

# Fahrzeugfabrik Eisenach: fom Dixi to EMW - Part II

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*In the last issue we discussed the early history of Fahrzeugfabrik Eisenach through the end of WW II. In this issue we will look at the last era of this famed automobile manufacturer in Eisenach.*

A surprise development occurred in 1952, when the Soviets decided to turn 66 Soviet-controlled businesses in the DDR over to the East German government; these 66 companies included the AWTOWELO plant in Eisenach, so that on June 5, 1952 in a festive ceremony Soviet-General Manager Gawrilow handed the plant over to the new plant manager Martin Zimmermann.

As a part of this ownership realignment, the Eisenach plant in June 1952 became known as "VEB IFA-Automobilfabrik EMW Eisenach" (VEB=peoples' owned business; IFA=Industrieverband Fahrzeugbau =Industrial Combine for the production of motor vehicles; Automobilfabrik EMW Eisenach=car factory EMW Eisenach).

During this fateful year, 1952, in the history of what we shall henceforth refer to as EMW, the company received an order for 160 jeep-like vehicles, which the plant delivered to the East German police in November and December of that year based on the 1937 design of the BMW 325. – The EMW version of this vehicle, referred to as EMW 325/3, used the engine and torsion bar suspension of the EMW 340.



In 1953 it was decided to expand the range of cars produced in Eisenach beyond the large 6-cylinder model EMW 340, to include the two-stroke, 2-cylinder IFA F9, a car, which had been developed as DKW F9 in Zwickau before the war.

The gradually improving standard of living in the DDR led to a demand for private car ownership, and the EMW 340 was primarily used by high government officials. The F9 had been further developed to now use a 3-cylinder engine. 1,616 of these cars had been built in Zwickau during 1952, far fewer than the state had ordered to be built. Thus in March 1953 the production of the IFA F9 started in Eisenach. The car was named 309 and became the major element of EMW's activity through 1956, when production of this model came to an end. During those three years 38,783 309s were produced in Eisenach, covering a range of body styles .

Type	Model
Sedan	309/1
Sedan with sunroof	309/8
Convertible	309/2
Convertible Sedan	309/3
Jeep	309/4
Chassis only	309/5

