

# 1946 Volkswagen

## TYPE II

*Vickery Lane*  
STUDIO GARAGE

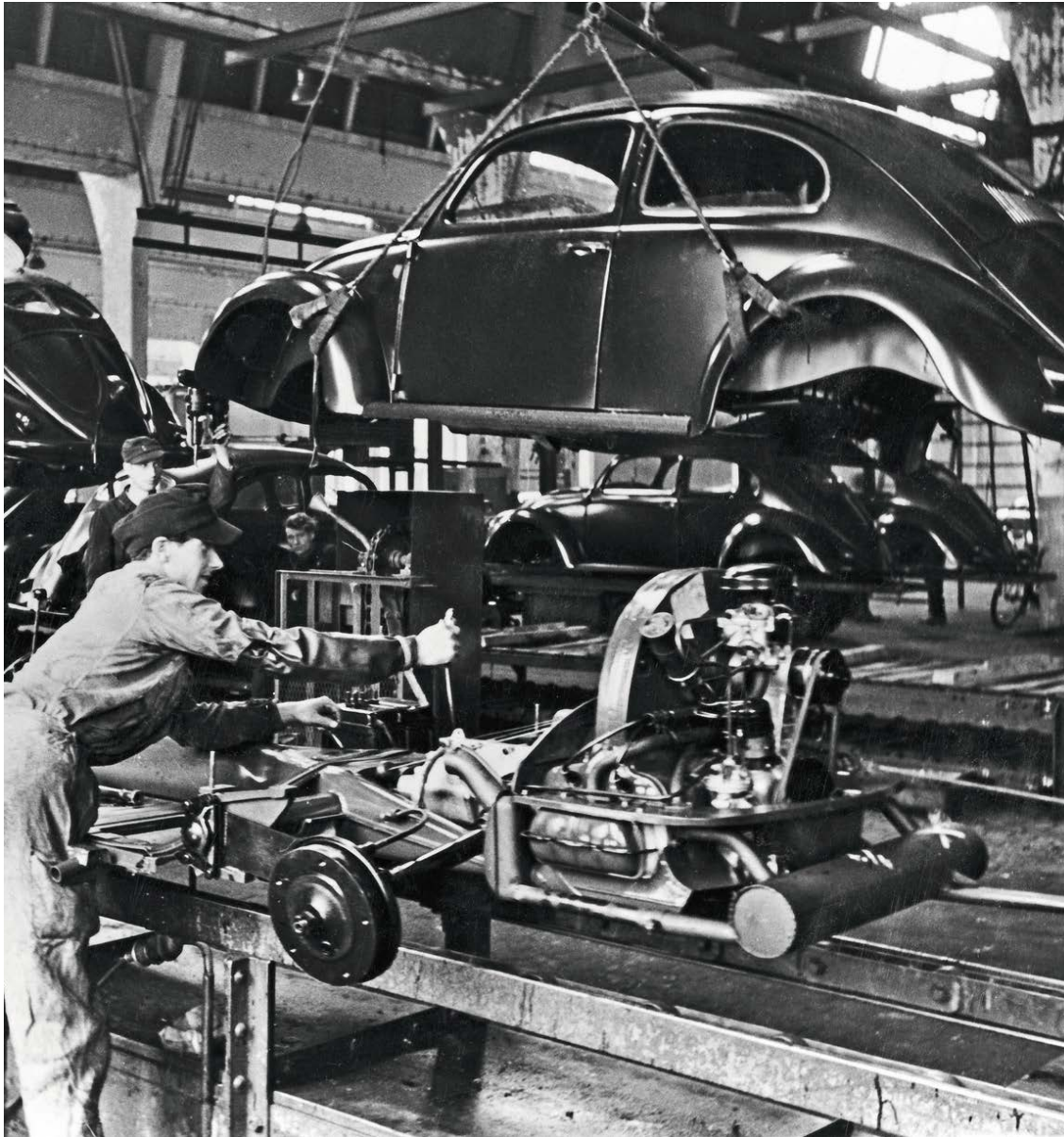
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## Origins.

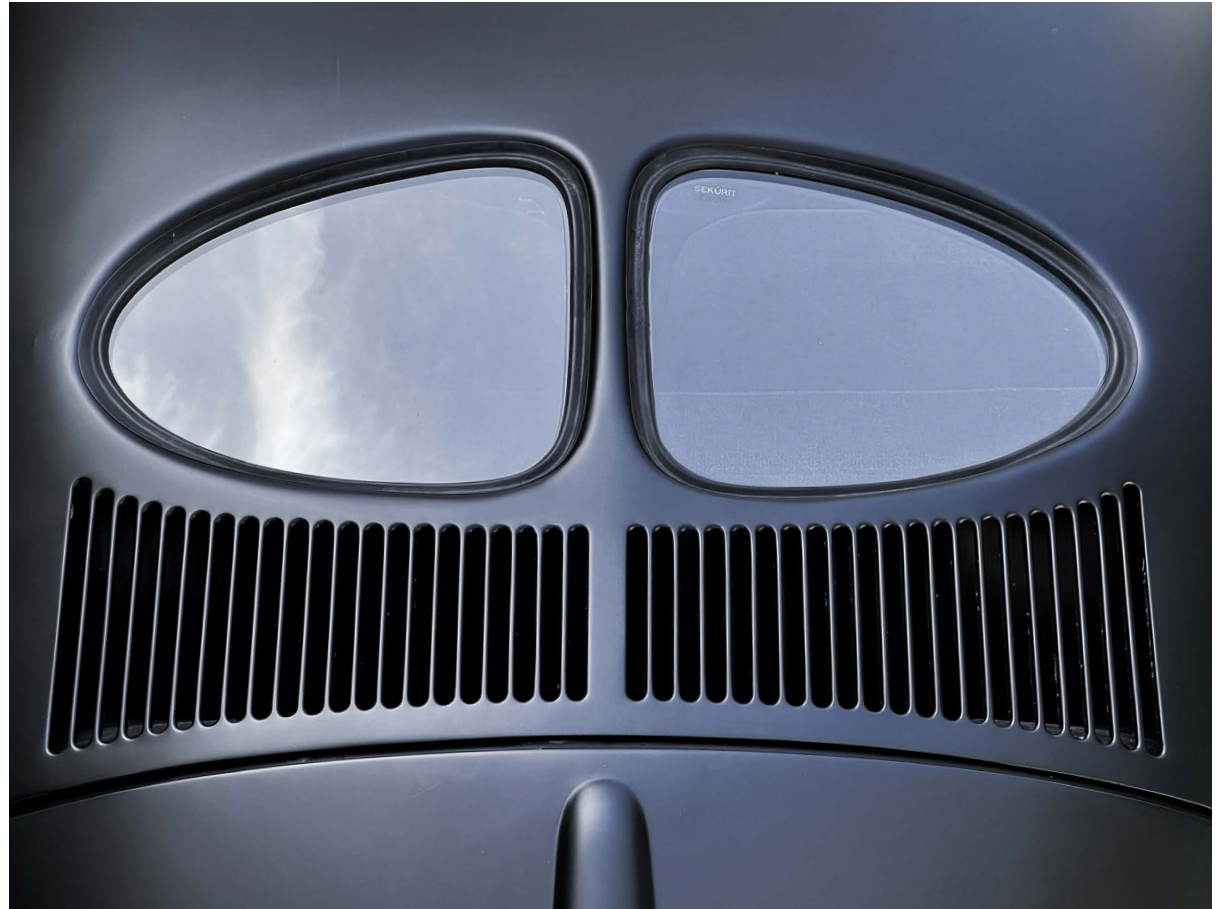
Fortuitously, in the wash-up of World War 2, the Volkswagen factory at Wolfsburg in northern Germany was seized by British military. Finding a pre-war VW 'beetle' among bombed wreckage of the plant, Major Ivan Hirst, *pictured below*, recognising the potential for international automobile production, orchestrated the repatriation of the plant with an initial order – dated August 22nd 1945 - to build 20,000 cars for use by the British and allied occupying forces.

This car, build date 15th November 1946, was deployed to provide transport for occupying allied forces during the time the VW factory was under British army control – and cars were not yet supplied to the German public.

In a twist of fate, the Australian Army Reparation Plant in Lohne took delivery of this 'matching numbers' car – VIN # 1-063238 – to be shipped, along with a second example, to Australia for appraisal by local post-war manufacturers and industrialists.







## Australian Story.

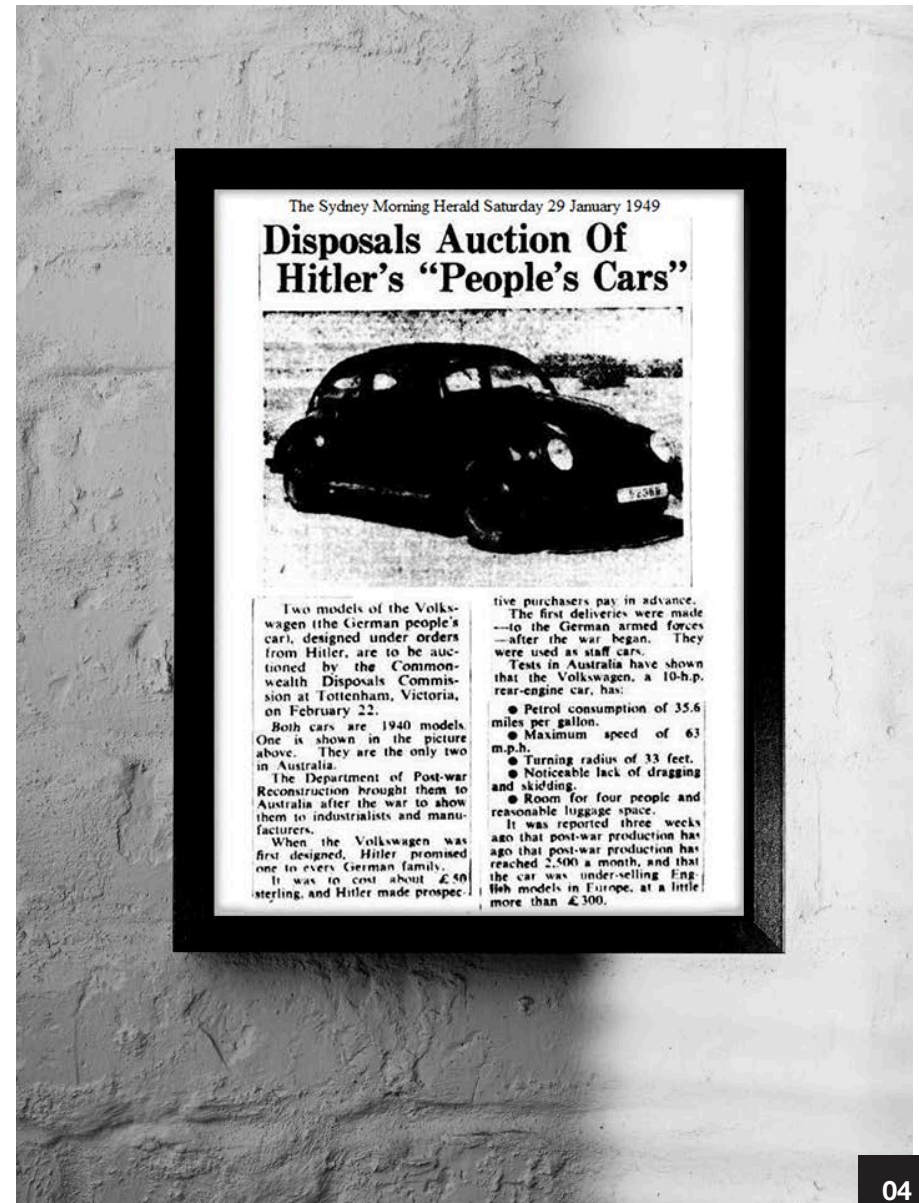
Shipped separately during 1947, the two cars – after evaluation - were subsequently offered for sale via a Commonwealth Disposals Commission public war surplus auction in Tottenham, Victoria, on February 22nd. 1949.

An advertisement for the auction stated: Two Volkswagen sedans, 4 cylinder 10HP. Fitted with left hand drive. Each with a large quantity of spares. One Volkswagen in 'equal to new' condition, one with mileage of approximately 8,500 miles but in first class condition.

After the auction, it was reported: "Two Volkswagen sedans, the only models in Australia of Hitler's "peoples' car" drew a record crowd of 2000 to the Tottenham disposal depot..."

Sold for £580 and £470 respectively, it is believed this car is the latter, higher mileage car.

The whereabouts and existence of the other car, purchased by a Mr. F. Bentley, farmer from Rupanyup, north-west of Melbourne, are unknown.











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## Post Auction.

Purchased by a Mr. Colin Smith of Sydney, this car passed through a number of hands until it was discovered in the 1970s in very poor condition in a dump on French Island off the coast of Victoria. Purchased by Graham Lees of Brookvale, New South Wales in 1988, the car was sold to its current owner, Dr. Andrew Paterson in 2008.

Able to track down Mr. Smith's grandson, it was confirmed that the car was reassembled for the 1949 auction after it had been completely dismantled for analysis. Furthermore, a recollection that his grandfather had replaced troublesome exhaust valves with motorcycle valves was validated. The valves remained in the engine at the time Andrew Paterson commissioned the car's restoration.

An inveterate 'hands-on' restorer with some 40 completed restorations since 1970, the good doctor rates the '46 VW revival as perhaps his most challenging!







## Identity crisis.

Due to extreme corrosion, the vehicle's VIN number was near impossible to decipher. This resulted in Graham Lees supplying the wrong ID number – by just one digit – to VW in Germany, identifying a 1945 build, rather than 1946. Now resolved, the VW Classic Certificate dated 7th. November 2023 confirms this car as a Type II 1946 model delivered in Germany to the Australian Reparation Plant & Shop Team on 20th February 1947.




# Certificate

For the delivery status of your  
Volkswagen Sedan | Model Year 1946

Issued for	Andrew Paterson
Type	11
Vehicle identification number	1-063238
Engine	4 Cylinder-Gasoline 1.1 Liter / 18 kW (25 hp)
Gearbox	4-Speed manual gearbox
Finish	L41 / Black
Manufacturing date	15th November 1946
Delivery date	20th February 1947
Delivered to	Australien Reparation Plant & Shop Team
Delivered in	Löhne
Country of destination	Germany
Special configuration	Your engine number is the original one since date of delivery

Wolfsburg, 25th Oktober 2023

  
Dr. Peter Porbeck  
Volkswagen Group  
Volkswagen Classic Parts

  
Arne Gruber  
Volkswagen Group  
Volkswagen Classic Parts









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## Restoration.

Not for the faint-hearted, the 5-year restoration of this rare and significant Volkswagen was assigned to South Australian artisan restorer, Mark Scott.

Possessed of an old head on young shoulders, Mark is known for his rigorous 'old school' approach to regeneration of aged motor metal. His meticulous, original lead-wipe and hand shaped panel repairs, ensure the outstanding resurrection of seemingly too-far-gone classic automobiles. His work on this car is exceptional – and portrays accurately the car's spartan 1946 'as new' matt black state.

The car's rebirth equally owes a debt of gratitude to Belgian early VW guru, Bob van Heist who repeatedly unearthed seemingly unobtainable parts, while another essential contributor was master engine builder, David Shaw.










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## Significance.

The Paterson 1946 Type II Volkswagen is one of the oldest surviving examples of the amazing marque in the world.

It is certainly is the first and oldest VW in Australia.

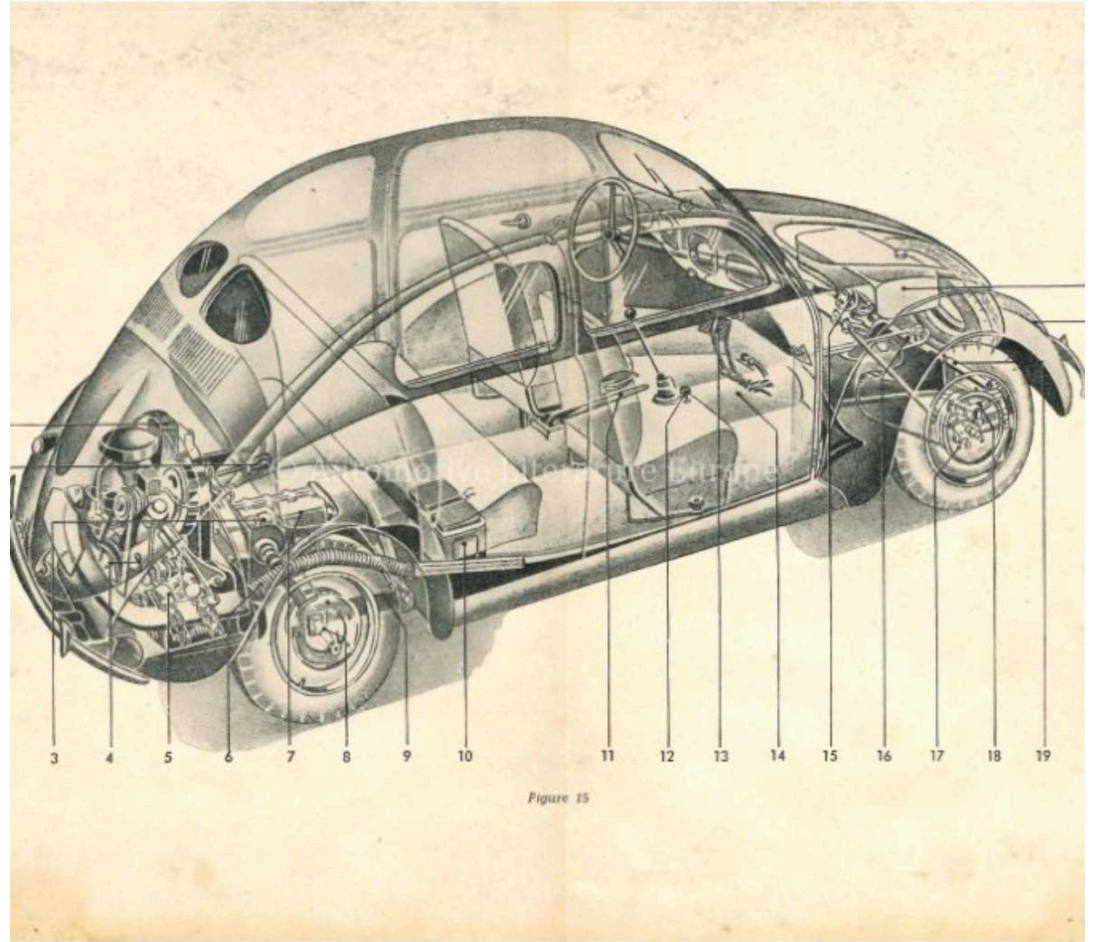
It began life in the immediate post-war revival of Volkswagen under British Army guidance and management – and was used initially for transport by occupying allied army personnel before requisition by the Australian military reparations agency – delivered on 20th February, 1947 and likely shipped to Australia on SS *Glenstrae* from Antwerp on 28th. March 1947.

Pivotal to the car's storied background was Mr. J. Loorham, controller of ARPST [Australian Reparations & Plant & Shop Team], who championed the case for Volkswagen production in Australia in preference to the cars being imported from Germany. It was Loorham who orchestrated the idea of sending a couple of VWs to Australia.

His ultimate goal was defeated...largely by the ambitions of former GMH executive, Laurence Harnett who rejected the VW proposal in preference to a vehicle of his own manufacture!

Local assembly of VW cars did occur between 1954 and 1976 before falling sales curtailed that initiative – and Volkswagen cars have been imported since.







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## Specifications.

**Engine:** 1131cc. 25 HP

**Compression ratio:** 5.8 to 1

**Gearbox:** 4 speed, no syncro

**Brakes:** 4 wheel, cable operated. Hand brake operates all 4 wheels

**Weight:** With full fuel tank: 725Kg

**Length:** 4.1m

**Width:** 1.8m

**Height:** 1.7m

**Max speed:** 100 KMH



## For Sale.

**PRICE ON APPLICATION**

For further information please contact:

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