

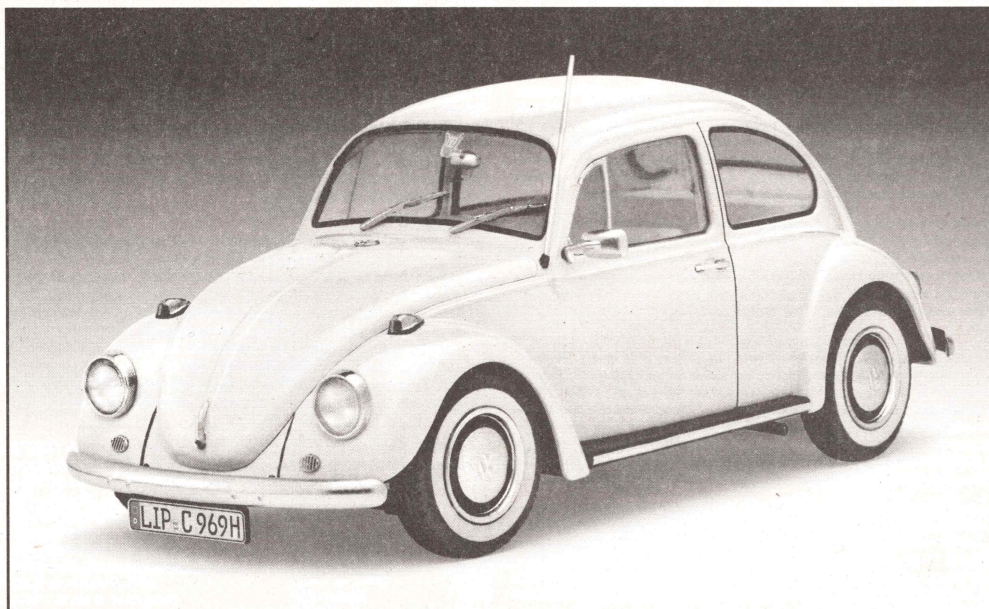


VW Beetle Limousine 1968

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VW Beetle Limousine 1968

Der Käfer wurde von 1945 bis 2003 von Volkswagen in Serie produziert und war bis Juni 2002 mit über 21,5 Millionen Exemplaren das meistverkaufte Automobil der Welt. Über viele Jahre war der Volkswagen Käfer der Wagen, in dem alles begann. Unzählige junge Menschen erlernten mit ihm das Autofahren, unzählige Menschen fuhren ihn als erstes und, wenn möglich, oft auch als letztes Auto in ihrem Leben. Der Käfer war und bleibt bis heute Kult. Ein solches Auto transportiert so viele Träume, so viele Erinnerungen, dass es für Autoliebhaber jeden Alters interessant ist.

In seiner langen Produktionszeit durchlief der Käfer viele Evolutionsstufen, ohne dabei seine typischen Merkmale zu ändern. Ursprünglich zu Ende der 30er Jahre als preiswertes Fahrzeug für Jedermann gedacht, konnte der Käfer nach dem zweiten Weltkrieg diesen Anspruch spielend erfüllen. Unzählige Familien haben sich über die Jahre eine funktionierende Heizung gewünscht oder ausreichend Platz für das Gepäck einer vierköpfigen Familie. Doch im Käfer blieben das kleine Ablagefach hinter den Sitzen und der spärliche Platz unter der vorderen Haube, den man sich noch mit Reserverad und dem Waschwasserbehälter teilen musste, die einzigen Stauräume. Doch dem Erfolg des Krabbeltiers hat das nie geschadet. Im Jahre 1968 hatte der Käfer einen Standard erreicht, der ihn gegen die damalige Konkurrenz immer noch wettbewerbsfähig hielt. Aus einem ehemals 1131 ccm großen Motor mit 25 PS war inzwischen ein Triebwerk mit 1500 ccm Hubraum und 44 PS Leistung geworden. Scheibenbremsen vorn und eine neue Schräglenker Hinterachse hielten dieses Temperament im Zaum. Die Karosserie hatte einige Wandlungen durchgemacht. So standen nun die Scheinwerfer senkrecht und man konnte den Tank durch eine seitliche Klappe betanken und musste nicht mehr die vordere Haube öffnen; sogar Anschraubpunkte für Sicherheitsgurte wurden eingeführt. Ende 1968 lösten die kastenförmigen Europastößstangen, liebevoll „Eisenbahnschienen“ genannt, die runden Ausfrühungen ab. Kurz gesagt, der Käfer war richtig modern geworden. Das honorierten auch die Käufer. Insgesamt 1.186.134 Käfer krabbelten allein 1968 von den Produktionsbändern.

VW Beetle Limousine 1968

The Beetle was mass produced by Volkswagen from 1945 to 2003 and by June 2002, with sales of over 21.5 million, it was the most widely sold car in the world. For many years the Volkswagen Beetle was the car in which everything began. Innumerable young people learned to drive in it, innumerable people drove it as the first and, if possible, often the last car in their lives. The Beetle was and remains to this day a cult car. Such a car carries so many dreams, so many memories that it is of interest to motor lovers of all ages.

During its long period in production, the Beetle went through many stages of evolution, without alteration to its typical features. Originally designed at the end of the 1930's as an affordable car for all, after World War II the Beetle was able to meet this requirement with ease. Over the years innumerable families have wished for functioning heating or luggage space for a family of four. In the Beetle the little compartment behind the seats and the tight space under the bonnet, that has to be shared with the spare wheel and the water reservoir, were the only storage space. But that never prevented the success of this insect. In 1968 the Beetle reached a standard that always kept it ahead of the competition. The former 25 hp 1131 cc engine became a 44 hp 1500 cc engine. Front disc brakes and a new semi-trailing-arm rear axle kept its temperament in check. The body work underwent some changes. The headlamps were now vertical and it was possible to fill up the tank from a side flap without having to open the bonnet; screw points for safety belts were even introduced. At the end of 1968 the box-type Europa bumpers, affectionately known as "railway lines", replaced the round ones. In short, the Beetle had come right up to date; and the Beetle reaped its reward. In 1968 alone a total of 1,186,134 Beetles crawled off the production lines.

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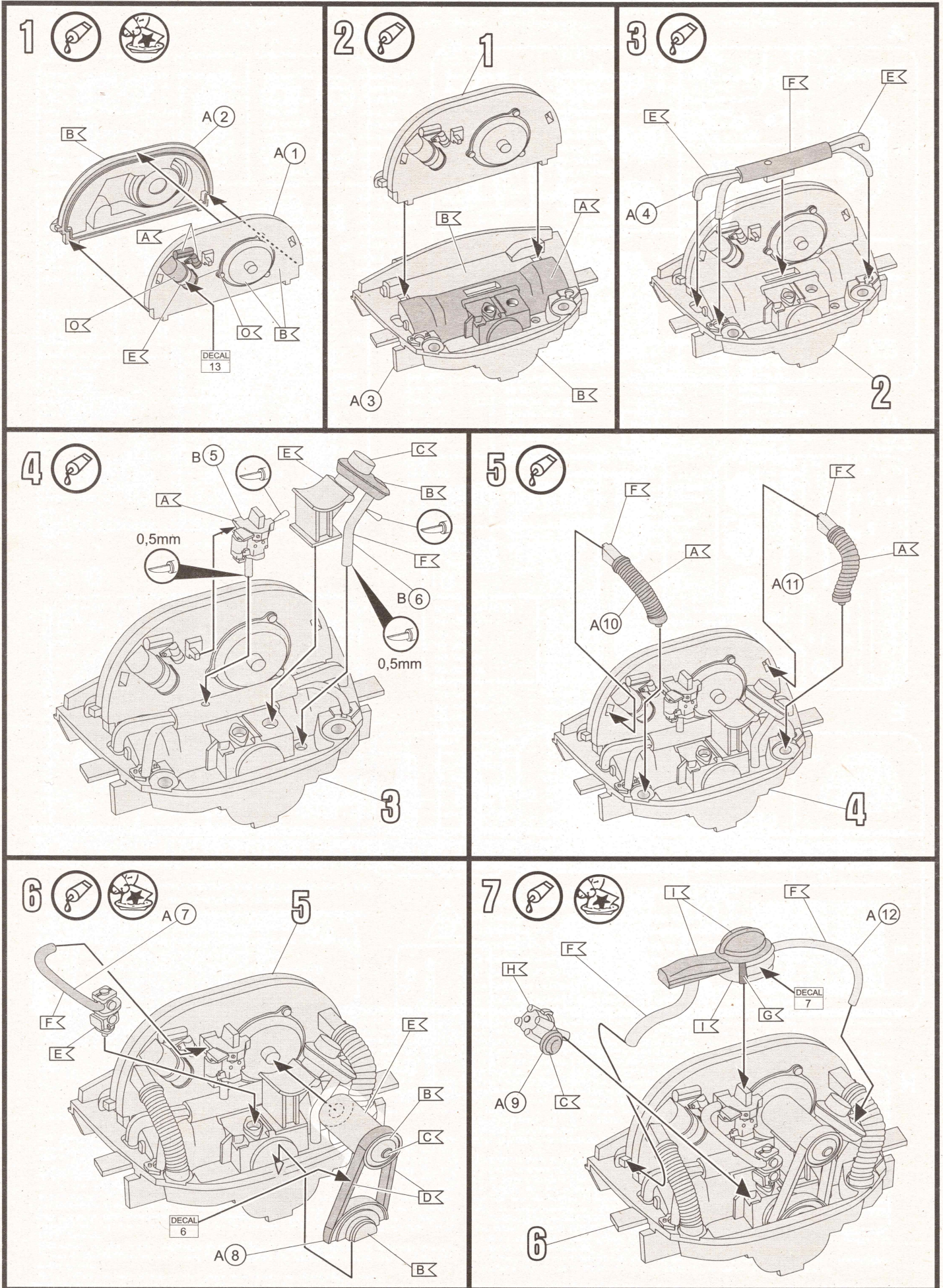
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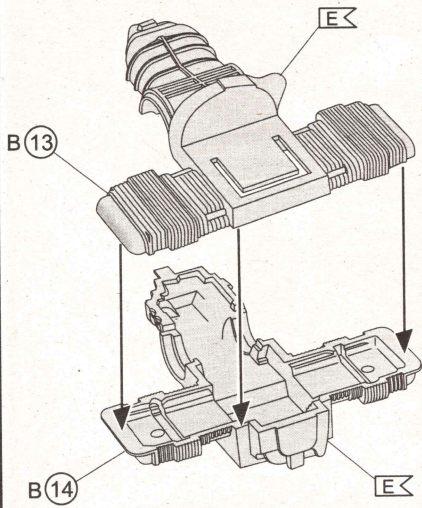
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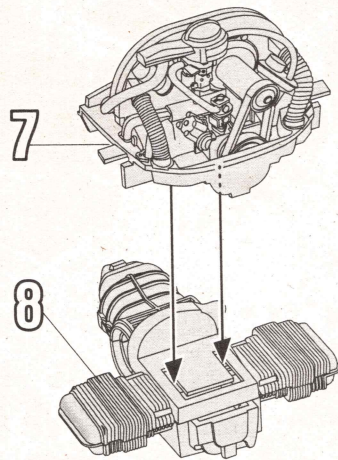
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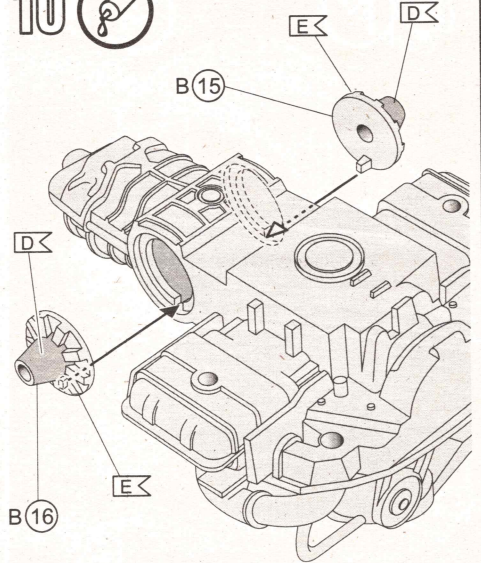
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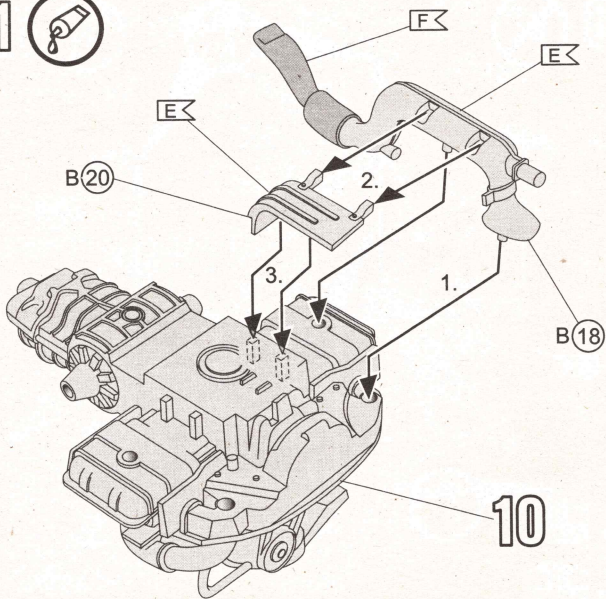
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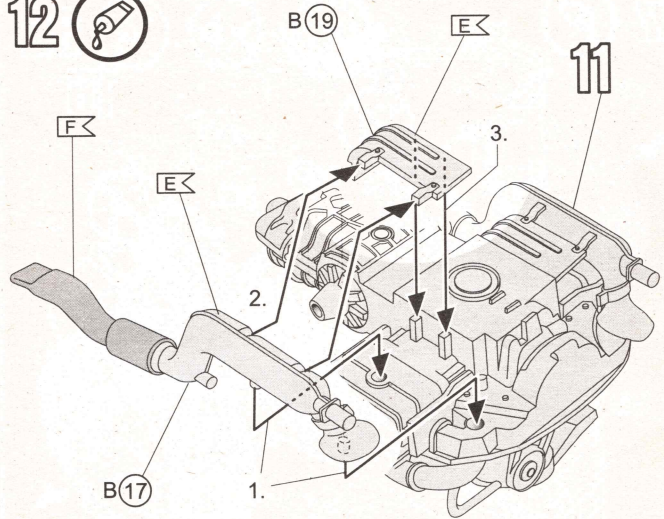
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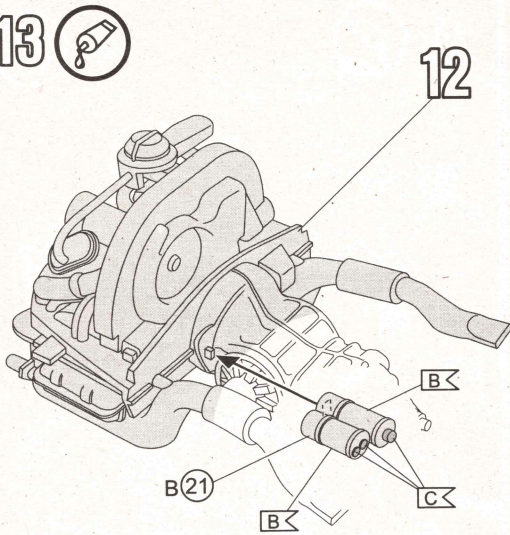
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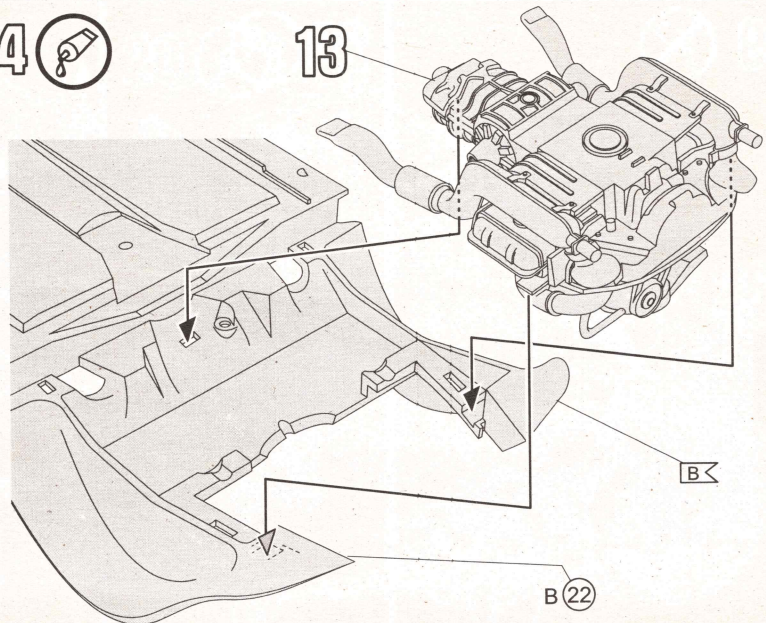
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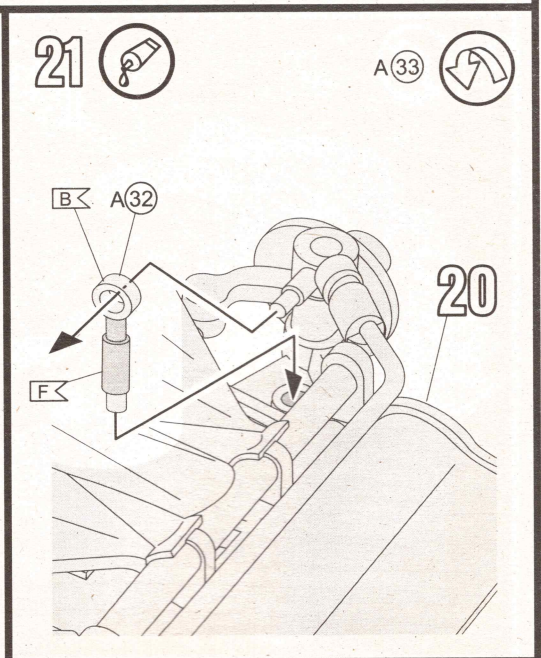
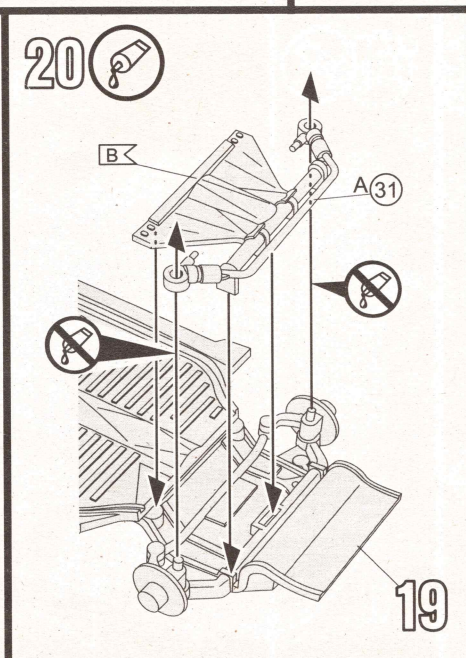
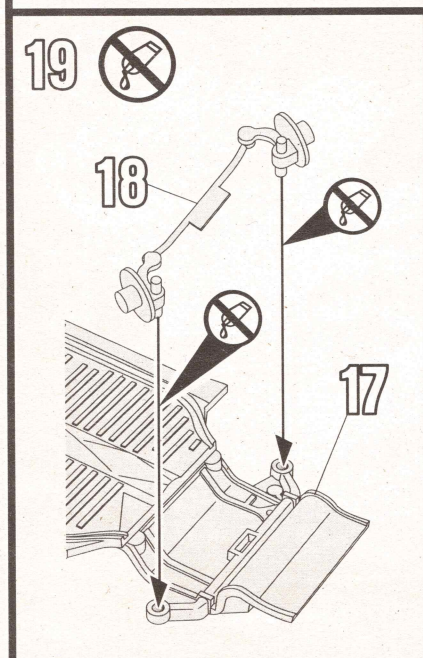
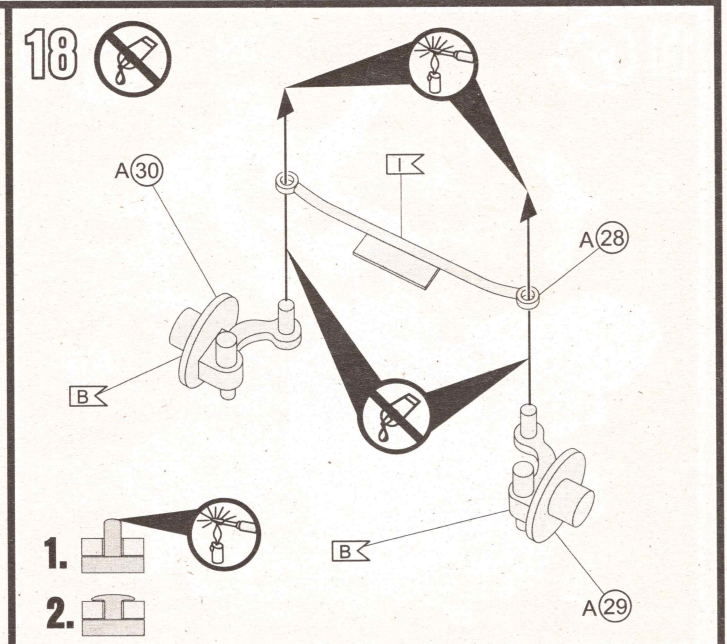
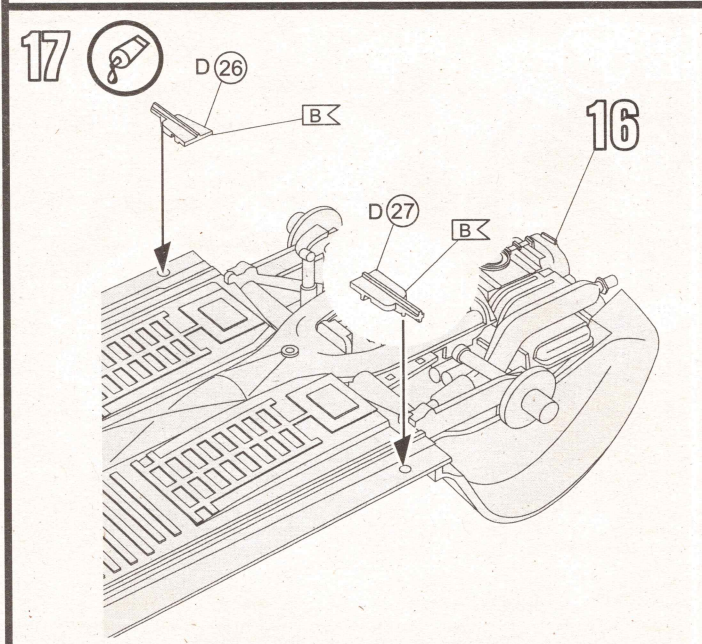
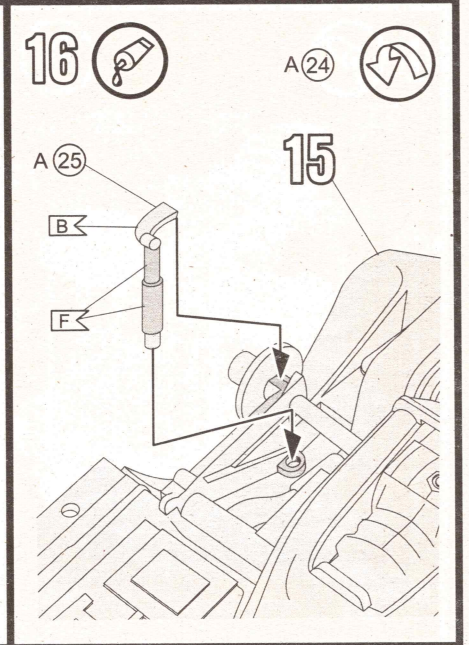
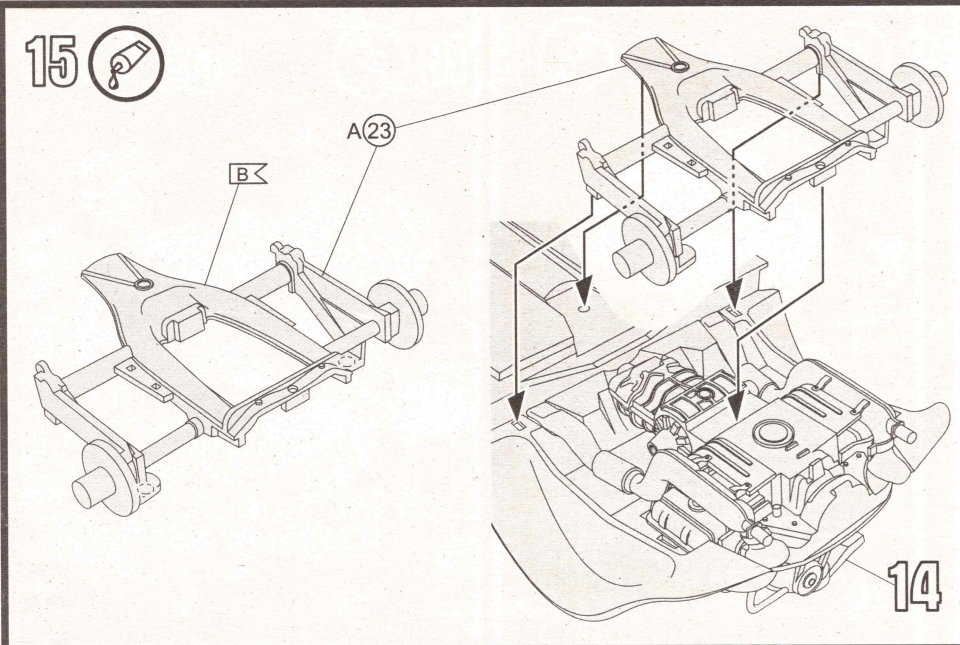


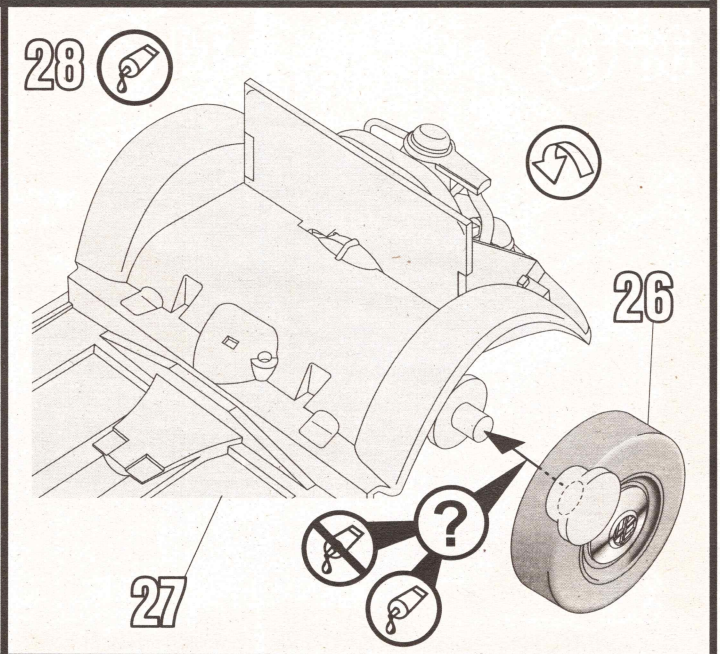
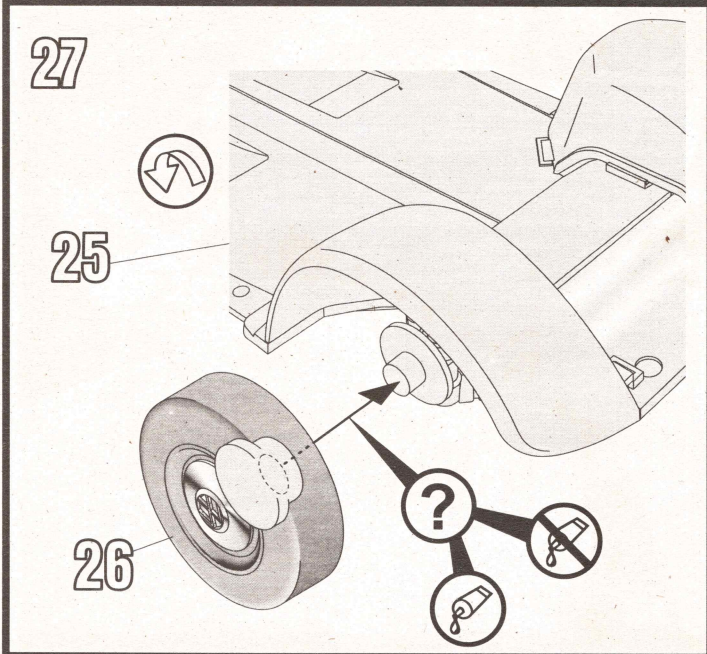
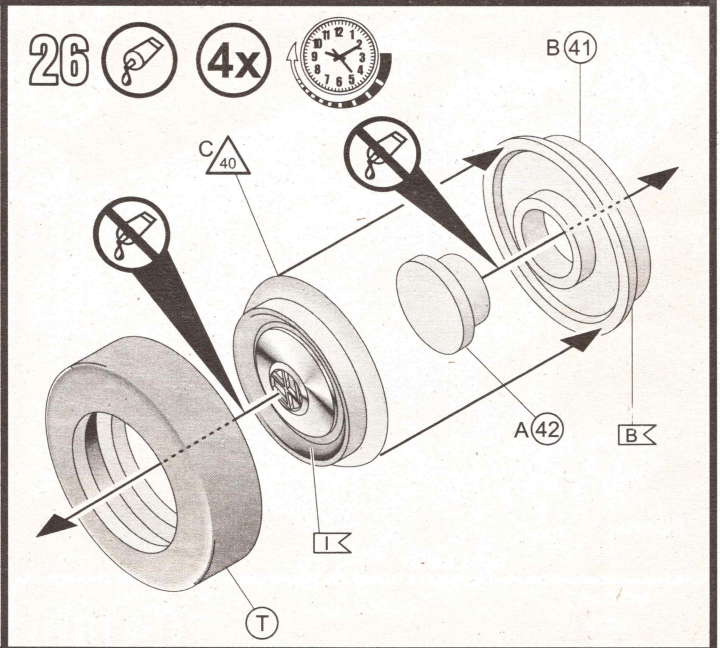
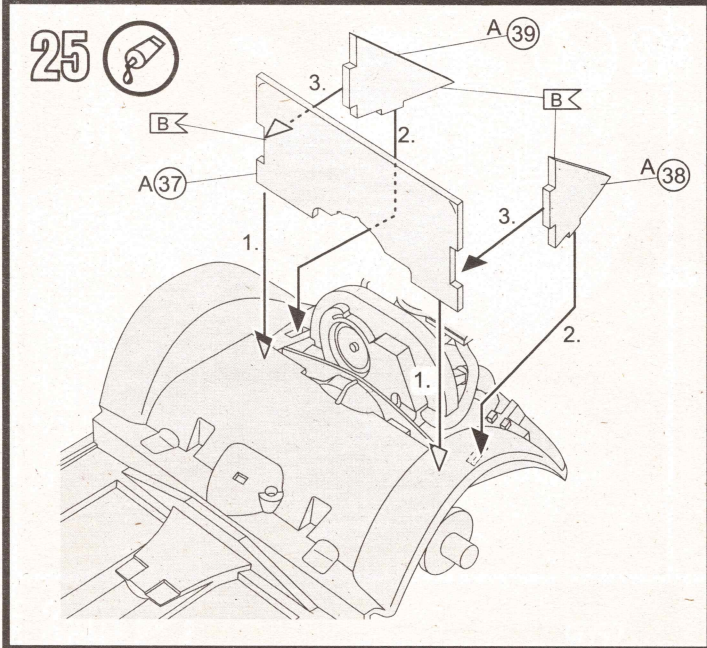
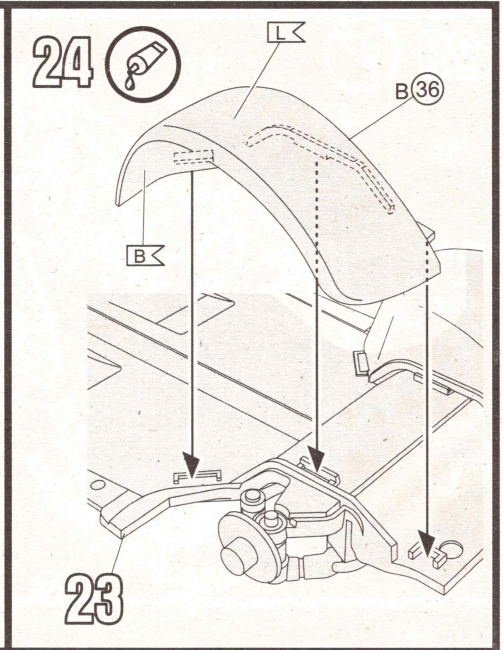
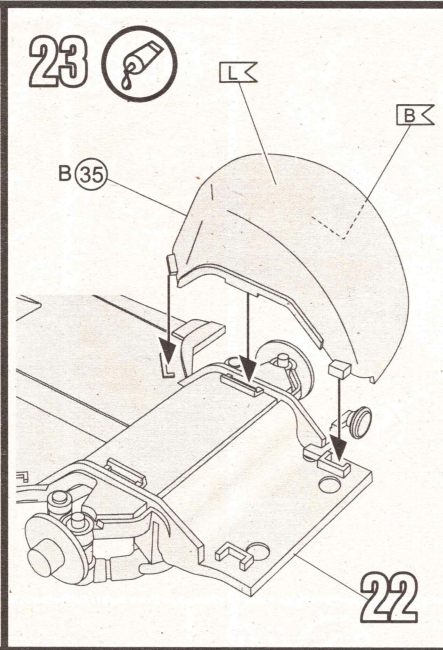
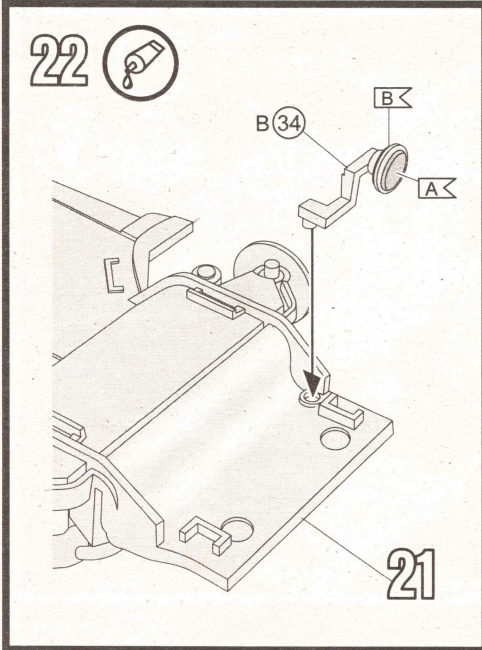
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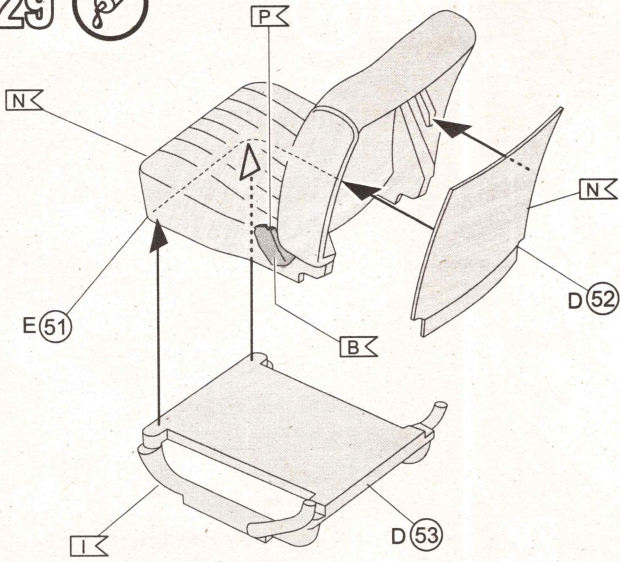
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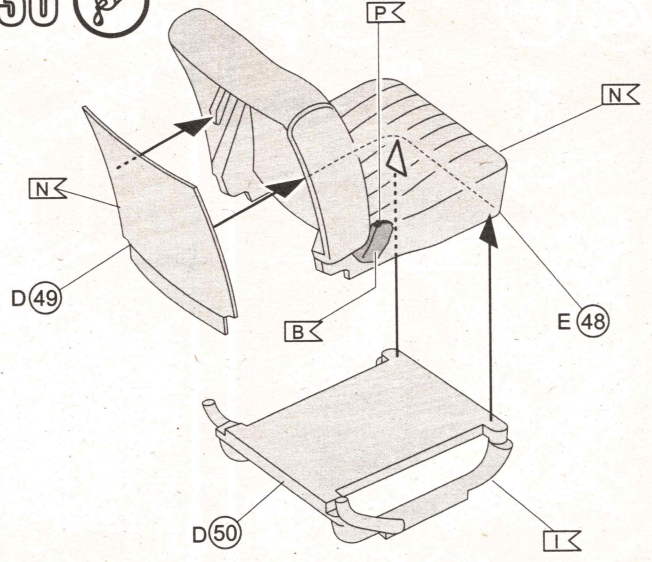




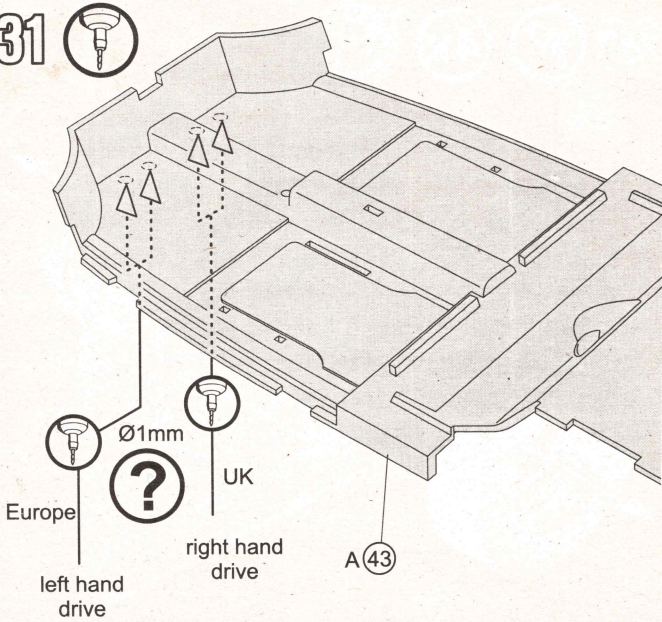
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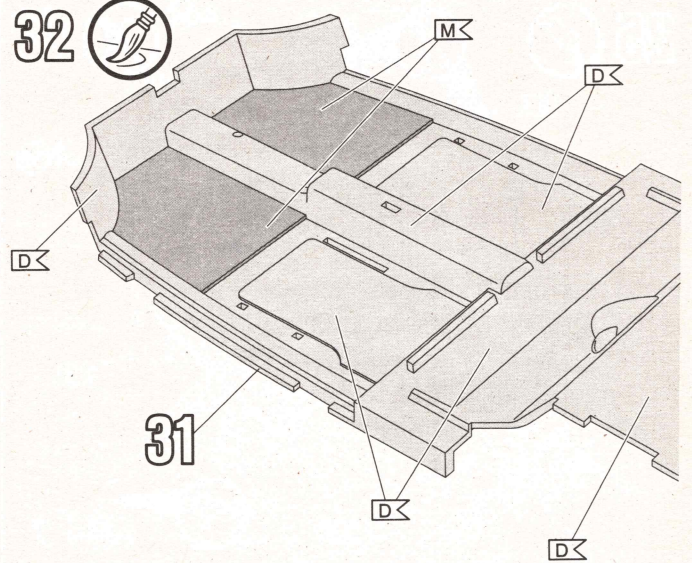
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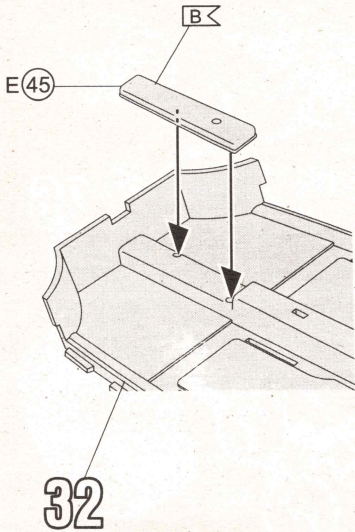
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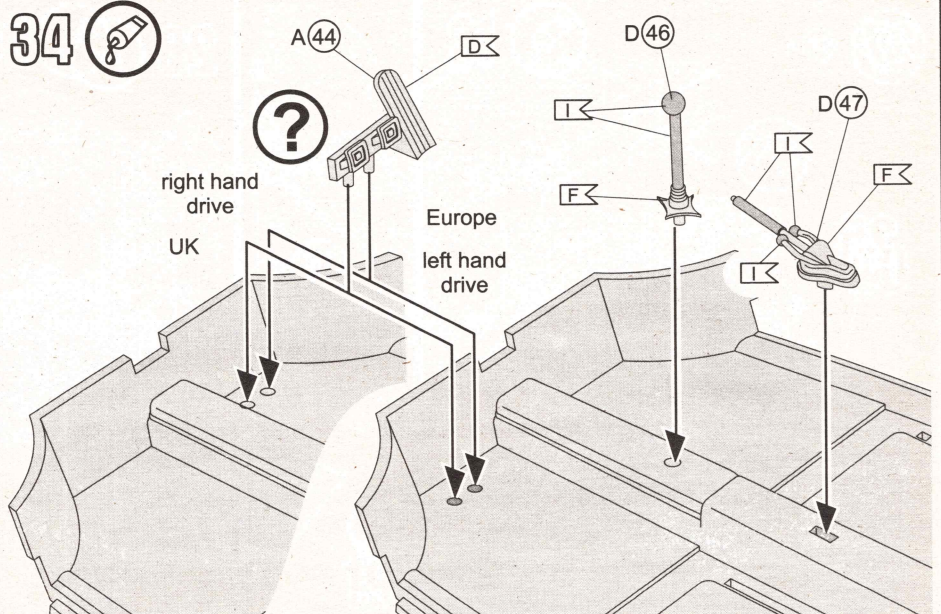
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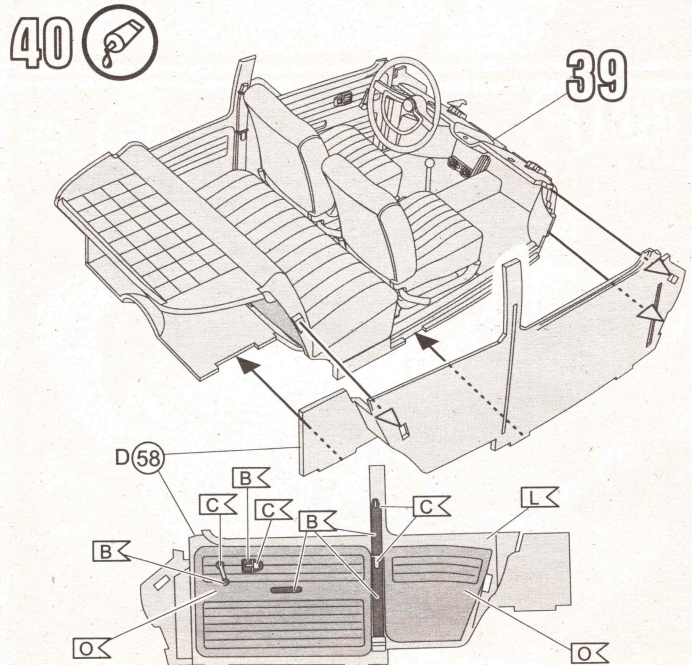
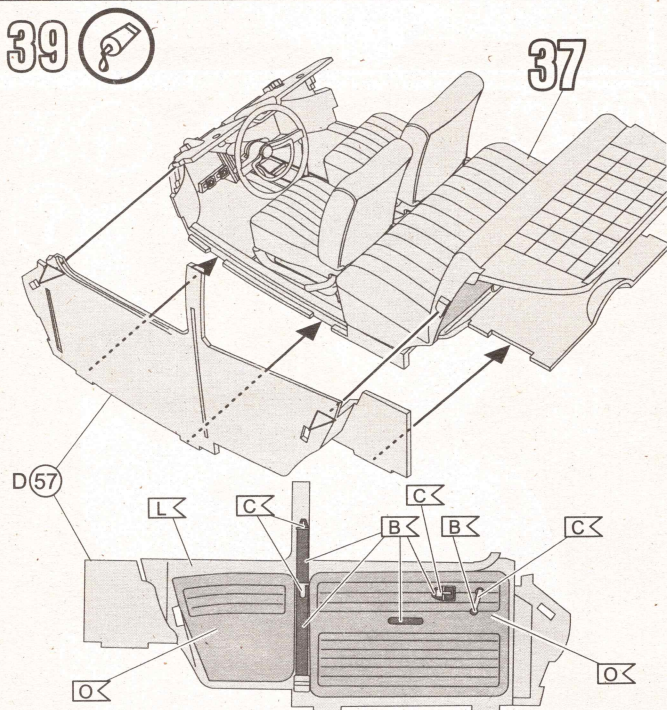
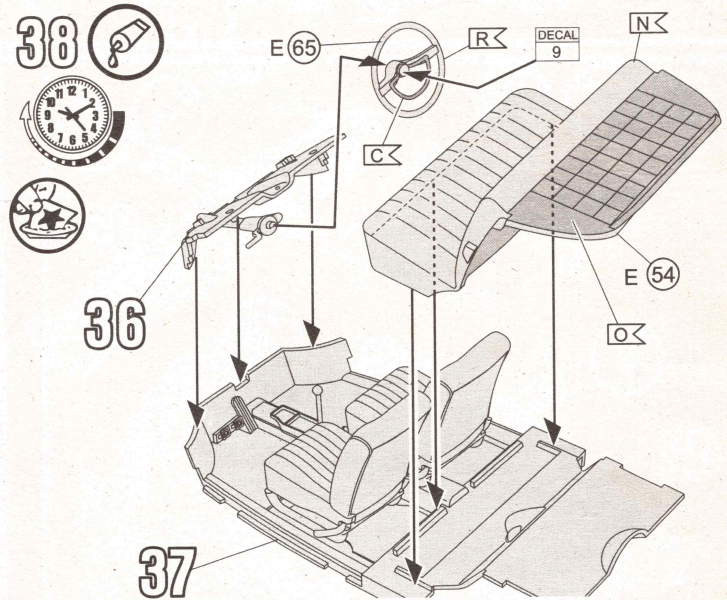
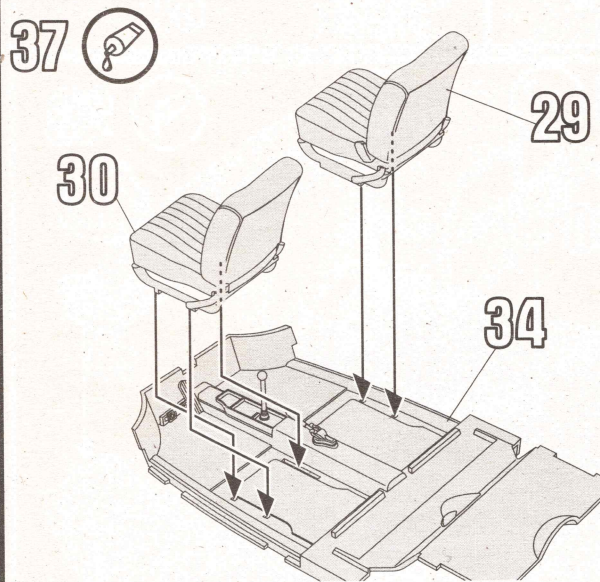
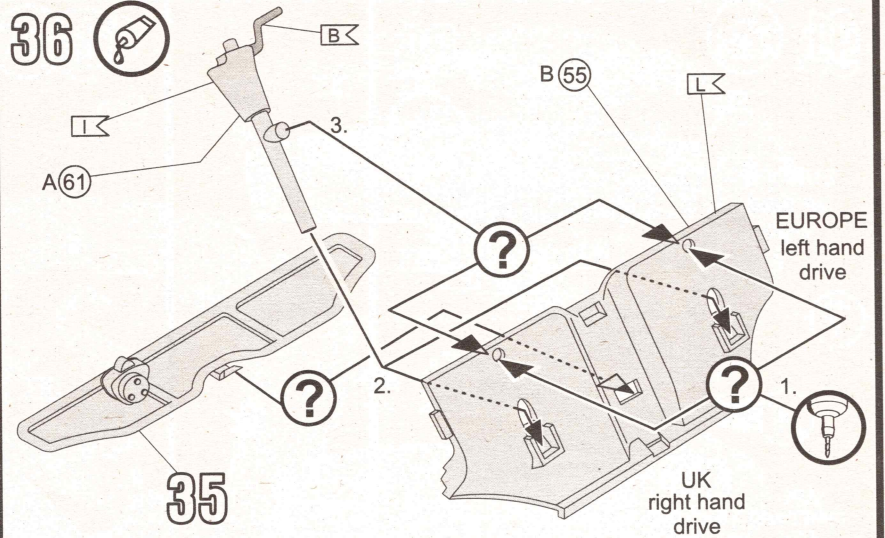
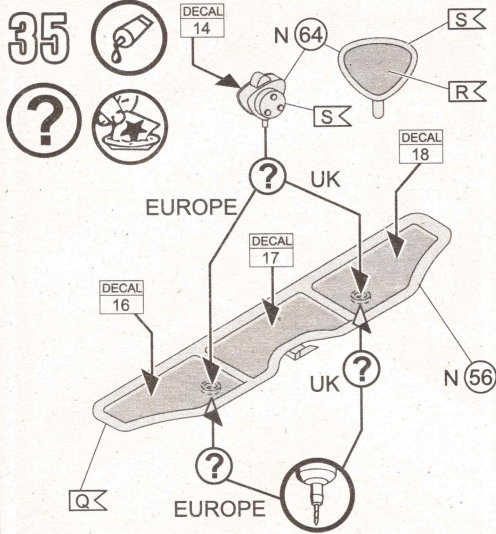


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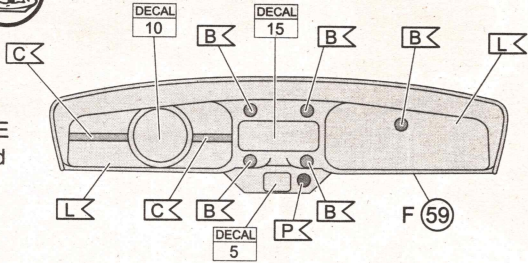




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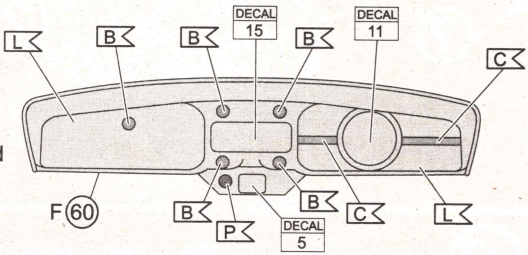


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left hand
drive



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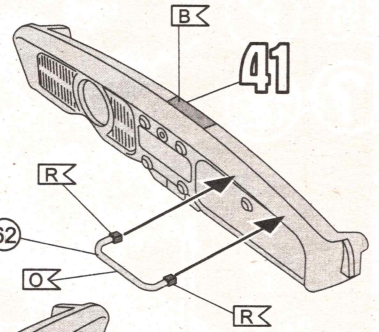
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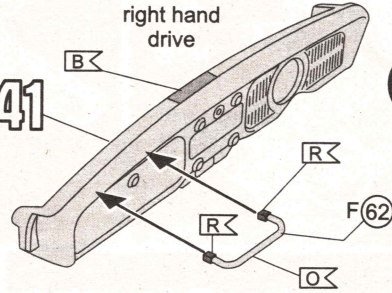


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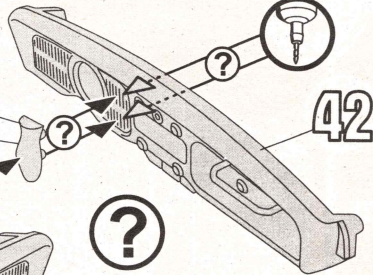
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42

42



UK
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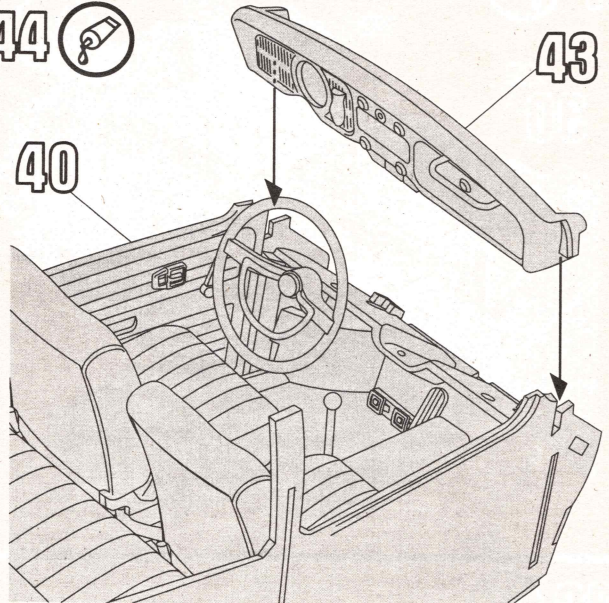
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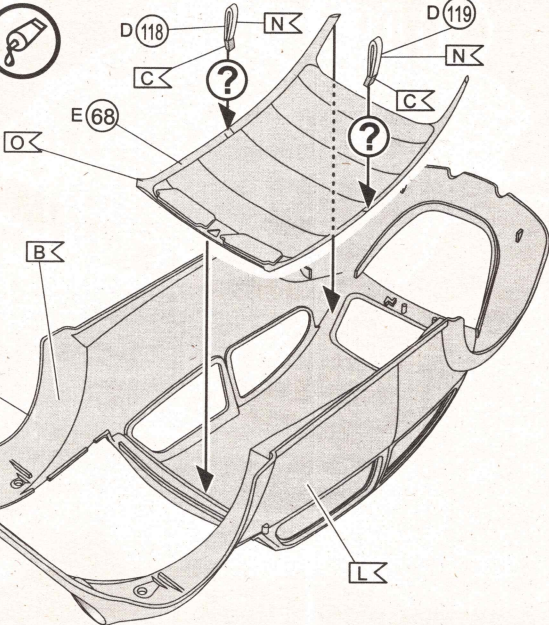


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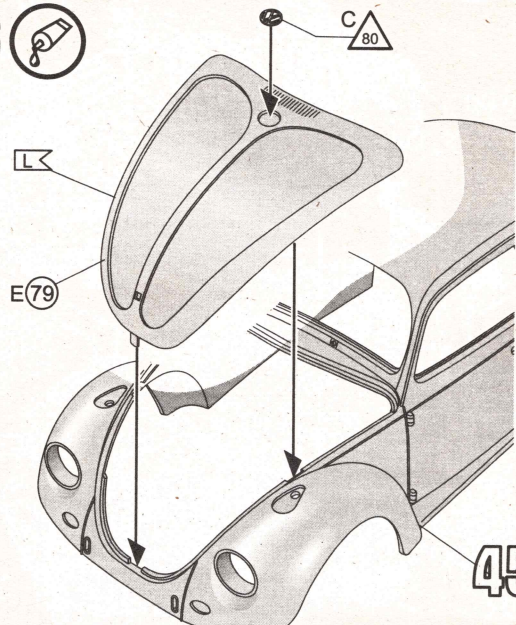


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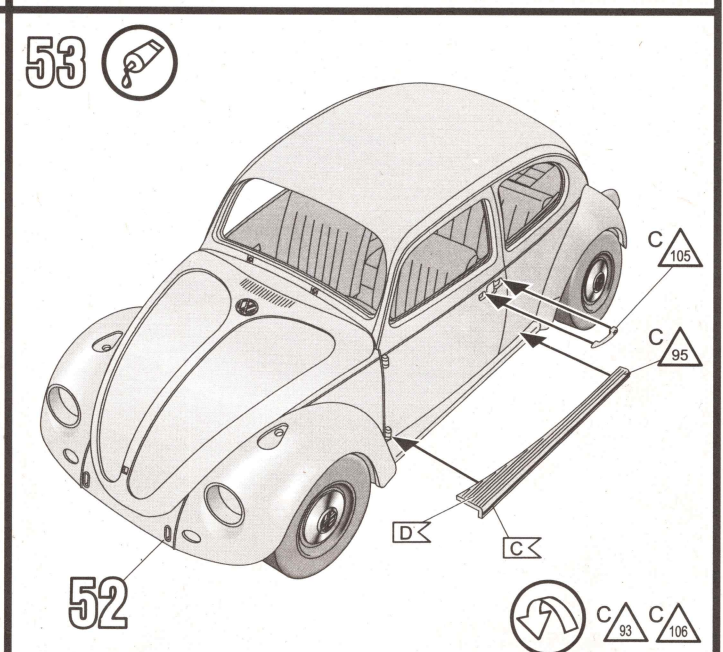
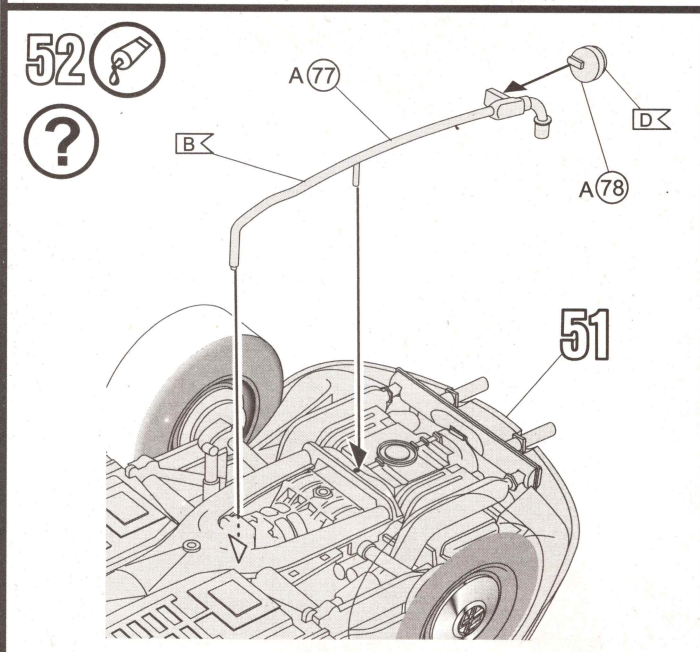
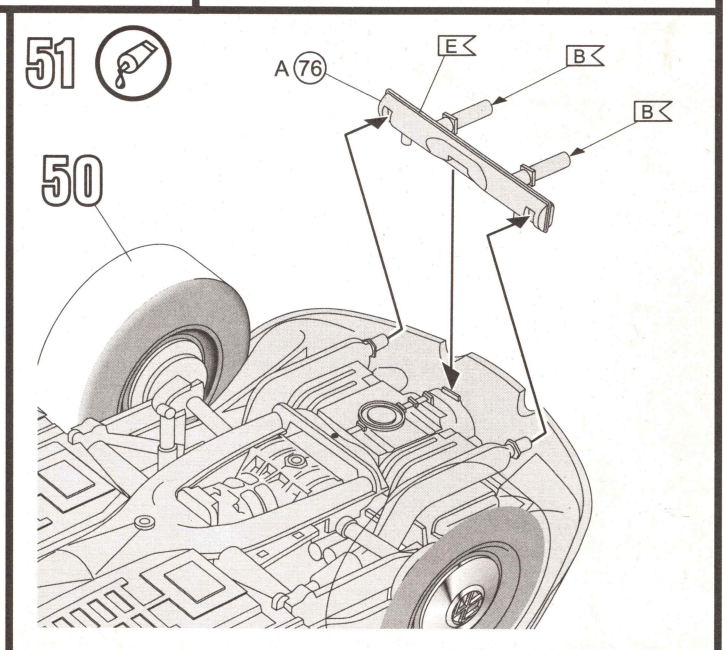
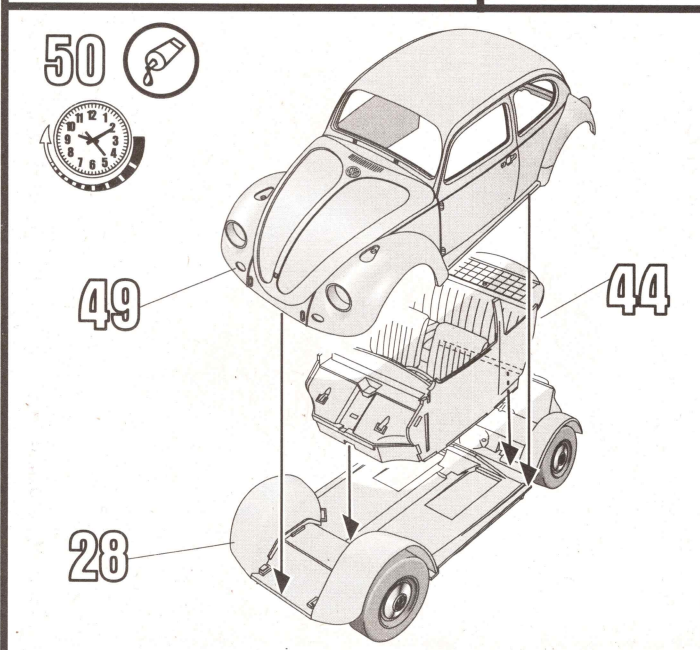
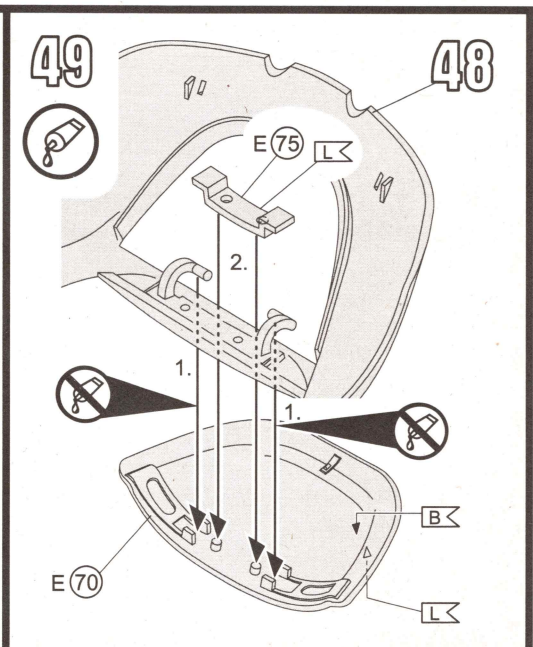
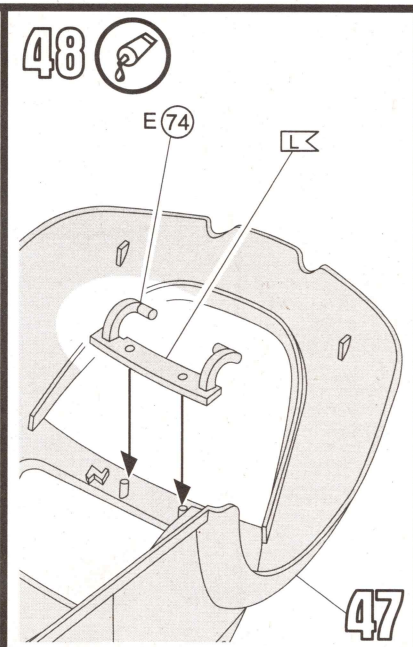
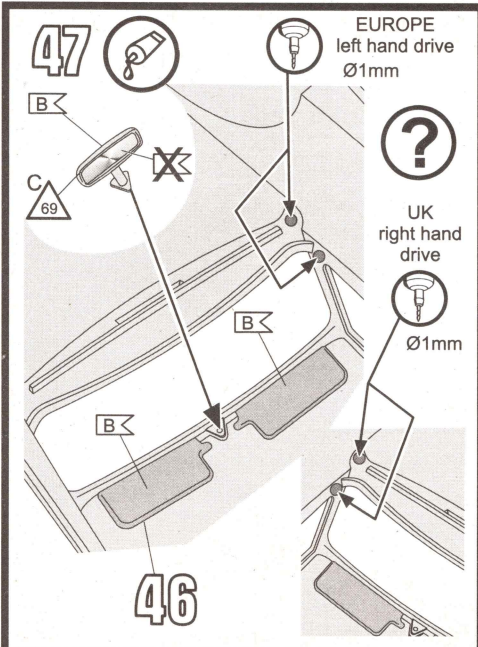
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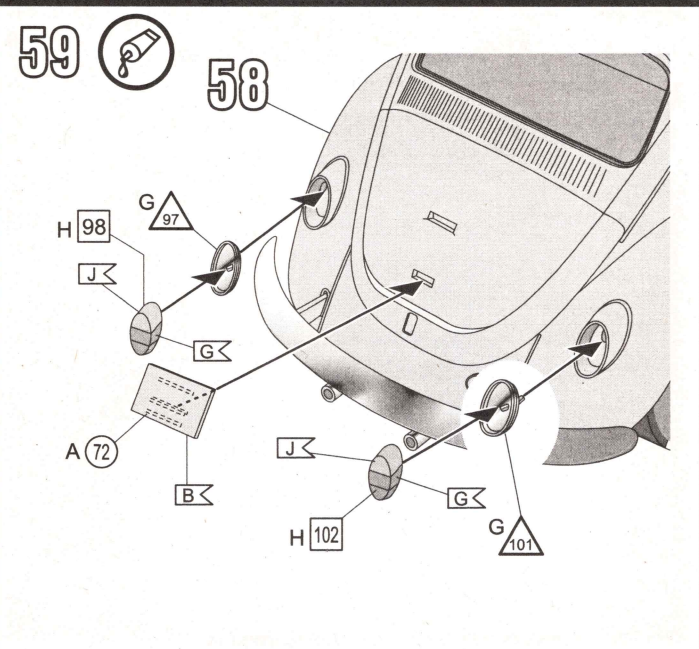
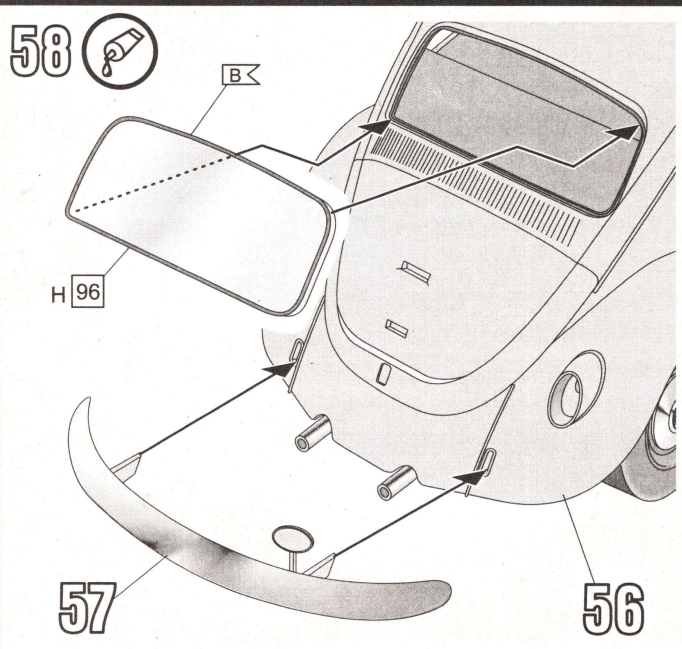
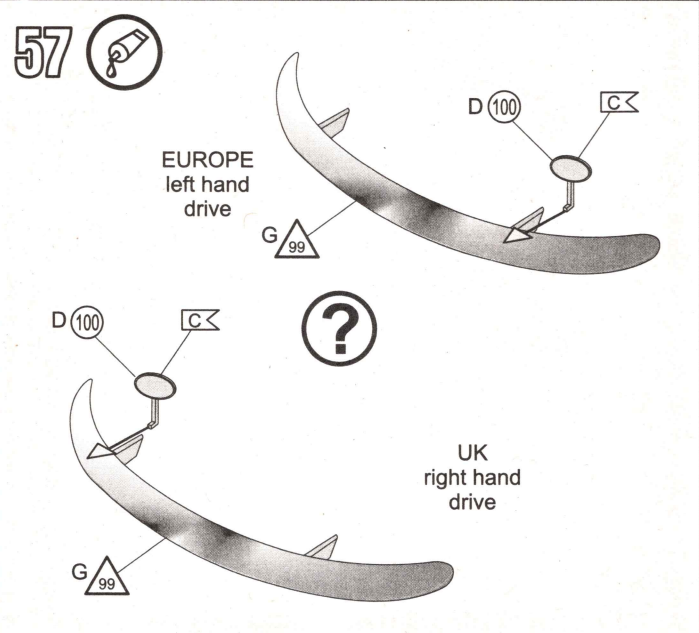
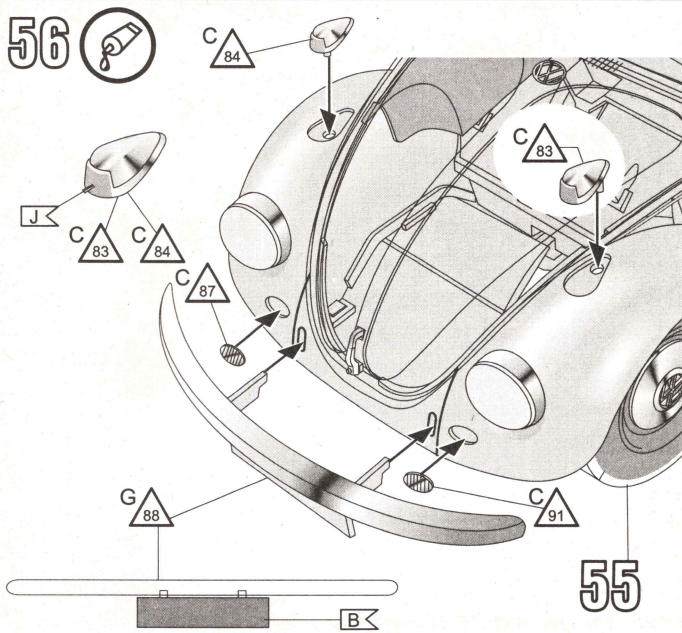
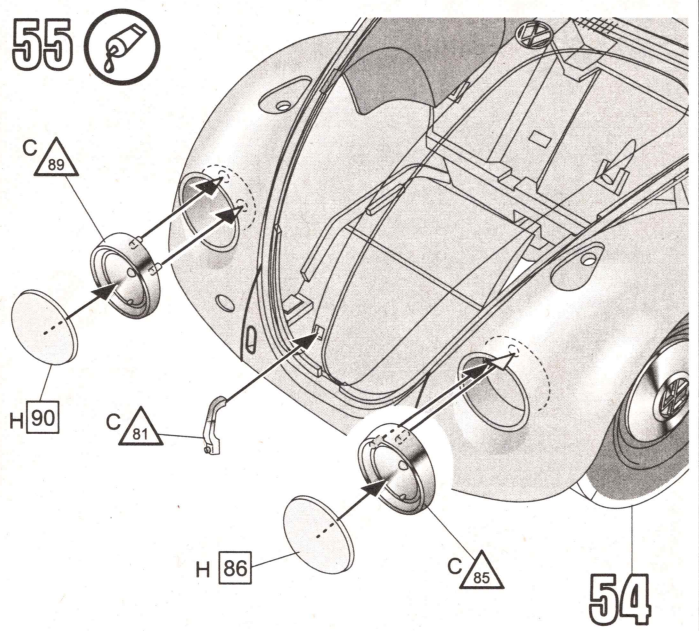
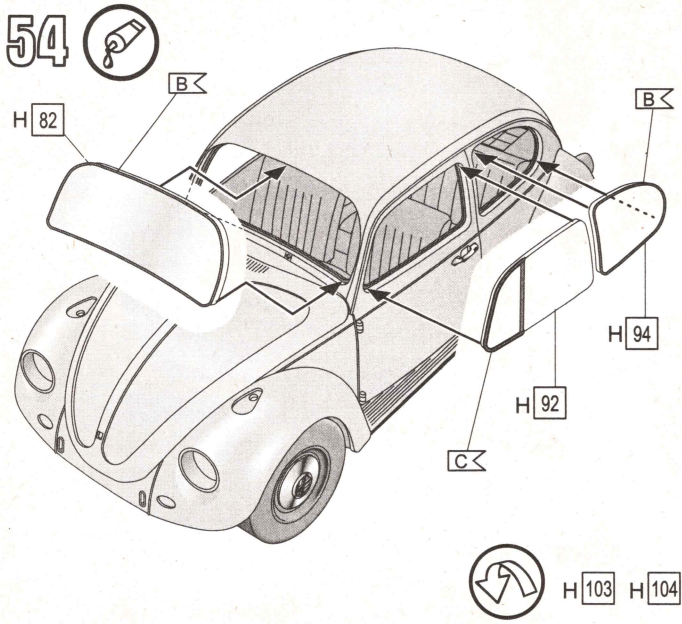


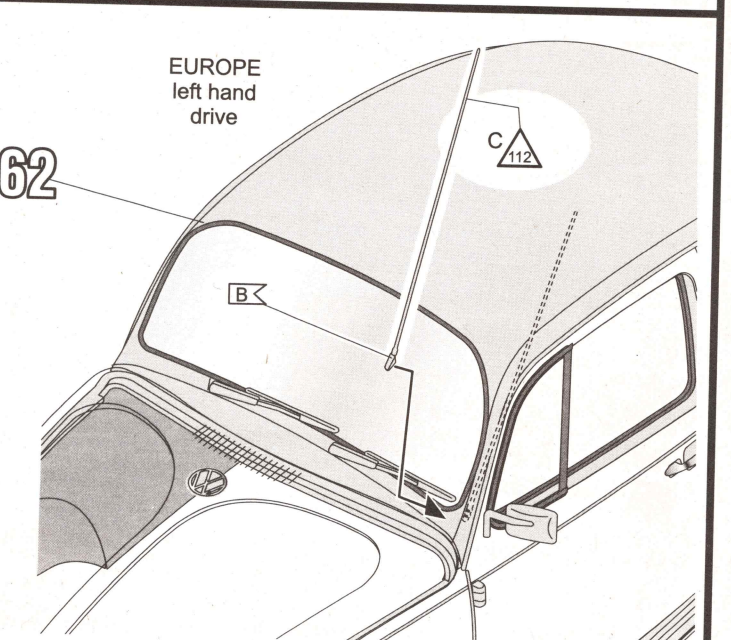
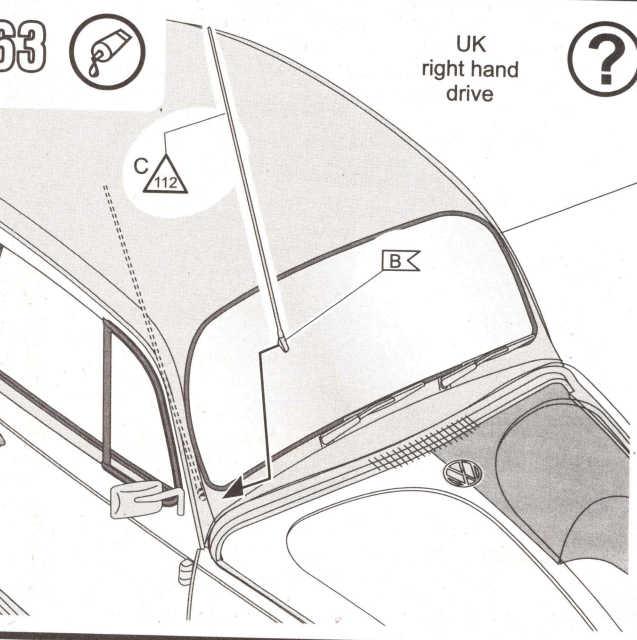
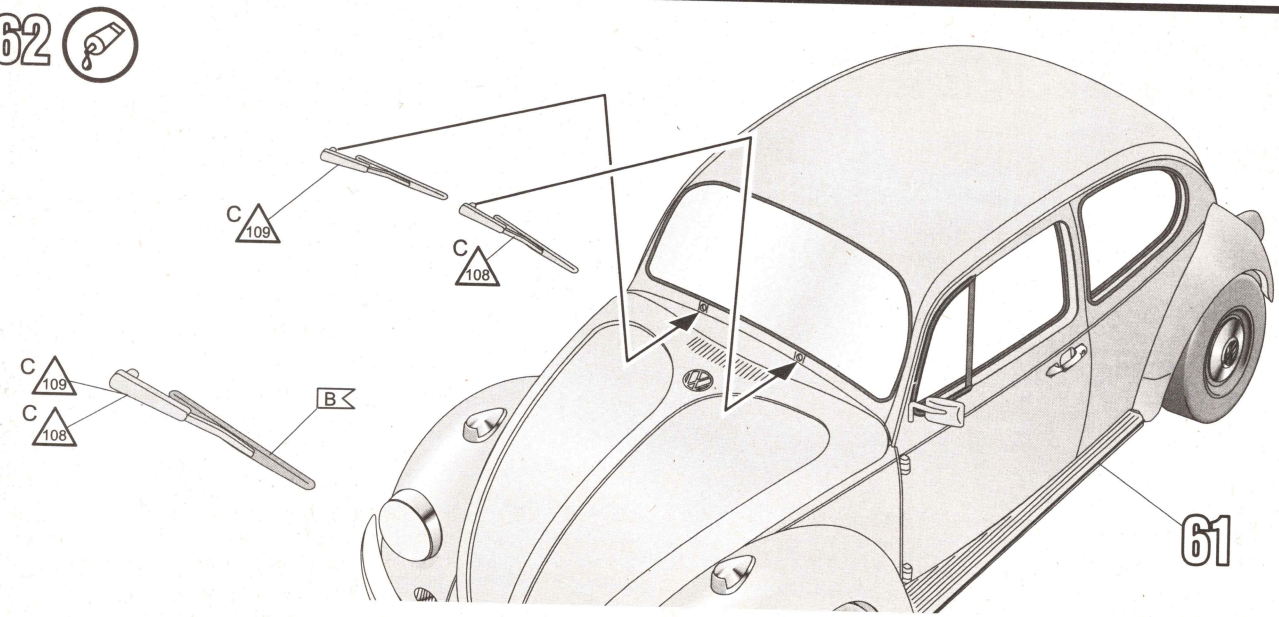
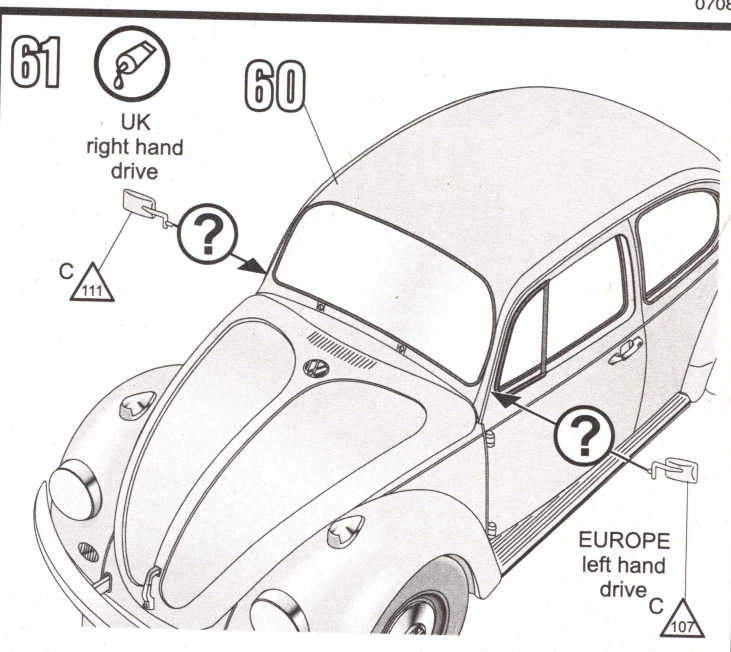
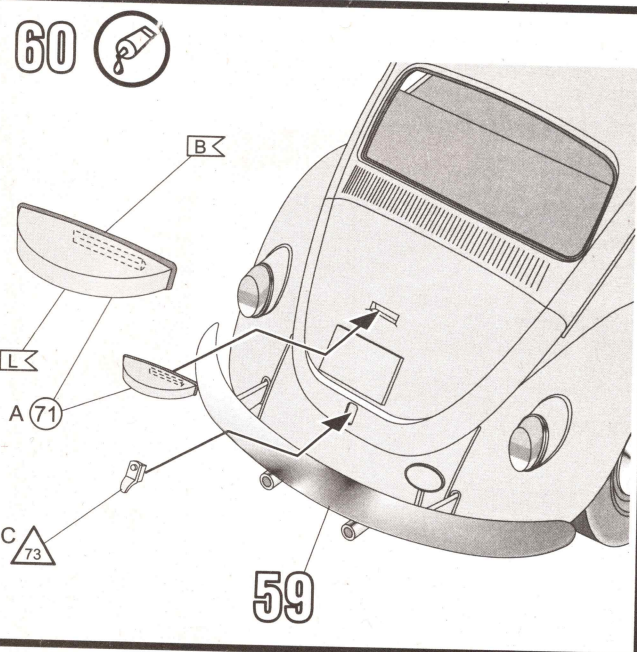
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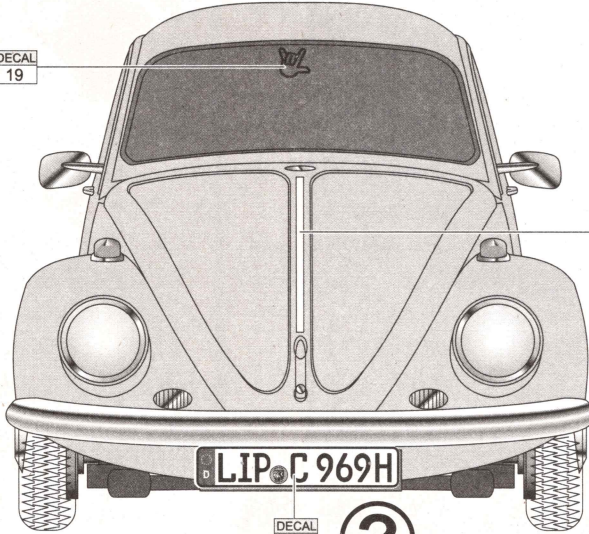




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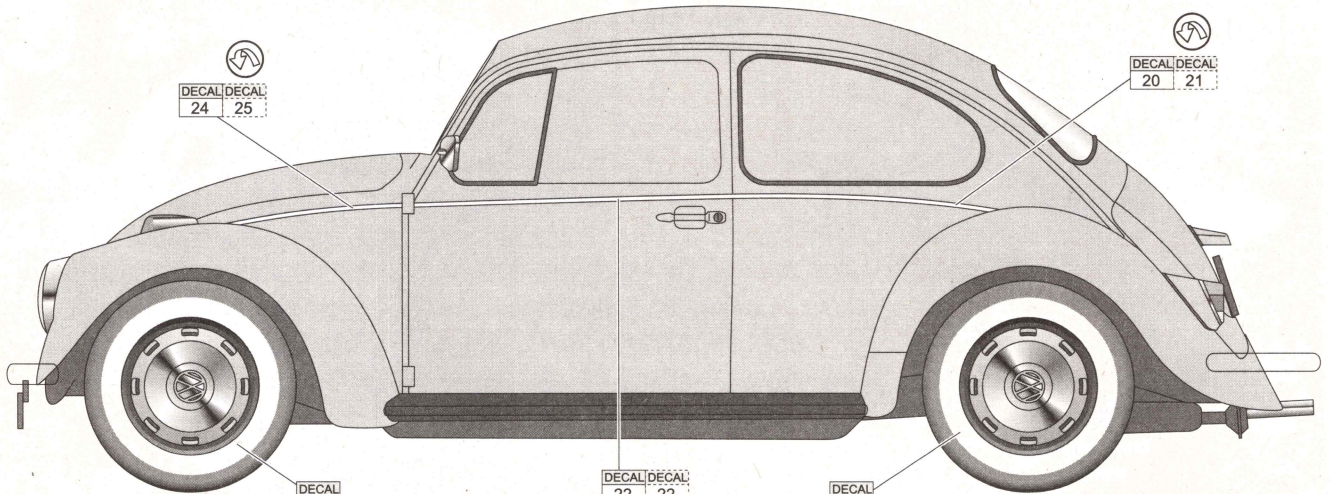
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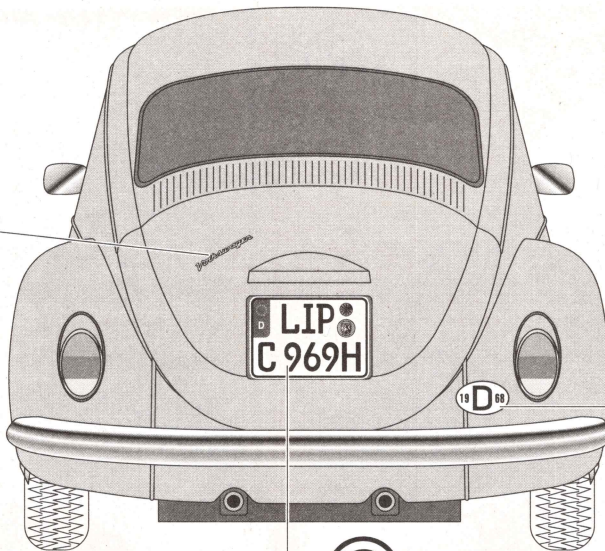
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DECAL 12



DECAL 8



DECAL 3



DECAL 2

