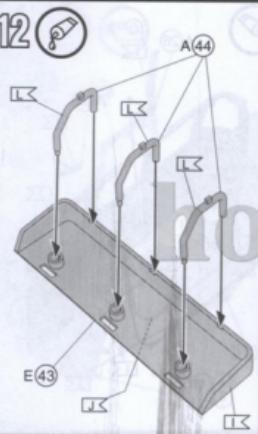
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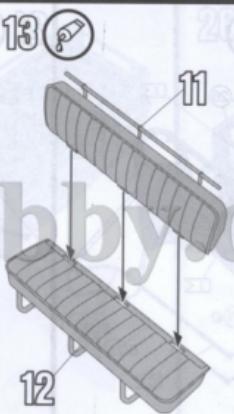
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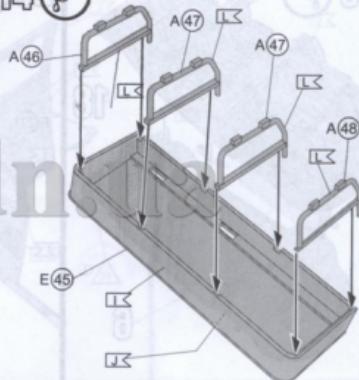
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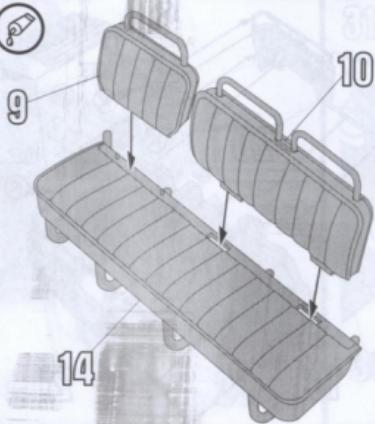
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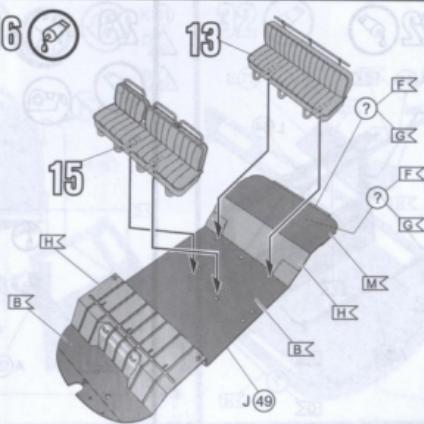
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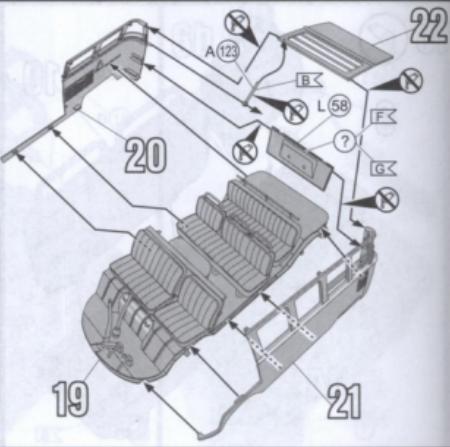
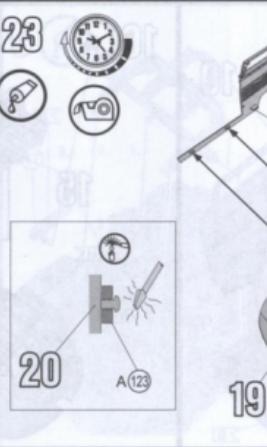
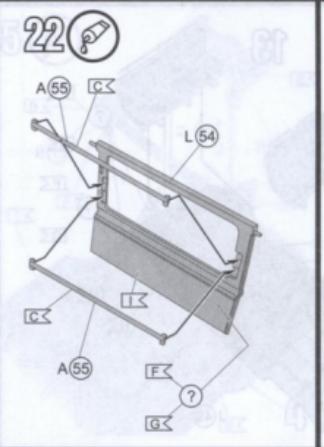
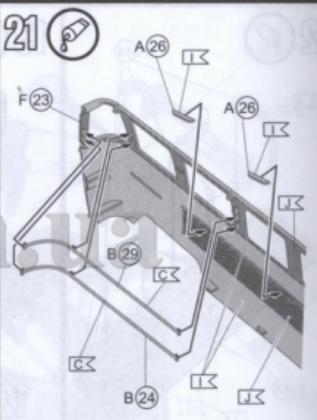
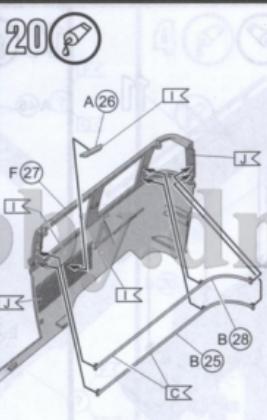
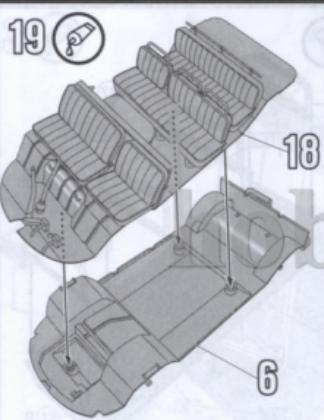
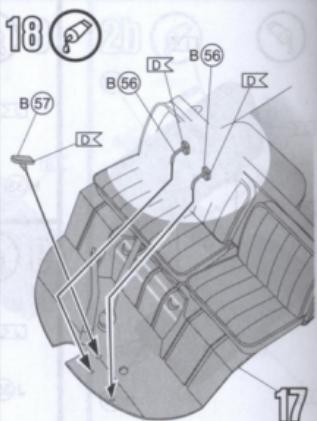
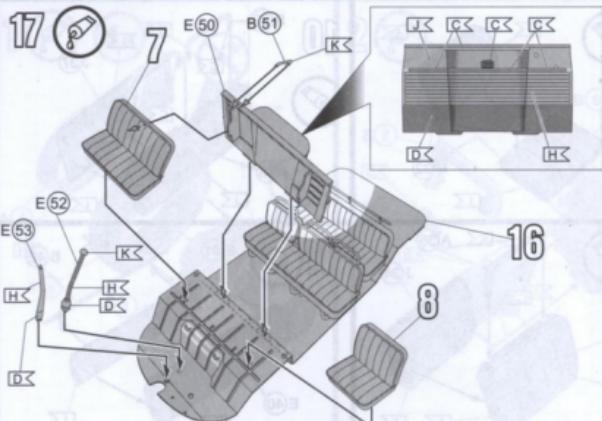


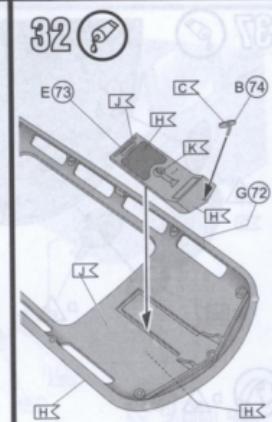
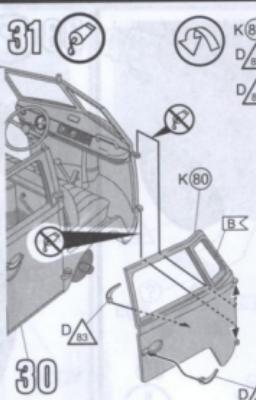
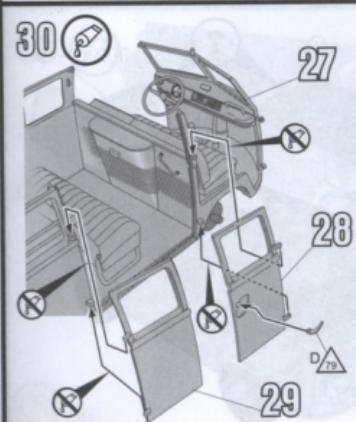
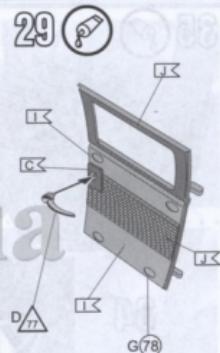
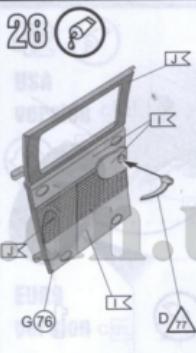
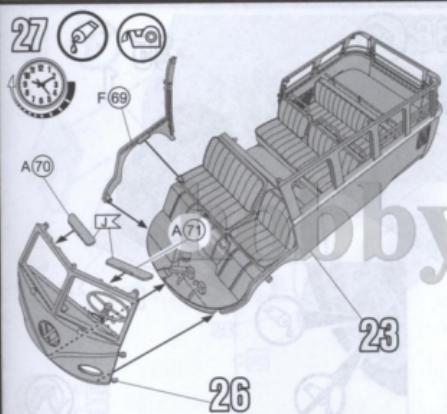
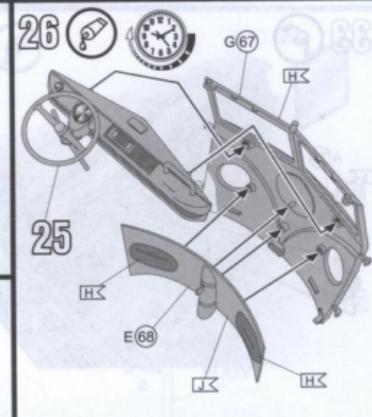
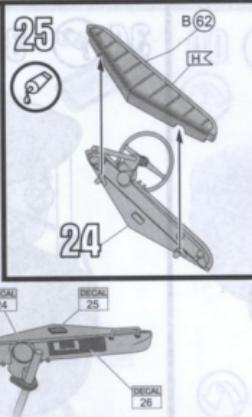
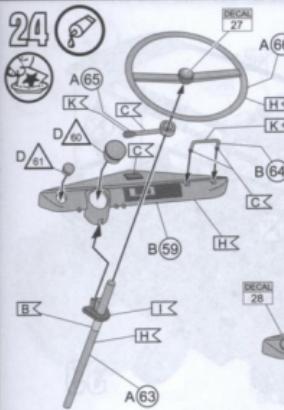
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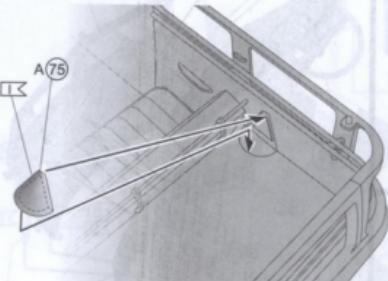
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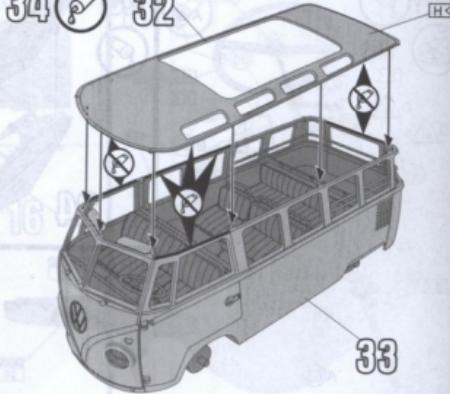




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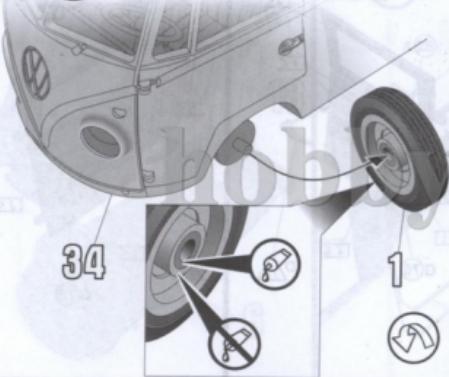


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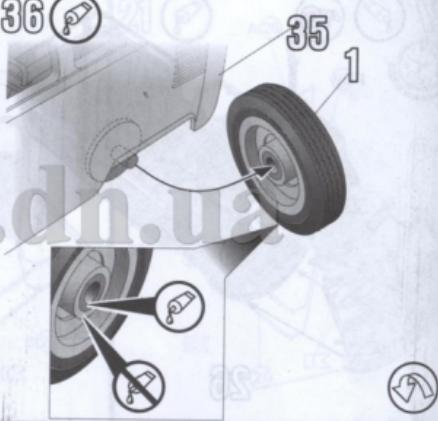


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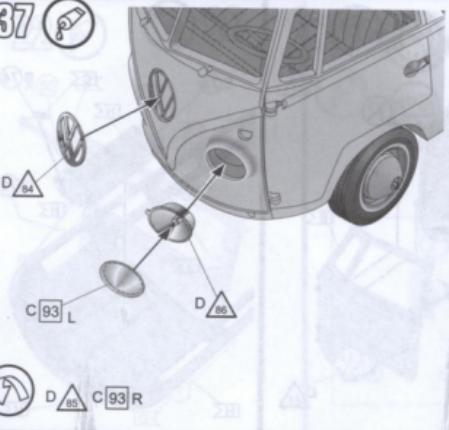


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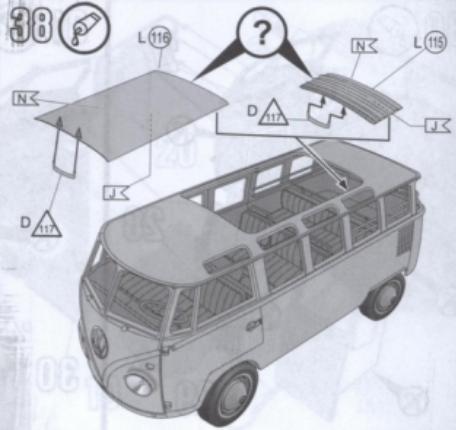


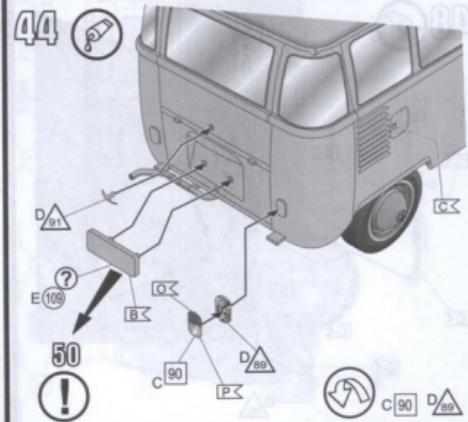
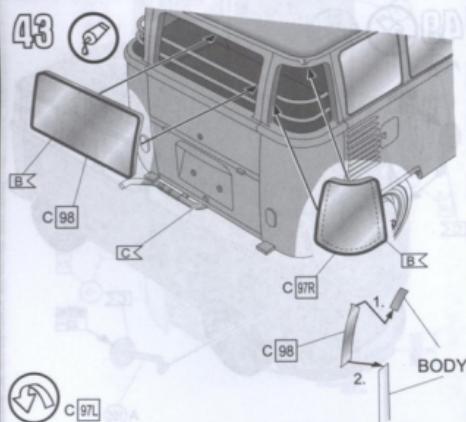
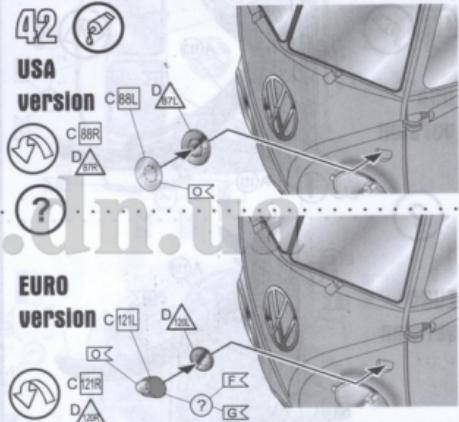
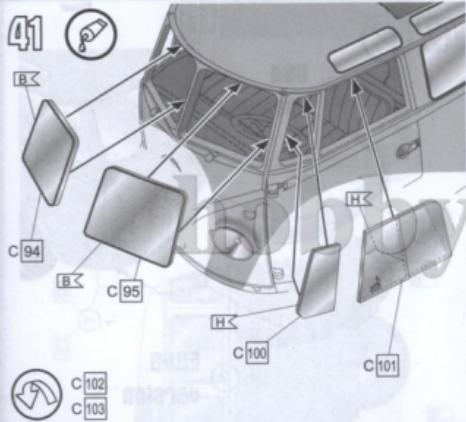
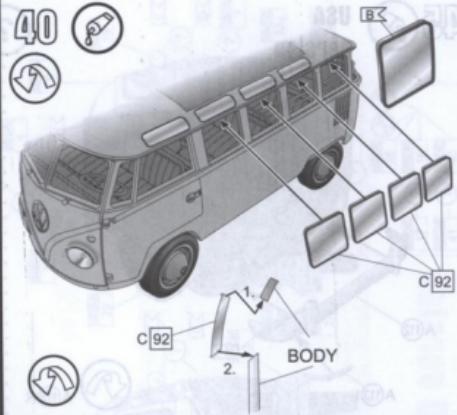
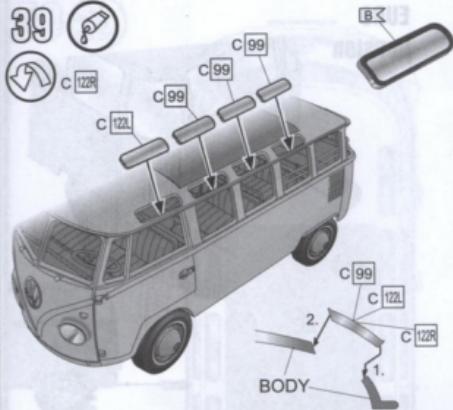
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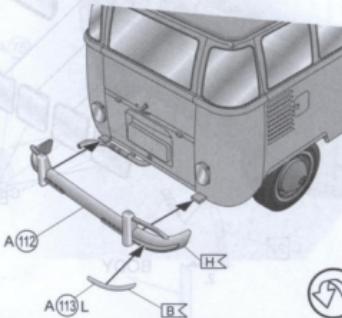


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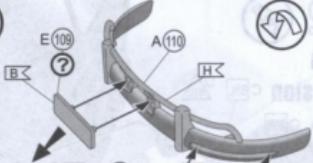
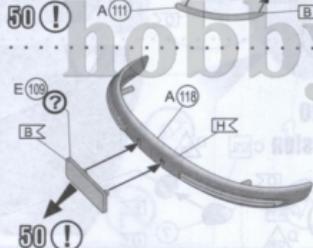
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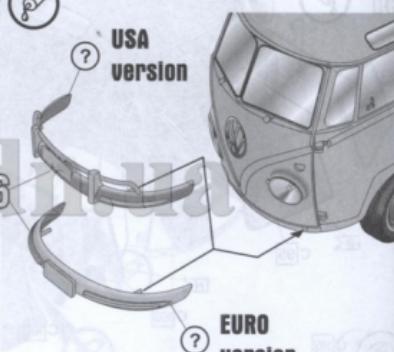
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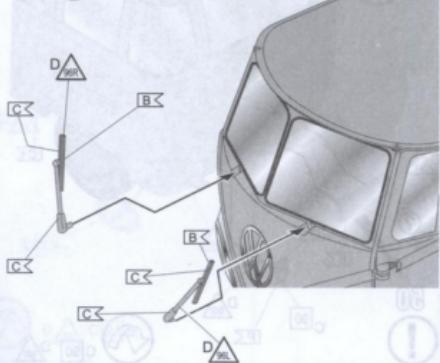
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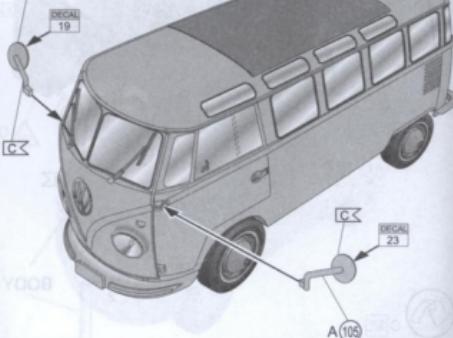
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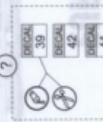
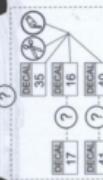
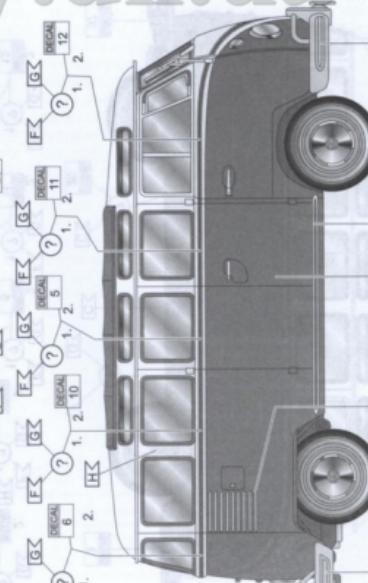
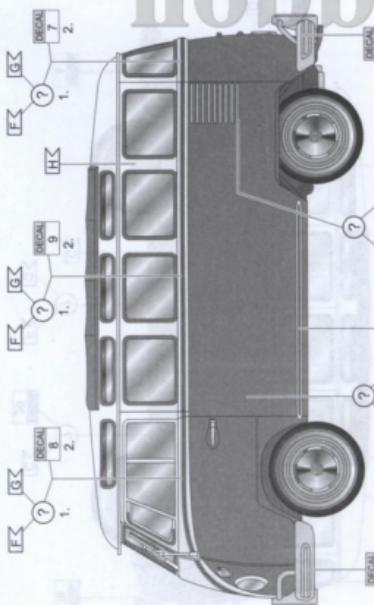
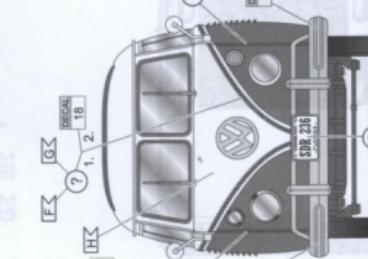
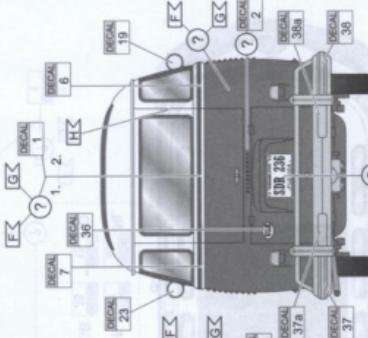
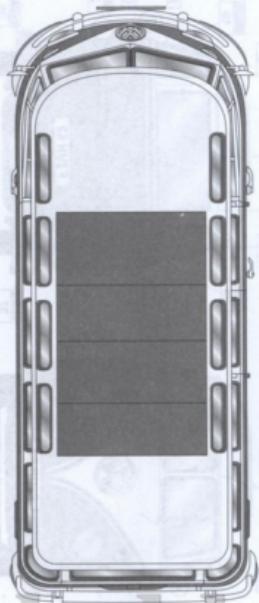
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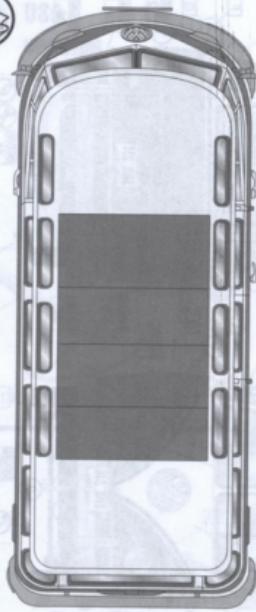
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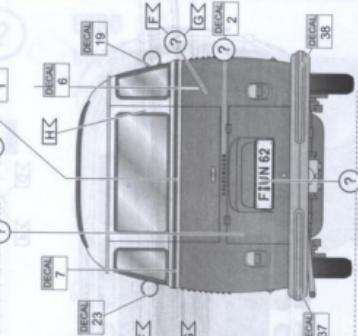
USA version



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EURO version

F	DECAL 22	NL
GB	DECAL 33	D
	DECAL 15	



NL	DECAL 31	P
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	DECAL 43	
	DECAL 45	
	DECAL 32	
	DECAL 46	

DECAL 29	NL
DECAL 14	D
F	
GB	

DECAL 1	NL
DECAL 20	D
C	

DECAL 4	NL
DECAL 12	D
F	
GB	

DECAL 39	NL
DECAL 20	D
C	

