

1966 Volkswagen Transporter (Van) Deluxe

4dr Microbus, 13-Window . 4-cyl. 1493cc/53hp 1bb1

#1 Concours condition

\$107,000

↗ +10.4%

#2 Excellent condition

\$75,500

↗ +10.2%

#3 Good condition

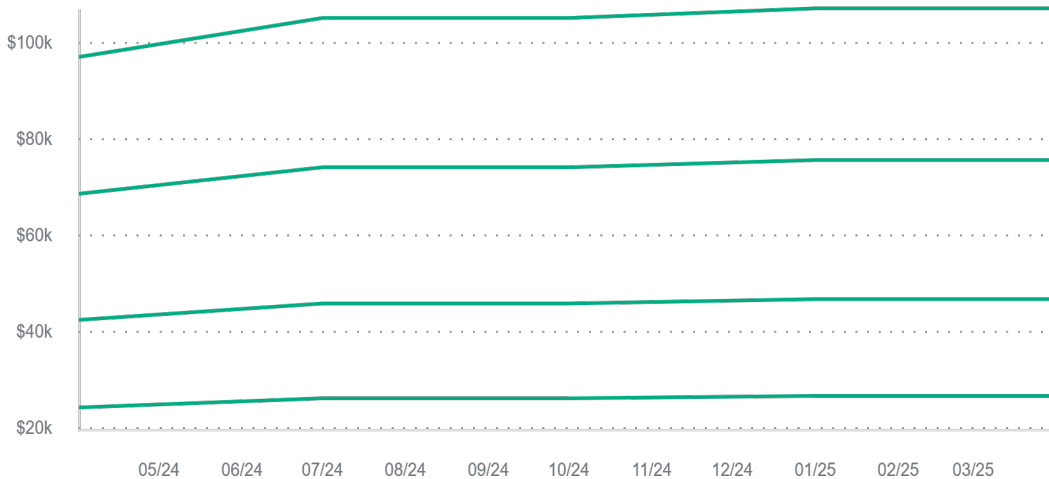
\$46,600*

↗ +10.2%

#4 Fair condition

\$26,500

↗ +10%



NOTE: The chart displays price changes for the last year.

Model description

Like the Beetle, the Volkswagen Type 2 Transporter is a true "world car," as likely to be found in Katmandu, as in Valparaiso, Chile, or Pebble Beach. The Transporter shared the Type 1 Beetle's running gear, which provided it with excellent ground clearance and an ability to run economically and indefinitely on near-kerosene. These adaptable attributes more than made up for the Transporter's modest power output and low top speed, and helped spread it worldwide. Today the Volkswagen Type 2 is an iconic vehicle for nearly every generation of enthusiast.

Dutch importer Ben Pon's original 1947 notebook sketch for a factory runabout led to over 6.5 million "bullis" (as they were called in Germany) being produced in air-cooled and later water-cooled "wasserbus" variations, before the arrival of the front-engine Eurovan in 1993.

The first generation, or "split-window," Transporter, named for its two-piece windshield, was made from 1950 to 1967. Americans most typically associate the VW Type 2 with the popular Kombi and Samba people-movers which have come to embody 1960s counter culture. In reality, however, there were a dizzying selection of commercial and more utilitarian variations. Volkswagen "buses," served as ambulances, police cars, hearses, crane trucks, fire trucks, campers, and even railroad speeders. Doors could be ordered on either or both sides.

The Volkswagen pickup arrived in 1952 and, while only about one third as many trucks were sold as buses, they proved enormously versatile. The 18-inch space between the original bus floor and the pickup bed proved to be an excellent lockable storage place for equipment. Crew-cab pickups appeared in 1957 accompanied by a shorter five-foot bed, and full synchromesh transmission was fitted from 1959. The one-millionth Transporter was sold in 1962.

The Type 2's original 1,131-cc, 25-hp power unit was enlarged to 1,192 cc in 1953, and power was upped to 40 hp in 1959. The 1,493-cc, 50-hp engine was optional from 1962 and the final 1585-cc engine arrived in 1966. In 1968, the Transporter received a refresh, with more modern conveniences being added to the model.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Americans tend to refer to the different models of the collectible split-window buses by the number of their windows. The basic Kombi (popularly referred to as "T1," "bus," or "microbus") is the 11-window version with a split windshield, two front cabin windows, six rear side windows and one in the rear. The sunroof deluxe version has eight side windows and two in the rear. In addition it has eight small skylight windows, thus the 23-window designation. In 1964, Volkswagen incorporated a wider rear door on the bus and the rear corner windows were deleted and this model gained the 21-window moniker. Both the 23- and later 21-Window versions are nicknamed "Samba," and typically are the most expensive Type 2 today. A "Westfalia" camper series, which could include a sink, refrigerator, stove and a pop-up roof for a bedroom, also have an enthusiastic and supportive following.

Parts are no problem for Transporters and many upgrades are easy to execute. High production numbers mean it is easy to find a microbus, though most have been lovingly used for so long that condition can be a common concern. Prices for solid examples are still mostly within reach for most enthusiasts—provided the model doesn't tick all of the right boxes in terms of window count, colors, and period accessories.

Body styles

4dr Microbus, 13-Window

Engine types

4-cyl. 1493cc/53hp 1bbl

1950-1967 Volkswagen Type 2 Transporter stats

Highest sale	Lowest sale	Most recent sale	Sales
\$302,500	\$880	\$22,940	746

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.