



This group of Hebmüller Cabriolets is pictured in the summer of 2009 at a Volkswagen event in Germany. Hebmüllers have distinctive engine compartment covers and centre registration plate lamps. (Courtesy Ken Cservenka)

Hebmüller dashboard and fascia with its unique instrument arrangement. (Courtesy Ken Cservenka)



Two rarities are seen here, in the form of a Kübelwagen and a Hebmüller. The latter was a popular choice for customers wanting a Cabriolet version of the Beetle, until a fire at the coachbuilder's premises compromised output. The firm never recovered from the fire and, ultimately, production ceased. The Kübelwagen (bucket car) was used by the German army and examples were much admired when captured by the Allied forces. (Courtesy Ken Cservenka)

venture, was, however, less than convinced that assembly of the Cabriolets should be undertaken at Wolfsburg. He took the view that all available production capacity should be concentrated on supplying standard Saloon cars for both home and export use.

Nordhoff ultimately chose two companies to produce the Beetle Cabriolet: Hebmüller and Karmann. Hebmüller, which was located at Barmen, near Wuppertal, would concentrate

on two-seater variants, whilst four-seater versions would be produced by Karmann at Osnabrück. The two nominated coachbuilders received factory approval, but this did not prevent other specialists from preparing designs of their own; in the main, however, such variants seldom exceeded more than a few examples. The problem faced by specialists without official Volkswagen approval was the extreme difficulty experienced in





This early Cabriolet depicts models known within VW circles as the 'Split Era.' It dates from before October 1952, as after that date, Cabriolets were given oval instead of round horn grilles, and headlamps were of Volkswagen build instead of the later Bosch type. (Courtesy Ken Cservenka)

Interior of the 'Split Era' Cabriolet showing, in this case, a nice patina which is in keeping with a well-used and maintained car. Being of pre-October 1952 build, it has the early facia with twin instruments which, after that date, was redesigned with a single dial. (Courtesy Ken Cservenka)



The Cabrio's air intake louvres were quite different to those of the Beetle saloon. (Courtesy Martin McGarry)

Depicting what is termed the 'Oval Era' in Beetle Cabriolet chronology is this USA-specification example. The horn grilles are oval instead of the earlier round type, and note the bullet indicators. Finishing off this cared-for car are the whitewall tyres. (Courtesy Ken Cservenka)





This interesting cutaway clearly shows the body structure of the New Beetle. (Courtesy Volkswagen)

