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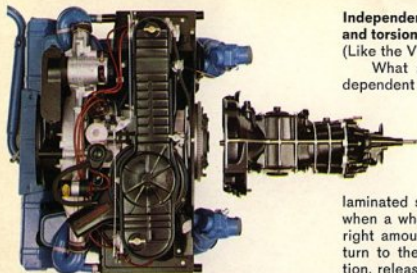
There are many different Volkswagen models in different price brackets. But they all have a lot in common:



Air-cooling.

(Like the VW 1300's, shown here.)

Air can't freeze and can't boil over. It's obtainable everywhere.



No problems in a tropical heatwave or an arctic winter, then. Just a turn of the starter/engine key and the engine roars into life.

And goes and goes and goes.

A rear engine and a four-speed gearbox.

(Like the VW 1600 TL's, shown here.)

Why do all Volkswagens have their engine at the rear?

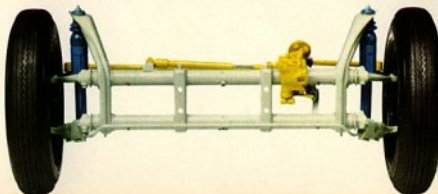
Simple.

All the engine's weight is on the drive

wheels. (Which means the tyres get a better grip on the road. Important on slippery roads.)

It also means there's no need for a long, heavy power-losing prop shaft, because the power is transmitted direct to the drive wheels.

The fully-synchronised four-speed gearbox is the reason why Volkswagens are such a joy to drive. Gear-changing is childishly simple and the gear ratios are ideally chosen. That means you can always make full use of the engine's power.



Because, the bigger the wheels, the less they bother about bad roads.

And having big wheels means fewer revolutions per mile which in turn means less tyre wear.

Four-coat paintwork.

(Like the VW 1300's, shown here.)

Wouldn't three coats have been enough?

Of course. For other people.

But we have far more exacting standards: if you're going to build a car which can be driven in all kinds of weather summer after summer and win-

Independent suspension on all four wheels and torsion bar springing.

(Like the VW 1500 A's, shown here.)

What advantage is there in having independent suspension? Jolts to one wheel are not transmitted to the others. VW wheels follow the contours of the road to give you a smooth, cushioned ride.

And the advantage of torsion bar springing? They're laminated sandwiches of leaf springs which, when a wheel hits a bump, twist up just the right amount, and then return to their original position, releasing their springing power to the wheels. No swinging and swaying — you ride smoothly and maintain firm control of your car.

Big wheels and big tyres.

(Like the VW 1300's, shown here.)

We gave the Volkswagen big wheels. (Bigger than many other cars' wheels.)

ter after winter (like the VW) and which can be parked in the open at night to save the expense of a garage (like the VW) and which will still look good after many summers and many winters (like the VW) — then, we said to ourselves, this car ought to have four coats of paint.

VW Service.

When you buy a car you're buying the service that goes with it. And the service should be good, so that your car serves you well. Year after year.

There are over 7,700 VW workshops in 136 countries all over the world. Staffed by skilled personnel. Using special tools. And genuine VW spare parts. With sensible charges for service and repairs. (Even for the most expensive Volkswagens.) Isn't that worth knowing?

If you build a good car and want it to stay good you've got to see it's well cared for, afterwards, too. (VW Service takes care of that, for you.)





VW 1300 Sedan.

worthwhile features or improving what's already there. Take a look at the VW 1300.

It's got a 50 hp engine.

8½ hp more: That means even better acceleration when starting off. Even better acceleration when overtaking. More zip in town traffic and on steep hills. A higher top speed. (And remember with a VW the top speed is also the cruising speed. A great advantage on long journeys.)

We haven't achieved this by going in for high tuning. That would mean a high compression ratio and high revs. And that would mean a lot of engine wear and tear. And that's not the VW way.

We didn't want to reduce the proverbial long-life and robustness of the VW engine. Because we knew you wouldn't want us to. So we increased the cubic capacity. To 1285 cc. (That's why we've renamed it the VW 1300.)

That way we stepped up the engine's power. (For faster overtaking.) But kept its revs down. (For less wear and tear.)

Naturally you can have the VW 1300 with a sun-roof (at extra charge). It's a steel



sliding roof operated by a crank handle. It's well worth having.

Because you can enjoy the sunshine and fresh air while you're driving. It's easy to open and close and you can open it to any position you want.

And if you haven't got a garage? Don't worry. The steel sliding roof shuts tight as a clam. In short the sun-roof makes driving a VW doubly pleasant. The first sunny day will show you it's worth every penny it costs.

Is that an old Volkswagen with a new name? Or a new VW?

It's neither one nor the other.

It's a new Volkswagen which retains all the features which have made the VW so popular all over the world.

Instead of changing its shape just for the sake of change, or adding a bit of chrome here or a fin there, we've always gone in for improving the car by installing

With comfortable appointments.

The seats and backrests are well-cushioned. And their shape is anatomically correct. That means you can make yourself comfortable and then get out of the car fresh as a daisy even after a long drive.

The seats are slightly raised at the front edge, slightly deepened at the centre.



The seat height is also scientifically correct. We didn't make them low to make up for kneeroom that's not there.

There's lots of kneeroom.

With lots of attention to detail.

Not a stitch out of place in the upholstery. Not the merest suggestion of a bulge in the headlining, which you can clean with a sponge rinsed out in clean water.

You can have air permeable plastic material upholstery, on request, at extra charge.

What else will catch your attention?

The elegant, tasteful decor.

The harmonizing colours and designs.

The hair cord carpeting and the rubber matting which are colour-keyed to the interior trim.

With still more extras at no extra charge.

Naturally (as on all Volkswagens) the many extras on the VW 1300 are yours at no extra charge.

A grab handle and armrest for the front seat passenger, assist straps, coat hooks, mounting points for safety belts, padded sun visors (which also swivel sideways), an ashtray at the rear, a door pocket, windscreen washer, fuel gauge, automatic choke and non-repeat starter-ignition switch.

And the seats are also deep enough to give you the upper-leg support so necessary for comfort on long trips.

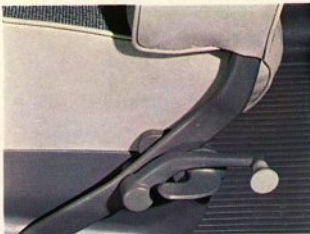
Headroom? Enough to keep your hat on in the car. (Even if you're a six-footer.)

The two individual front seats can be adjusted to six different positions. (While you're driving, too.) And the backrest can be adjusted to 3 different angles.

Seats and backrests are easy to adjust, so you can always choose the most comfortable position for you. But, nevertheless, you get anatomically correct support.

And now you get even more extras: a third defroster vent on the windscreen. And a headlamp flasher. Operated by the headlight dipper switch on the direction indicator stalk switch.

A safety locking device (on both sides of each front seat) prevents the backrests slipping forward, even when you tread on the



brakes sharply. To unlock them, you just raise a lever and the backrests fold forward.

There are also things that tend to escape your notice on the Volkswagen. The

After a long trip you notice ... that you don't notice anything.

The seat base frames are hidden by attractive trim plates.

The VW 1300 is a 5-seater. The 51"-wide rear bench seat has room for 3 people. (Care has been taken to give passengers maximum upper-leg support without reducing the ample kneeroom.)

With lots of room for luggage.

When there are no rear seat passengers you can use the whole of the rear of the car for luggage.

Just fold the rear seat backrest forward and you've got a huge luggage compartment. (33" by 41".)

Rear and side window vision is not obscured in any way.

When it's folded down, the backrest is slightly raised at the front edge to prevent luggage sliding forward and it can be secured with a strap. Its rear is covered with the same hair cord material used for the rest of the luggage compartment. You can be sure that even the most expensive leather suitcase will be safe from damage there.

fresh air heating, for example. There are seven outlets: two in the front footwell, two in the rear footwell (independently regulated) and three vents on the windscreen. (For rapid defrosting when it's iced-up.)

And then there are innovations on the Volkswagen 1300 which you won't notice at all. (Unless you're a VW mechanic, that is.)

You'll notice their effect, though.

(When you drive a new Volkswagen.)

For example, the rear wheel track has been widened. Improving still more the Volkswagen's outstandingly good roadholding characteristics.

We've modified the front axle. It's even more stable now. We've fitted special bearings which can go long distances before needing to be lubricated again. The whole car now only has to be lubricated every 6,000 miles.

These are just some of the improvements that have once more been made to the VW. So that it goes better and so that it's even more pleasant to drive.

Don't you think it's remarkable that a car in this price range offers so many advantages? But, that's part of the VW idea: to offer good value for money.

VW 1300 Convertible.

Driving a convertible is always fun. Because they look so elegant. (Even people who wouldn't dream of getting one would go along with that.)

Now, the sporty VW Convertible makes driving even sportier. The 50 hp engine gives it extra zip. Better acceleration. A higher top speed. A higher cruising speed. And even better hill climbing ability.

And air-cooling means that the engine will never get steamed up about it.

What else is special about this car?

Firstly, it's attractively priced.

Secondly, it's got four seats — most convertibles have only a rigid tonneau bench seat where the VW 1300 convertible boasts a fully-sprung upholstered bench seat.

Thirdly, it's doubly protected when the rain comes. Outside it's made of strong weather-resistant, easy-to-clean vinyl. Inside

it's leatherette. (Bright and cheerful tone, robust and hard-wearing in use.) And sandwiched between? The struts and crossbars which you never see.

The top is easy to open and close — it doesn't take more than a few seconds. Open, it lies flat at the rear. Closed, it makes a watertight, weathertight seal. The VW convertible is a genuine Volkswagen. With first-class workmanship right down to the last detail.

Incidentally, the rear window in the top is made of crystal clear safety glass — like all VW windows. It will never go yellow.

All four side windows are fully lowerable, accentuating the slim, elegant lines of the open car.

The interior trim is almost identical to the VW 1300 sedan's. (The seats are just as comfortable. The decor just as attractive. This outstandingly elegant convertible is even fitted with coat hooks and assist straps.)

Do colour combinations intrigue you?

There is a wide range of attractive exterior colours excitingly and harmoniously set off by well chosen interior trim colours — for the seat upholstery, lining and rubber matting.

If you've got a sedan in mind, perhaps it wouldn't be a bad idea to take a trial run in this car. It's not often that a convertible offers so much pleasure and so much elegance for so little money.





Volkswagen 1300 Karmann Ghia.

The Volkswagen Karmann Ghia comes both as a sedan and as a convertible. Elegant cars. Sporty cars. Always have been.

And now. Even more elegant. Even more sporty.

With a more powerful engine.

Yes, a more powerful engine that hikes the top speed to nearly 80 mph.

Of course we could have gone in for high tuning. But if you try to wring the last ounce of power out of an engine you sometimes find you do just that. And that's not the VW way.

High compression ratios and high revs ask too much of an engine. Overwork it. Not to mention the driver. More gear changing. More worries. More wear and tear. More bills. Less value for money.

And less enjoyment. And VW motoring has always been and always will be enjoyable motoring.

And so?

So we made a larger engine. Bigger capacity.

Result?

An extra 8½ hp. And yet not a jot more wear and tear.

Long-lived and robust, in fact. But of course — it's a VW engine.

With lots of improvements.

The VW Karmann Ghia 1200 was a much sought-after car. The VW Karmann Ghia 1300 with its 21 improvements is certain

to be even more widely acclaimed. Its exterior spells elegance. Its interior, luxury. And a car that's at the same time absolutely reliable and economical. The beautiful, dateless body design is the work of the famous Italian firm, Ghia of Turin. The skilled craftsmen of the celebrated German coachbuilding firm, Karmann of Osnabrück, build every body by hand.

And beneath this elegant body? A VW chassis from the Volkswagenwerk in Wolfsburg, who are responsible for the car's technical perfection.

The Volkswagen Karmann Ghia is not plastered with chrome. It's got no pretty-



pretty ornamentation. It doesn't need it. The secret of its elegance is its simple lines, its dynamic, thrusting panache. The curved windscreen and rear window accentuate this impression. And, naturally, all the windows are of safety glass.

The convertible top is simple to open and lies flat on the rear, emphasizing even more strongly the aristocratic lines of this car.

It is just as easy to close. And then you drive fully protected from the elements as you do in the coupé.

With elegant, comfortable appointments.

Both these Volkswagens are outstandingly comfortable. Their roominess — so unusual with two-seaters — will surprise you.

You and your passenger sit in extra large, wide seats.

Each seat is over 23" wide, in fact.

And they're both easily adjusted to the position you find most comfortable. Backwards, forwards, upright or reclining. It's for you to decide.

There is also a folding padded rear bench seat that's ideal for two children or a third grown-up on short trips.

Here are just a few of the attractive features.

A fast working fresh air heating system with four outlets in the footwell and two defroster vents on the windscreen. On the coupé there's even a rear window defroster vent.

Adjustable fresh air ventilation. And hinged rear quarter windows on the coupé. Of course there's a pneumatic windscreen washer, coat hooks, a grab handle for the front seat passenger and mounting points for safety belts. An electric clock. A fuel gauge. A headlamp flasher. And a practical ashtray with a flap to protect the fascia.



There's a large glove box, which is lockable on the convertible and which has room for your camera, binoculars and cigarettes while the fair sex find it marvellous for make-up requisites.

Both sun visors are well-padded and can also be swivelled sideways.

There's room for more luggage than you generally need.

There's one luggage compartment under the front hood.

Room for a suitcase and a large grip.

And another one behind the rear bench seat.

Room for a large suitcase or two grips.

If two of you go on a long trip you can take still more luggage: just fold the rear squab down and you have a larger rear luggage compartment.

Have you already decided on one of these two beautiful cars?

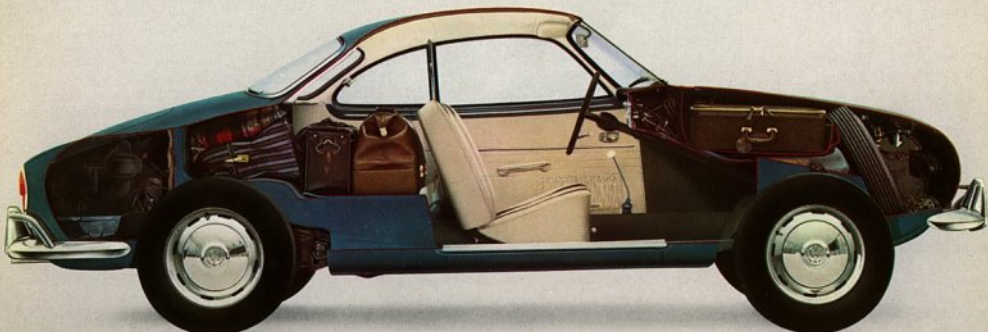
No?

Well, it's not all that simple.

Because both of them would be a lot of fun to own.

The coupé and the convertible.

And these cars are backed by the same superb service as every other VW.





Volkswagen 1500 A.

Would you like a Volkswagen that's bigger and even more comfortable than the VW 1300?

Here it is.

**Compact outside.
Yet roomy inside.**

We could easily have made the Volkswagen 1500 A even longer and wider. But we preferred to build a compact car.

The VW 1500 A is not unnecessarily large outside. Instead it's roomy where it matters — inside. And it's also large in many

ways you wouldn't suspect — but we'll come to that later.

Its compact design makes manoeuvring easy.

Driving in town traffic and parking in pint-sized spaces. And that's quite an advantage.

Its streamlined form offers little wind resistance. You need less power from your engine, so cutting down fuel consumption. And that's quite an advantage.

Its trim, simple yet sleek, smooth lines give it an attractive appearance. And that's quite an advantage.

The VW 1500 A's compact design gives you many advantages then. But this compact outside appearance masks a really spacious interior.

There's room for five people in comfort. The spaciousness of a true medium class car. (Why not check up with a tape measure?)

Its design is modern because it's got outstanding technical advantages.

It's also modern because it's not a design that's merely in vogue, but one that will always be up-to-date.

Incidentally the VW 1500 A is also

available with a steel sliding roof, at extra charge.

With a 54 hp engine.

The VW 1500 A's time-tested air-cooled engine is a robust, powerful, responsive flat-four engine.

It's a short-stroke, low revving engine, which means that it's long-lived. It's very quiet but it's very spirited, too. Its 54 hp engine gives it a top and cruising speed of 78 mph.

Thanks to the flat-built design of the engine there's room for a second luggage compartment at the rear.

And the flat-built engine design also means the car has an exceptionally low centre of gravity.

Having the engine at the rear gives the drive wheels better grip.

You'll notice the better road-holding characteristics, when you take a bend.

You'll notice just how well the springing, wheel suspension and steering damper work together to make driving the VW 1500 A simple, comfortable and safe. And how the stabilizer on the front axle prevents swaying.

In fact, you'll notice that you hardly notice anything on bends.

The VW 1500 A puts the fun back into driving.

And not just on bends on good roads, either.

The VW laughs at bad roads.

The reason?

The big, independently suspended wheels. Each wheel always follows the con-

ours of the road surface. And big wheels go over potholes, not in them.

That's why driving a VW is so smooth and so safe. Even where the roads stop the Volkswagen goes and goes and goes.

Stones, sand, gravel, mud. The strong smooth one-piece steel platform underneath protects it.

What about the leads and controls? They're safe. Out of sight and out of harm's

way. In the steel tunnel which forms the backbone of the VW 1500 A. There's nothing hanging loose where it can get damaged or be wrenched off.

The nippy, responsive quick-off-the-mark VW 1500 A has fast-acting brakes. Powerful disc brakes on the front wheels and large drum brakes on the rear wheels mean you always have the VW 1500 A firmly under control.



With comfortable appointments.

Take a look at the comfortable interior of this car. Sit in the most important seat in the car — the driver's seat. All the instruments are easy to see at a glance. All the controls come readily to hand. Mistakes are all but impossible. That's another reason why the VW 1500 A's so easy to drive.

The two-spoke steering wheel? Feels just right. And you can toot the horn quickly whatever the position of the steering wheel.

The convenient stalk switch on the steering column combines the traffic indicator and headlight dipper controls.

The two knobs on the left of the dashboard are multi-purpose controls. You cannot mistake one for the other, even in the dark — they are shaped differently. The left-hand one works the windscreen wipers and windscreen washer, the right-hand one is for the sidelights and headlights. Rheostat control of the windscreen wiper speed and instrument panel lighting is obtained by turning the knobs.

All the instruments are round, acknowledged to be the easiest shape for fast reading — a worthwhile safety feature. The

left hand one combines the fuel gauge and warning lights for the turn indicators, ignition, oil pressure, high beam and parking lights. The speedometer is never obscured from the driver. All instruments are fitted with cowls to prevent reflection.

The decorative rosette to the right of the speedometer can be removed should you require an electric clock to be fitted (at extra charge).

And provision is made for a car radio loudspeaker to be fitted in the top centre of the dashboard should you require one (at extra charge).

The small handle underneath is for the pull-out ashtray which has a pop-up flap to protect the fascia trim from burns.

To the right are three levers which can be moved up and down to control the fresh air outlets at the windscreen and in the footwell. The twin levers on either side of the central handbrake control the heating which is fully adjustable to the temperature required.

On the far right of the dashboard is the large glove compartment which has room for all the things you like to have handy.

Above the glove box is the grab handle for the front seat passenger.

With very comfortable seats.

The VW 1500 A's interior trim? Comfort is the keynote.

The individual front seats are over 21" wide and are deeply upholstered. Both of them are adjustable over a wide range: there are seven fore and aft positions and seven backrest angle positions. And although you can change the position in a jiffy (even while you're on the move) once you've selected the most comfortable position, the seat is held absolutely tight there.

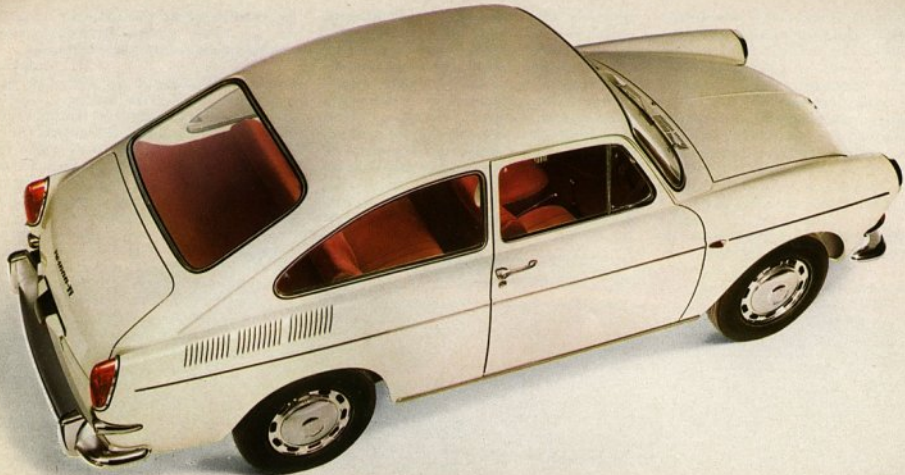
Naturally mounting points are provided for safety belts in this comfortable Volkswagen.

And there are assist straps. And coat hooks. And an extra ashtray for the rear seat passengers. And armrests on the doors. And a padded sun vizor for the driver.

The quality of the interior trim reflects first-class, conscientious workmanship — down to the very last detail — as you might expect on a Volkswagen.

That's the true sign of quality workmanship.

Little things mean a lot ... to Volkswagen.



Volkswagen 1600 TL.

The VW 1600 TL is the newest and the most powerful Volkswagen.

We've designed it to cater for all those people who would like to drive a larger car but who don't want to have to forego all the VW advantages.

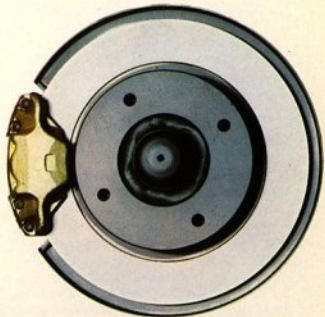
The rear engine. The air-cooling. The smooth platform. The large wheels and the torsion bar springing. The high quality materials and the conscientious workmanship. The care with which even the smallest part is manufactured, inspected, fitted and inspected again. The technical perfection of the Volkswagen. The superb service which contributes in no small way to the Volkswagen's economy.

What's this VW 1600 TL look like? What's it got to offer? We kept to our basic tenet: when you design a car, don't use what's possible as a yardstick for its length and width — stick to what's sensible.

It's a fastback — with disc brakes.

The exterior design of the VW 1600 TL is also compact. Its sporty, dynamic shape belies its interior spaciousness: there's lots of room for five people in comfort.

If you have a really powerful car like the VW 1600 TL you need good brakes. That's why it's fitted with front wheel disc



brakes and large, fast, powerful rear wheel drum brakes, giving you braking that's completely vibration-free. You've always got this sporty car under control in any situation.



And what's it like inside?

Well, the keynote is spaciousness. The over 22"-wide individual front seats will catch your attention first of all. They're deeply upholstered for maximum comfort. And the rear bench seat is 54" wide — lots of room for three persons.

When there are only two rear-seat passengers there is a folding central armrest for added comfort.

Isn't it especially important for the driver to be comfortable? Shouldn't provision be made for the many different seating postures drivers may have?

Of course.

The individual front seats of the VW 1600 TL can be adjusted to 49 different seating positions so you and your companion can change the position whenever you feel like it.

You can choose either washable air permeable plastic material or a combination of hardwearing cloth and leatherette for the seat upholstery. (Our colour pattern brochure gives more details.)

The colours for the carpeting, the side



rear seat passengers, too. The assist straps and coat hooks. The parking lamps. The headlamp flasher. The electric clock. The windshield washer. The hinged rear side windows. A handy catch in front of the driver's armrest for "remote control" of the front footwell heating outlets.

And, of course, with safety very much in mind:

Safety belt mounting points for four persons.

And an automatic locking device which locks the front seat backrests when the doors are closed, and frees them when they are open.

And a specially designed mounting for the interior mirror — if it receives a heavy blow it frees the mirror itself.

With two luggage compartments.

The VW 1600 TL has two luggage compartments. One under the front hood. And another at the rear. That way you always get optimum weight distribution. (Your headlights help you see the road ahead, not the moon.)

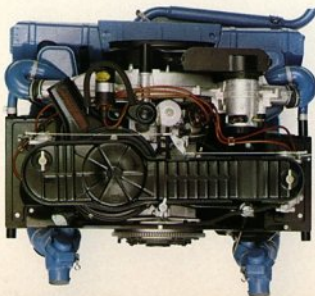
And you don't need to have all the

suitcases piled on top of each other with the one you want always at the bottom.

Both luggage compartments are self-locking and can only be unlocked from inside the car.

With a 65 hp engine.

It's a genuine VW engine. Air-cooled.



and door trim, the steering wheel and the dashboard facing are varied to harmonize with the colour of the interior trim and the exterior colour.

By the way, there's another reason to explain this car's reliability and the outstanding quality of the workmanship:

Like all Volkswagens, its manufacture, right from the raw materials to the moment it comes off the line, is watched by a whole army of inspectors.

Their job is to ensure that all the components and materials are of the very best quality and are fitted in the right place in the right way.

With lots of extras at no extra charge.

And by extras we also mean all those little things which go to make driving more comfortable and more agreeable.

Like the fresh air ventilation system. You can get fresh air in the car without opening the windows. A generous number of outlets means you can have it where you want it, too — at the front, at the rear, above and below.

Then there's the ashtrays — for the

It can't freeze up or boil over.

It's at the rear so there's no loss in power from a long, heavy prop shaft — it doesn't need one. The power is transmitted direct to the drive wheels.

It's a flat four engine. For quiet, smooth-running efficiency.

It's compact and flat. For extra luggage space and an extra low centre of gravity.

It's a slow revving engine with a short piston stroke. For a longer life and less wear and tear.

It's got twin carburettors. For extra zip and go.

Its large amount of torque over a wide range of rev speeds makes it exceptionally flexible.

This engine's not only powerful at certain rev speeds — it's also very responsive at low speeds, reducing the amount of gear changing necessary.

You see, the VW 1600 TL's engine doesn't get its power from high tuning which would subject it to rapid wear and tear.

Instead it's highly developed.

And robust.

And powerful.

And long-lived.



VW Variant 1500.

We took the VW 1500 sedan and extended the roof back square over the tail-lights.

Result? A large luggage compartment and an extra window on each side. And a liftgate at the rear.

That's how the VW Variant arrived.

With lots of room and lots of comfort. It's got a family-size load compartment. Stretching from the rear seat backrest right back to the extra wide liftgate. And from the roof to the floor. And it's accessible from inside, too.

If you fold the rear squab down you even have a load surface 5'5" long that extends the whole width of the car. That's over 42 cubic feet of space.

That's not only a boom for businessmen. Families always have something to pick up, to leave somewhere or simply to take with them.

And we didn't merely want to give you lots of room for luggage. We wanted to give you lots of comfort, too. Because a family car is primarily meant to be a passenger car.

That's why we took so much trouble with the VW Variant's interior trim. Shall we take a closer look?

The load compartment is not just painted metal. It's fully lined. (Like every VW passenger car.) The surface is covered with ribbed rubber material. The sides are lined with plastic material. The cloud white headlining extends right from the windscreen to the rear door. Everything is washable. Everything's easy to keep clean.

Open the door of this medium class car. See how wide it is? So wide, that it enables rear seat passengers not merely to get in, but to get in easily and comfortably. A point worth noting.

The front individual seats are exactly the same deeply cushioned, comfortable seats fitted in the VW 1500 sedan. (That goes for the whole interior trim, too.)

They are anatomically correct in design and can be adjusted to 49 different positions, even when you're on the move.

You get lots of extras on the VW Variant 1500 at no extra charge.

Safety belt mounting points for four persons. Assist straps and coat hooks. A pneumatic windscreen washer. Powerful fresh air heating with three defroster vents on the windscreen, two heat outlets in the front footwell and two in the rear footwell. A fresh air ventilation system. A combined steering lock and starter-ignition switch with a non-repeat lock. And an automatic choke. Is that up your street?

Colours are certainly always a matter of taste. There is a wide selection of exterior colours for you to choose from. The VW Variant is also available with a steel sliding roof, at extra charge.

A roomy car. A comfortable car. A common-sense car. An economic car. That's why the VW Variant 1500 is so popular with families.



VW Variant 1600.

It's a practical, elegant family car. It's an attractive, sensible business car. It's economical. It's a Volkswagen.

The VW Variant 1600 has just as luxurious and tasteful appointments as the VW 1600 TL. It's just as comfortable — but even roomier. It's got a self-supporting liftgate that's as wide as the car.

And how large is the rear load compartment? 46" wide, 32" high and 42" long. And if you fold the rear squab forwards you get an even longer load compartment — 65" long, in fact.

Lots of loadspace. You can transport lots of things with this Volkswagen. That's why it's such a good business car. And you can use every inch of that loadspace — torsion bar springing and all round independent

suspension mean comfort for you and a safe trip for your goods even on really rough roads.

And the extra wide liftgate window means you have a clear view of what's going on behind you. There are two wing mirrors as well as an interior mirror so even with a full load you've got good all round visibility.

You can transport just about everything you're likely to want to with it.

The load floor is covered with a rubber mat, while washable plastic material is used for the side and headlining.

And there's another large luggage compartment under the front hood for things you want to keep separate.

It's a car that's not only roomy and practical — it's elegant, too. With lots of attention to detail. Tasteful appointments. And a car, which has attractive, stylish lines. And large windows which emphasize its roominess.

Isn't that the ideal car for your family? We think it is. And more and more families agree.



What have you got when you have a VW Variant?

A family car which is elegant and at the same time practical. A business car which is attractive and which at the same time can transport a lot. A comfortable medium class car which is economical into the bargain.

Camping enthusiasts stow their tents

and equipment in it. Musicians use it for carrying their instruments. Outdoor fans load it with their water skis, deck chairs and parasols in summer and their skis, toboggans, knapsacks and ski clothes in winter. It's ideal for hunting, shooting and fishing, too — there's room for guns, fishing rods, the bag or the catch and even a gun dog. And even if the load compartment should get dirty — it's washable. And don't forget there's an extra luggage compartment under the front hood.

And at other times, when you're not on

holiday, or off for a weekend trip somewhere?

Well, perhaps you want to pop down to your allotment to get some fresh vegetables. Or your wife wants to do the weekend shopping. Or pick up the laundry. Or, or, or...

The VW Variant is more than a car for most families. It's a maid of all work. It's even got room for another important family possession — a pram. So, what have you got when you have a VW Variant? A comfortable VW sedan with an extra extra: room.



a kennel



a beach hut



a greenhouse



a fisherman's hut



a nursery table



a hunting lodge



a barbecue kitchen



a shopping bag



a playroom



Volkswagen 1600 Karmann Ghia.

The VW 1300 Karmann Ghia's big brother. Its aristocratic lines and luxurious appointments make it a very exclusive car. And the most distinguished Volkswagen.

Its 65 hp twin carburettor engine gives it a top speed of 90 mph that's also its cruising speed. You can go flat out for hours on

end — as with all Volkswagens.

The special thing about this car? The low, flat, get-up-and-go lines. The cockpit-like all-round visibility afforded by the coupé construction, with a deeply sloping curved windscreen and rear window. The streamlined design with the extended front and rear.

The luxury isn't confined to the interior, either.

It's got really solidly-built wrap-round bumpers that protect the sides, too. Twin fog lamps look good and help you see well. And these are useful extras that cost you nothing extra. It's got extra wide flashing indicators

at the front, and large rear lamps combine all the signals and lights and emphasize the attractive lines of the car.

Breathtaking luxury inside, too.

Two deep, comfort-plus individual seats make driving a pleasure. The seats slide backwards and forwards. The angle of the backrests can be adjusted to suit your whim.

The seats are upholstered in hard-wearing fabric. Or in air-permeable leatherette. (In attractive patterns.) And there's a padded bench seat at the rear that's handy for an extra adult or two children on short journeys.

The hair cord carpet on the floor, side trim, fascia trim and steering wheel are colour-keyed to the seat upholstery.

What else? Large door pockets. Long armrests on the doors, with handy remote controls at your fingertips for the footwell heating outlets. Powerful fresh air heating and ventilation. Hinged rear quarter windows. And lots more.

Lots of room for luggage, too — three luggage compartments at the front, in the rear and under the rear hood.

Why not take a look at one?





VW Micro Bus. VW Micro Bus de Luxe.

It's a big passenger car for small groups or large families.

It's ideal for picking up guests or taking children to school.

With lots of room.

It's as economical as a VW sedan — but it's got a lot more room. All the passengers sit on comfortable upholstered bench seats. They all have plenty of room — there's no luggage in the way. (It's in the large luggage area at the back.)

Fresh air ventilation and fresh air heating (complete with windscreen defroster vents) ensure a comfortable trip whatever the temperature outside.

It's available either in a seven-seater or an eight-seater version.

In the seven-seater version the centre bench seat is for two persons instead of three.

With lots of comfort and elegance.

The VW Micro Bus is also available in a deluxe version. The deluxe model is even more attractive. Because there are so many extras included in the price.

Two more side windows, for example.

A sunroof. Glare-absorbing skylights.

An aluminium rail on the back of the

rear bench seat.

An electric clock.

Coat hooks in the passenger compartment. Assist straps.

A carpet in the luggage area at the back.

And lots of other things.

Whichever model you choose, one thing is sure — you can't go wrong.



VW Campmobile.

relaxation you can only really find at home.

You can take everything you need in the ample cupboards and storage space. Neat and tidy. And easy to find. And all the cupboards, drawers and other fittings are removable.

It has a bench type front seat or if you prefer to be able to get to the living compartment from the cab while the vehicle's in motion you can have one with a gap between the two front seats and with no partition, which is very practical.

The rear seat and the area over the engine compartment can be converted into a really comfortable double bed in a few moments: covered with hard wearing washable leatherette. And there's a sturdy hammock-type bed for your son or daughter.

If you have a larger family there's a new tent (at extra charge) that's just the job for you. It's lockable. And you can have two camp beds in it. It's well ventilated — there are two windows with mosquito nets.

The tent can be fitted to the side of the Campmobile or it can stand on its own, so there's no need to take it down when you go off sightseeing or shopping in the Campmobile.

Want more headroom? Well there's a pop-up top which should suit you (at extra charge). It's well ventilated in the same way as the tent.

And incidentally five of the windows in the VW Campmobile's passenger compartment are fitted with mosquito nets and top-hinged windows.

A large ice box means you can put your family's favourite dishes on the menu.

The VW Campmobile is available in four versions:

- A 42 M 108 Standard equipment
- B 42 M 108 Standard equipment plus pop-up top, side tent and roof rack.
- C 42 M 108 Standard equipment plus pop-up top.
- D 42 M 108 Standard equipment plus side tent and roof rack.

The VW Campmobile is available in three standard exterior colours:

- 523 506 dove blue
- 523 642 velvet green
- 523 907 pearl white

What's it for? Well we wanted to make your leisure time pleasure time. Week-ends. Holidays. Whenever you like. And wherever you like. It's a sort of mobile home which offers you that wonderful comfort and



Data of the individual models

	VW 1300 Sedan VW 1300 Convertible	VW 1300 Karmann Ghia Coupe/Convertible	VW 1500 A Sedan	VW Variant 1500	VW 1600 TL	VW Variant 1600	VW 1600 Karmann Ghia Coupe	VW Micro Bus de Luxe models	VW Camperobile A 42 (Basic with VW Kombi)
Bore and Stroke, in.	3.03×2.72	3.03×2.72	3.27×2.72	3.27×2.72	3.37×2.72	3.37×2.72	3.37×2.72	3.27×2.72	3.27×2.72
Capacity, cu.in. (cc.)	78.41 (1285)	78.41 (1285)	91.10 (1493)	91.10 (1493)	96.66 (1584)	96.66 (1584)	96.66 (1584)	91.10 (1493)	91.10 (1493)
Compression ratio	7.3	7.3	7.5	7.5	7.7	7.7	7.7	7.5	7.5
Output (SAE) at rpm	50/4600	50/4600	54/4200	54/4200	65/4600	65/4600	65/4600	53/4200	53/4200
Types	5.60-15	5.60-15	6.00-15 L	6.00-15 L ¹	6.00-15 L	6.00-15 L ¹	6.00 S-15 L	7.00-14	7.00-14
Effective brake surface, sq.in.	96.1	96.1	x	x	x	x	x	159.2	159.2
Track, front/rear, in.	51.4/51.2	51.4/51.2	51.6/53.0	51.6/53.0	51.6/53.0	51.6/53.0	51.6/53.0	54.1/53.5	54.1/53.5
Length/width/height, in.	160.6/60.6 59.1	163.0/64.3/ 52.4	166.3/63.2/ 58.1	166.3/63.2/ 57.7	166.3/63.2/ 58.1	166.3/63.2/ 57.7	168.5/63.8/ 52.6	168.9/68.9/ 75.8 ⁴	168.9/68.9/ 75.8 ⁴
Unladen weight/payload/ permissible total weight, lbs.	1720/838/ 2558 ⁴	1830/728/ 2558	2028/892/ 2910	2260/827/ 3087 ⁴	2028/892/ 2910	2260/827/ 3087 ⁴	2006/892/ 2888	2535/2029/ 4564	2657/1907/ 4564 ⁴
Maximum and cruising speed, mph	75	80	78	78	85	85	90	65	65
Fuel consumption according to DIN 70 030 ⁴ , mpg.	34.5	35.3	33.5	33.5	34	34	33	29	29

All Types and Models

Four cylinder, four stroke engine in rear of vehicle · Force feed lubrication with oil cooler · Thermostatically-controlled air cooling by fan · Carburettor with automatic choke and oil bath air cleaner · Pre-heating of intake air and mixture · Headlights with

asymmetrical low beams · Self-cancelling flashing indicators · Ignition-starter switch with non-repeat lock (combined with steering lock on VW 1500 A, VW Variant 1500, VW 1600 TL, VW Variant 1600 and VW 1600 Karmann Ghia coupe) · Windscreen washer · Fully synchronized four speed gearbox · Independent wheel suspension with torsion bars · Telescopic shock absorbers · Steering damper · Torsion bar stabilizer on front axle · Hydraulic brakes · Fresh air heating with windscreen demisters · Fuel tank 8.8 gals · Wheelbase 94.5 in.

¹ 6.00-15 L 6 PR for version with increased payload. ² Disc brakes on front wheels. Effective brake lining surface on rear wheels 69.8 sq. in. ³ De luxe models: 169.3/70.9/75.8 in. ⁴ Convertible: 1808/793/2601 lbs. ⁵ Unladen weight includes 165 lbs for driver. Version with increased payload: 2260/1025/3285 lbs. ⁶ Height of vehicle in B 42 and C 42 versions (with pop-up top): 84.3 in. ⁷ Unladen weight includes removable camping equipment weight calculated at 440 lbs. ⁸ At half load and a steady 3/4 of top speed on level roads plus 10%.

