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## 1964 VW Samba

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Lot sold	<b>USD 127 930 - 151 190</b> EUR 110 000 - 130 000 (listed)	Drive	LHD
Year of manufacture	1964	Condition	Used
Country VAT	IT	Location	
Lot number	27	Exterior colour	Red
		Car type	Other

### Description

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- Rare and sought-after 21 windows model.
- Restored, preserved interiors.
- Optionals of the era.
- Outstanding conditions.

#### The model

The Volkswagen Type 2 is a forward control light commercial vehicle introduced in 1950. Following – and initially deriving from – Volkswagen's first model, the Type 1 (Beetle), it was given the factory designation Type 2. As one of the forerunners of the modern cargo and passenger vans, the Type 2 gave rise to forward control competitors. The concept for the Type 2 is credited to Dutch Volkswagen importer Ben Pon. He visited Wolfsburg in 1946, where he saw an improvised parts-mover based on the Type 1 chassis, and realized something better was possible. He first sketched the van but only some years later a prototype was produced in a short time. Although the aerodynamics of the first prototypes were poor engineers used the wind tunnel at the Technical University of Braunschweig to optimize the design. Simple changes such as splitting the windshield and roofline into a "vee" helped. Except for the Chevrolet Greenbrier and Fiat Multipla minivans, the Type 2 remained unique in being rear-engined. This was a disadvantage for the early "barndoor" Panel Vans, which could not easily be loaded from the rear, but generally advantageous in traction and interior noise. The first generation of the Volkswagen Type 2 with the split windshield, informally called Splitscreen, or Splittie among

modern fans, was produced from 8 March 1950 through the end of the 1967 model year. Like the Beetle, the first Transporters used the 1100 Volkswagen air-cooled engine, upgraded to the 1200 in 1953. The 1963 model year introduced the 1500 engine as standard equipment to the US market. From the 1964 model year the rear door was made wider. German production stopped after the 1967 model year; however, the T1 still was made in Brazil until 1975. Among enthusiasts, it is common to refer to the different models by the number of their windows. The Sunroof DeLuxe with its additional eight small skylight windows is, accordingly, the 23-window. From the 1964 model year, with its wider rear door, the rear corner windows were discontinued, making the latter the 21-window. The 23- and later 21-window variants each were called, in the communication of the time, "Station Wagon" and carry the nickname "Samba"; they were the most luxurious version of the T1. Volkswagen started producing Sambas in 1951. Instead of a sliding door at the side the Samba had two pivot doors. In addition the Samba had a fabric sunroof. At that time Volkswagen advertised with the idea of using the Samba to make tourist trips through the Alps. Sambas were painted standard in two colors. Usually, the upper part was colored white. The two colored sections were separated by a decorative strip. The windows had chrome tables and the van had a more comprehensive dashboard than the normal T1. Like the Beetle, from the beginning, the Type 2 earned many nicknames from its fans. Among the most popular at least in Germany, are VW-Bus and Bulli. In Portugal it is known as Pão-de-Forma (Breadloaf). Similarly, in Denmark, the Type 2 is referred to as Rugbrød (Rye bread). In the US, however, it is a VW bus, minibus, hippie-mobile, hippie van, combi, Microbus to aficionados. The VW Type 2 became popular with the counterculture of the 1960s, thanks to its ability to transport a large group of people while being cheap and easy to maintain, and was big enough to live in, so it could be used for long-distance journeys, such as to music festivals or surfing locations.

The car

The Volkswagen Station Wagon "Samba" with chassis no. 1317526 is a Sunroof DeLuxe version, with 21 windows and a folding canvas sunroof. It rolled off the production lines on June 16, 1964, equipped with the 1500cc engine (M216). Sold new in Italy with black Lucca plates. The two external color tones are sealing wax red / beige gray. Restored in its original livery, it is in perfect condition and original throughout, with ASI "Targa Oro" approval. The two-tone Deluxe silver beige / basalt gray leather interior is the original unrestored. The vehicle is equipped with exceptional vintage accessories, such as the two windscreens that can be completely opened upwards, called "Safari Windows"; the specially designed Kienzle electric clock and the Blaupunkt multiband car radio with custom antenna on the front. Fitted with white wall tires, reproduction of the original options. The vehicle has been owned by the current owner since 2001.

State of the art

Restored, interiors preserved. Outstanding condition.

Litterature

Certificates & statements

Targa oro ASI.

Documents

Original Italian registration and plates.

Elegibility

Giro di Sicilia.

Targa Florio.

Goodwood Revival.

Coppa d'Oro delle Dolomiti.

Coppa delle Alpi by 1000 Miglia.

Winter Marathon.

Nürburgring Classic.  
Pebble Beach Concours d'Elegance.  
Amelia Island Concours d'Elegance.  
Chantilly Arts & Elegance Richard Mille.  
Concorso d'eleganza Villa D'Este.  
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Chantilly Arts & Elegance Richard Mille.  
Concorso d'eleganza Villa D'Este.

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