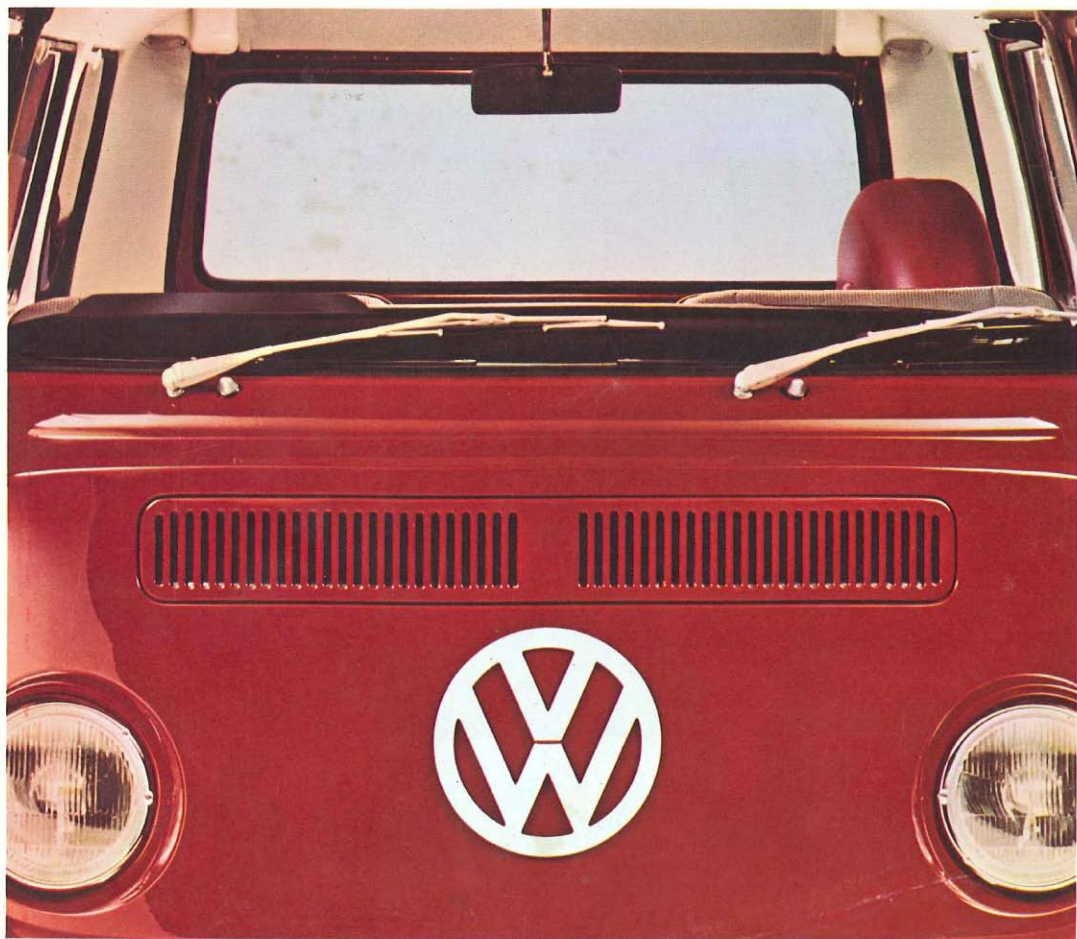


Revolutionary one ton Commercials.

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KATANNING
Phone 74



The revolutionary VW one ton Commercial. Everything has changed except the concept.

Its new body is larger, more elegant. But at the same time much more practical, too. Power has been increased to 57 bhp by a new robust 1600cc. engine. The electrical system is now 12 volt: everything electrical improves. The track has been widened and the suspension re-designed, result: a smoother, safer ride. The full-width, curved windscreen and the large side windows (in Kombi and Micro Bus) mean greater visibility and plenty of light inside. The new two speed wipers cover more windscreen more effectively.

Below the windscreen you can see the air intake for the controllable fresh air ventilation system. Sturdy, wrap around bumpers are just the right height above the ground — and the front one incorporates a step on each side. To make cab entry a lot easier. In short everything that could be improved has been improved. Things that haven't changed like the concept of a tough reliable cargo carrier to handle big loads or small loads economically are still the same: for the basic reason that changing them wouldn't improve them.



The revolutionary VW Commercial has a spacious cab with passenger car comfort and safety.

The door openings are taken right down low — easy to get in and out. Contoured individual seats have low profile spring core cushions that are ideally tuned to the suspension. Designed to give your body real support the driver's seat and backrest can be easily adjusted to over 81 positions. The cab is really comfortable. (As comfortable as a passenger car.) The result? Driving becomes less tiring — even over long distances. And safer. The windscreen is taken high up into the roof. Pneumatic, windscreen washers clean it in a flash. The cab is lined throughout.

And equipped for real comfort: headlining, functional seat covers, durable door trim, coat hooks, heating, ventilation. But not only for passenger comfort — for safety, too: the doors have safety locks, curved cab windows with flat safety winders, strengthened rotary latch locks and concealed hinges. Then there's the safety recessed steering wheel. The steering column incorporates a flexible joint providing additional safety. The non-repeat ignition starter switch is fitted to the steering column. All seats have safety belt anchorage points. The top of the instrument panel is padded. Shall we take a closer look?



The revolutionary VW Commercial has a functional instrument panel. To give you genuine finger-tip control.

It would grace a passenger car. Everything's there. And just where you want it. From ashtray to parking light warning indicator. The works. The instruments can all be read at a glance. They're well laid out. And non-reflecting.

The control knobs are marked with symbols and are so arranged that they can't possibly be confused. The upper edge of the instrument panel is padded black to prevent screen reflection.

And for safety.

Next to the fresh air vent on the right hand side of the panel you can see the speedometer.

Next to it is the fuel gauge — complete with warning

lights for generator, high beam, parking lights, oil pressure and turn signals.

The safety ashtray is designed to fall out of its bracket in the event of a collision.

The generous glove compartment will take more than just the odd map or piece of paper.

The passenger assist handle just above it is of flexible material. On the extreme left is a second fresh air vent.

Passenger car comfort for driver and passengers: these are just two things which go to distinguish the new VW Commercial.

(Two of many things.)

A more effective heating and ventilation system ensures that you're never too hot or too cold.

Heating and ventilation are regulated by convenient levers on the instrument panel.

There are two large, adjustable-flow fresh air vents on the instrument panel which can be regulated to provide just the right amount of fresh air.

Two vents direct air onto the windscreen.

Two vents in the passenger compartment (Micro Bus) add final touches to the ventilation system.

Window open.

Window closed.

The necessary ventilation is always on tap.

The fresh air heating system makes things really comfortable and snug inside.

Two demisting vents make frost and ice on the windscreen literally melt away.

Heating outlets in the footwell and behind the front seats (Micro Bus and Kombi) keep you toasty warm — whether you're driver or passenger.

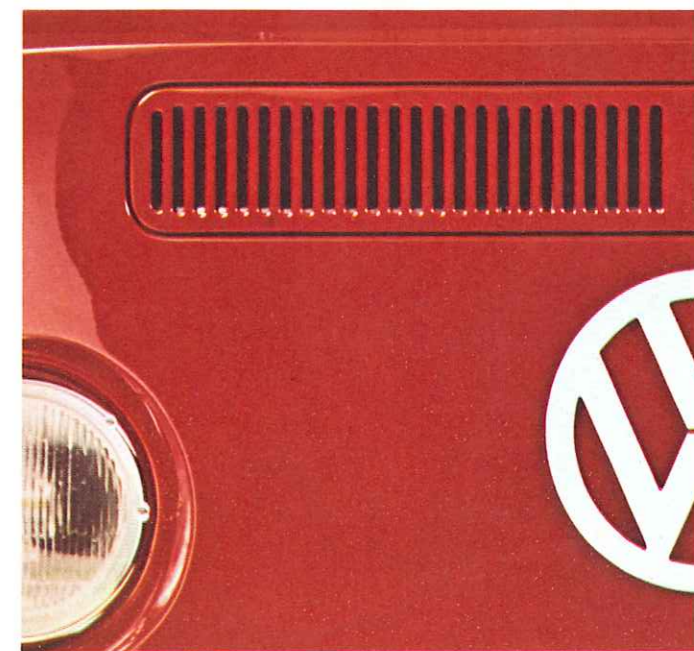
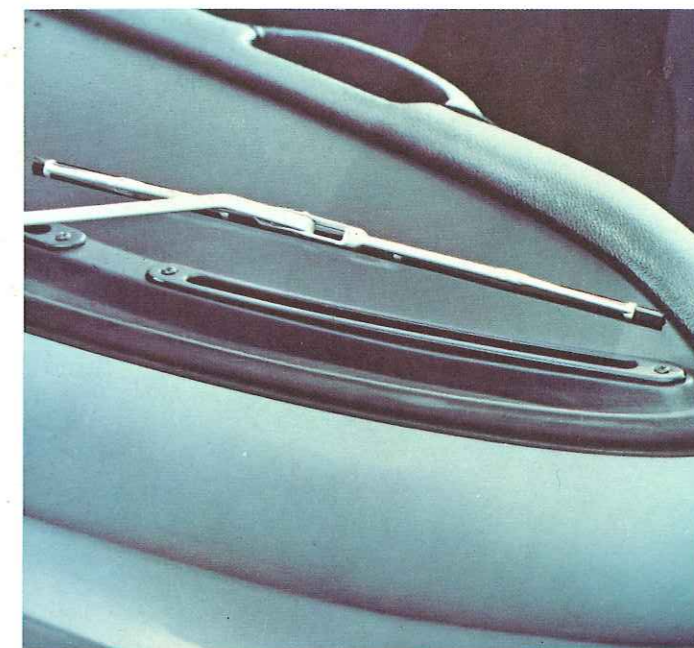
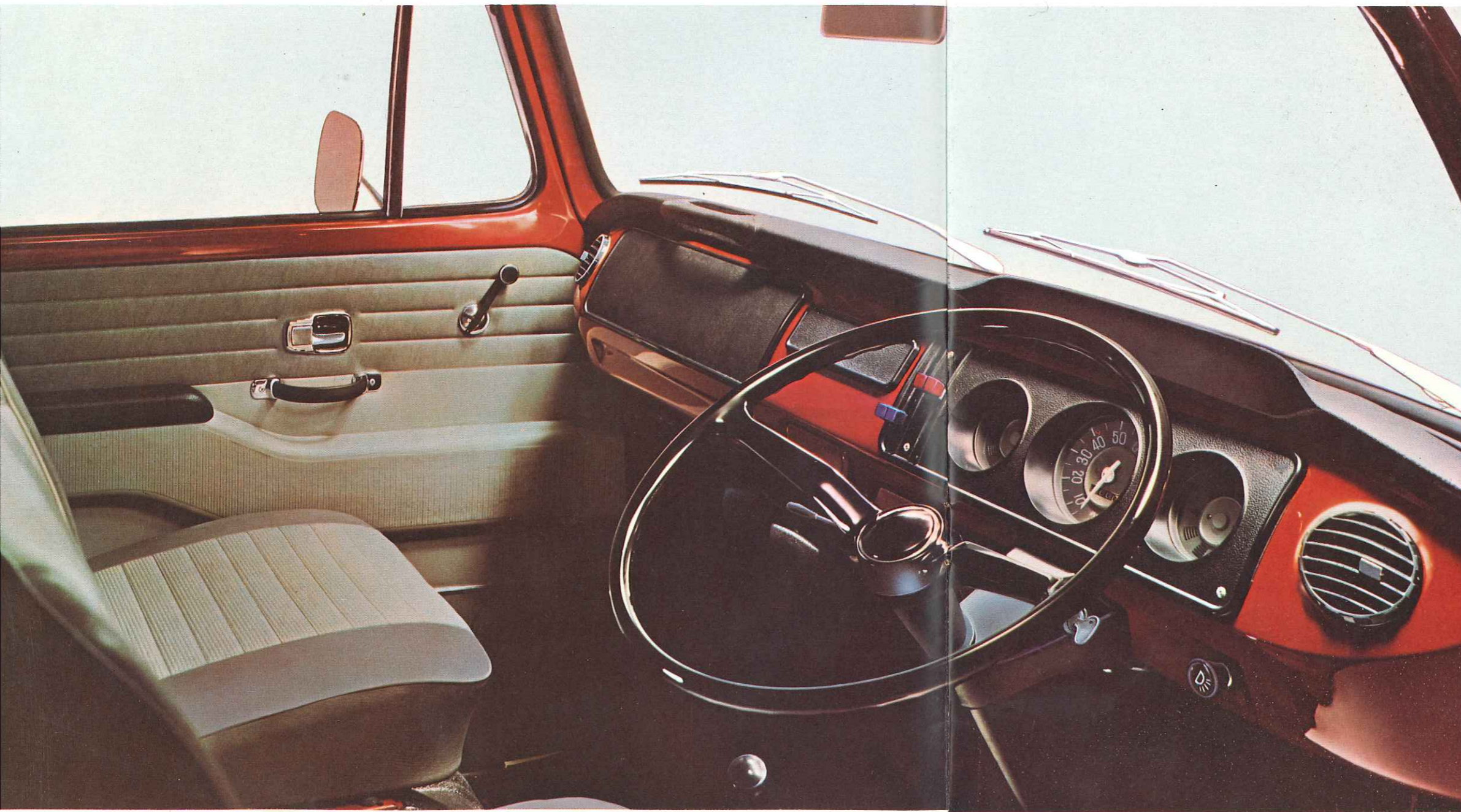
The Micro Bus also has additional vents under the rear bench seats.

All outlets can be regulated.

Individually.

As you can see — we've taken a great deal of trouble to make sure that the new VW Commercial can be kept at just the right temperature.

For you.



A large sliding door as a standard fitting makes it easier to load and unload.

Every part of the new one ton commercial range is designed for quick, easy loading and unloading. You can double-park and still load and unload easily. You can drive right up close to the ramp — and still open the door easily. The sliding door is just the job when things are a tight fit. It saves work. It saves time. It saves space. And it's safe. It doesn't have to be opened outwards into the flow of traffic. It can't blow open in strong winds.

It can't fall open when you're parked on a slope. (Automatically locks when fully opened.) The quicker a load is aboard and away, the more you make on it. That's why it's a short quick lift from kerb to cargo area, and why the large sliding door is so efficient and practical. And if you want to be able to load and unload your new VW Commercial even faster and more easily? Fine. The rear door has an opening of 9.6 square feet and opens upward to clear the bonnet of the car that parks up close behind.



Separate seats in the cabin provide direct access to the load compartment.

This makes life much simpler. Safer, too. Two steps and you're in the sturdy steel-ribbed load compartment. Then from the inside open the sliding door onto the pavement — and away you go. Every part of the van is designed for quick and easy loading and unloading. From the side or rear. Direct access from front to back is safer too. You don't have to get out on the street (and traffic) side. Even better still: you can have the Delivery Van with optional double sliding doors.

With the Double Door Delivery Van you can load and unload from either side of a narrow laneway, one-way street or any confined space. You pay a little more but the savings in time make it very worthwhile with more and more city streets going one-way only. Just as we have adapted Volkswagens to work more efficiently, so can you. Shelves, racks and benches can turn a Kombi or Delivery Van into a mobile office, workshop or showroom. Practically speaking there's a VW commercial for nearly every trade or purpose.



The new VW Commercial has passenger car driving characteristics to give you a smoother ride.

It has a new double-joint rear axle. (Usually only found in fast, high priced passenger cars.) The track has been widened considerably, both front and rear. The suspension has been completely redesigned. Result?

Road holding that would put many a passenger car to shame.

But these aren't the only reasons why the new VW Commercial's driving characteristics are so outstanding. The driver's up front — the engine's at the back — the load's in the middle.

The VW Commercial is always balanced. (Whether fully loaded or empty.)

The drive wheels, weighted by the engine, really grip. The powerfully flexible 1.6 litre engine (combined with the easy, full synchromesh four-speed gearbox) gives you all the power you want. More acceleration. Safer overtaking.

It makes the VW Commercial fast and lively. (Its top speed and its cruising speed are one and the same — thanks to air-cooling and low maximum revs.) And it's sturdy, robust and economical — like all VW engines.

The brakes? The new VW Commercial has a thoroughly reliable safety dual circuit brake system. Even if one circuit fails, the other's still in action.

It's available as a Delivery Van with 2205 lbs. payload and 177 cu. ft. of load space or seating for eight.

VW Delivery Van (above)

The Delivery Van is a genuinely spacious van. And no matter what load you're carrying — whether it weighs a ton or just a few pounds the Delivery Van is always economical — like all VW Commercials. The Delivery Van is easy to load.

Not surprising when you consider how very large the sliding door is — and how close to the road the load platform is.

The VW Delivery Van has large side panels which are ideal for advertising purposes.

Whether it's driving about or merely parked, it's a permanent advertisement for your firm.

Year in, year out.

VW Kombi (below)

The Kombi Van is four vehicles in one.

A passenger car.

A goods van.

A combination of both.

And a camping car.

As a passenger car (depending on optional seating) the Kombi Van can seat up to eight people in comfort. If you want to use it for carrying goods, the centre and rear seats can be quickly removed.

As a goods van cum passenger car it combines both functions.

And as a camping car — with appropriate installation kit, it becomes your luxurious holiday retreat.



It's available as a Pick-up and as a Double Cabin Pick-up with six seats.

VW Pick-up (above)

The VW Pick-up has a flat platform without wheel housings. It's big — 106.3 in. long, 61.8 in. wide. Payload 2205 lb. It's easy to load.

The sideboards can be let down in a flash and there are no corner posts to get in the way. Optional tarpaulin and bows protect perishable cargo from bad weather. Hardwood slats make loading easier and protect the metal platform.

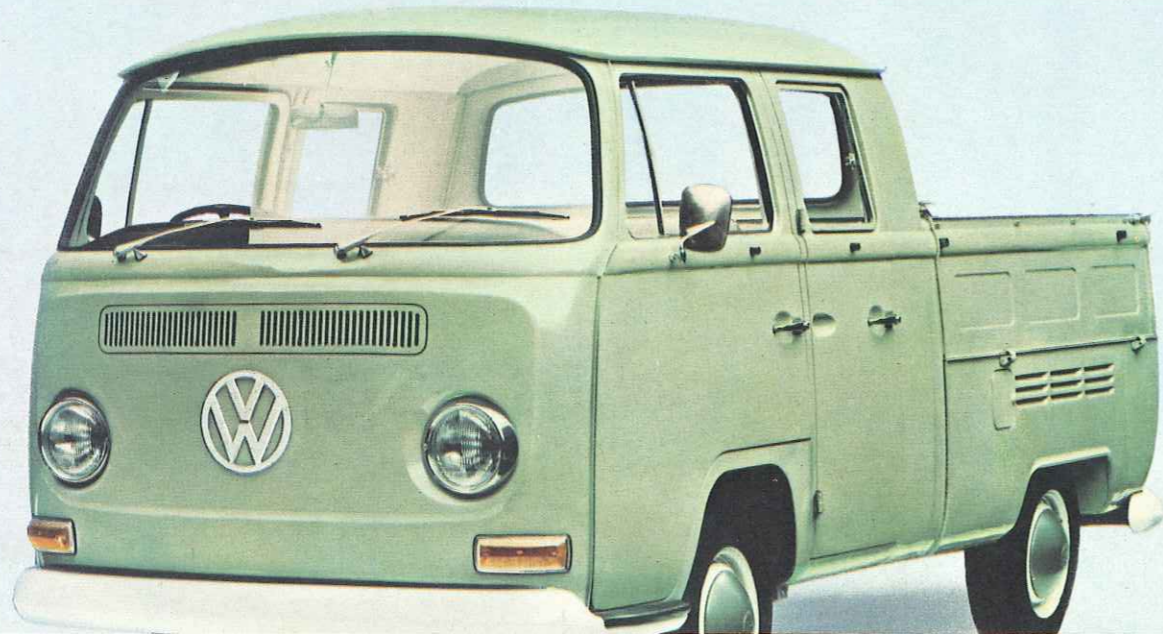
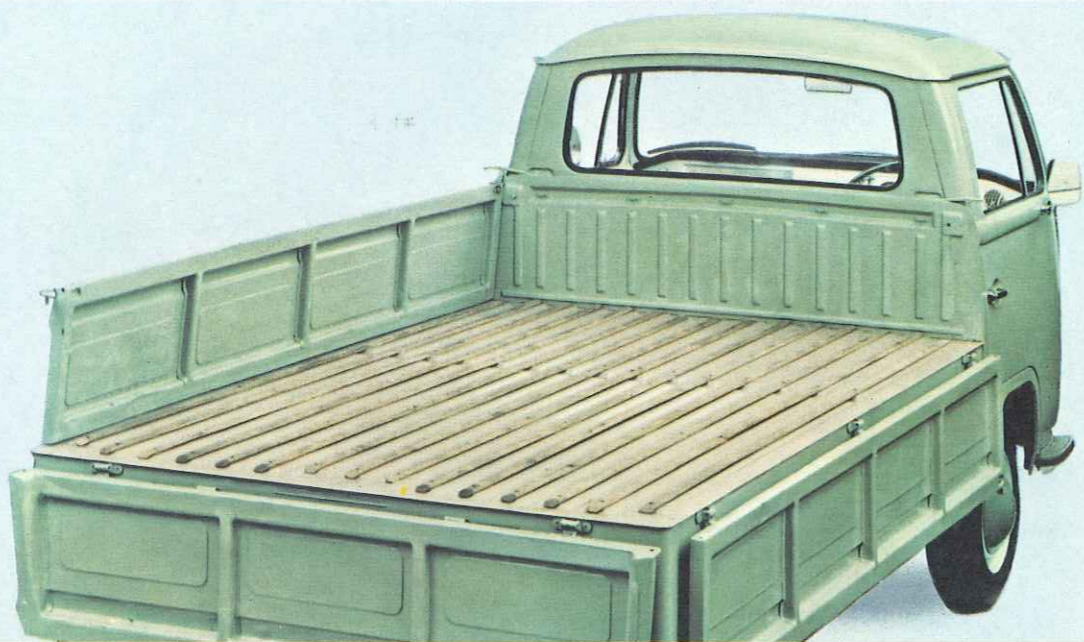
The weather-tight, lockable compartment under the tray adds a further 22.6 sq. ft. of load surface or an additional 25 cu. ft. of load space, for valuable cargo or tools.

A very welcome plus point.

VW Double Cabin Pick-up (below)

More load surface (31.2 sq. ft.) than half a Pick-up, more seats than half a Kombi Van — plus a payload of 2094 lb. — in a word, a multi-purpose utility:

1. It will transport six people in the cabin and approximately 1344 lbs. (Heating and ventilation both front and back, of course.)
2. Take the bench seat out of the rear passenger compartment — and you've got another 64 cu. ft. or 14.5 sq. ft. to work with.
3. Or with just the driver. The entire payload of 2094 lbs. can be used. (Tarpaulin and bows are optional.)



SPECIFICATIONS

Engine: Four cylinder, four stroke, horizontally opposed rear mounted engine. Bore x stroke 3.36 ins. x 2.72 ins. Capacity 1584 cc. (96.6 cu. in.). Compression ratio 7.7 : 1. SAE output 57 bhp at 4400 rpm. Maximum torque SAE 81.7 lb. ft. at 3000 rpm. Pressure lubrication with oil cooler. Thermostatically controlled air cooling by fan. Downdraft carburettor with automatic choke and accelerator pump. Oil bath air cleaner with thermostatically controlled pre-heating. Oil capacity 4.4 pints. Engine oil change every 3000 miles.

Electrical System: 12 volt electrical system, 540 watt early cut-in generator — low current drop, high output. Headlight dimmer switch combined with turn indicator lever. Self-cancelling flashing indicators. Non-repeat starter ignition switch. Rheostat controlled instrument panel lighting.

Transmission: Via diaphragm clutch, full synchromesh four-speed gearbox and differential to the rear wheels. The engine, gearbox and differential are combined to form a single unit — little loss of power and no tail shaft. Gear shifting via central floor mounted lever. Driving range: 1st, 3.80 : 1; 2nd, 2.06 : 1; 3rd, 1.26 : 1; 4th, 0.82 : 1; reverse, 3.62 : 1. Rear Axle — Double-Joint, each with two constant velocity joints.

Chassis: Independent wheel suspension and torsion bar springing on front and rear axles. Unitary body, frame plates reinforced with side and cross members. Front axle bolted to frame side members, engine/transmission assembly fitted on three bonded rubber mountings. Hydraulic shock absorbers. Stabilizer on front axle. Positive Ross type steering gear with maintenance free tie-rods and hydraulic steering damper. Turning circle approximately 40 ft; 2.8 turns of steering wheel from lock to lock. Wheelbase 94.5 ins. Tubeless tyres 700—14. Wheels: Drop centre rims 5JK x 14. Dual circuit braking system with total braking area of 159.3 sq. ins. Mechanical parking brake operating on rear wheels. Fuel tank capacity: 13 Imp. gallons. Filler located in right rear panel, covered with spring loaded lid. Lubrication and maintenance service every 6000 miles.

Special Body Equipment and Features: Cabin lined throughout. Toughened safety zone windscreen. Padded dashboard. Driver's seat can be adjusted to over 81 positions. Safety steering wheel. The steering column incorporates a flexible joint-providing additional safety. Safety door locks. Coat hooks. Heating and fresh air ventilation adjustable over wide range. Glove compartment. Anchorage for three point safety belts. Rheostat controlled instrument panel lighting. Self parking two speed windscreen wipers with pneumatic washers. Headlight flasher. Direct access from cab to load/passenger compartment. Two large exterior rear-view mirrors and one interior mirror.

Load compartment: Sliding door at side. Spring-loaded, full width rear door opening upward. Panels reinforced on the inside to prevent load damage. In Pick-up: additional lockable compartment below the platform.

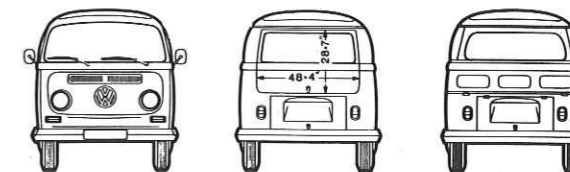
Micro Bus: Fully lined throughout. Comfortable seats with vinyl upholstery. Armrests. Courtesy handles. Coat hooks. Ashtrays. Individual adjustable heating and ventilation outlets. Safety belt anchorage points for all seats. Luggage compartment accessible from both inside and outside.

Dimensions, Weights, Performance:

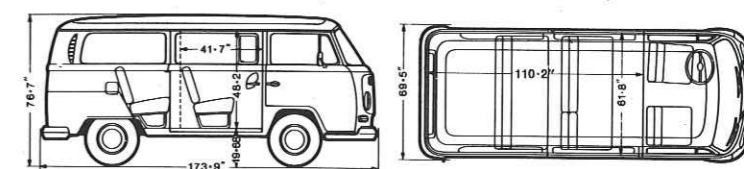
Length/Width/Height — 174.0"/69.5"/Approx. 77"

Weights: lbs.	Unladen	Payload
VW Kombi: (with seats)	2789	2006
Delivery Van:	2590	2205
Pick-Up:	2590	2205
D.C. Pick-up:	2701	2094
Micro Bus:	2723	1962

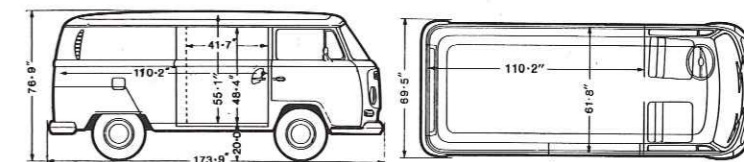
Ground clearance 7.3 inches. Maximum speed 65 mph. Fuel consumption 27.7 miles per Imp. gallon. Measured consumption plus 10%, with half payload at a steady 3/4 of maximum speed on level roads. Optimum hill climbing ability on good roads fully laden in first gear (27%).



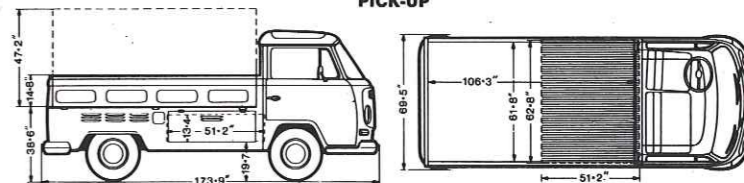
MICRO BUS & (KOMBI WITH OPTIONAL SEATS)



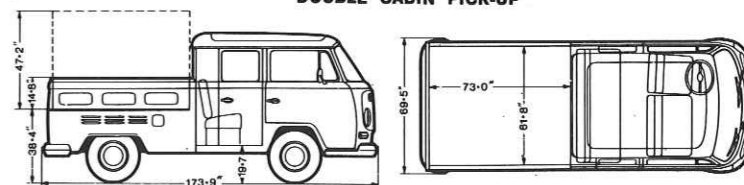
DELIVERY VAN



PICK-UP



DOUBLE CABIN PICK-UP



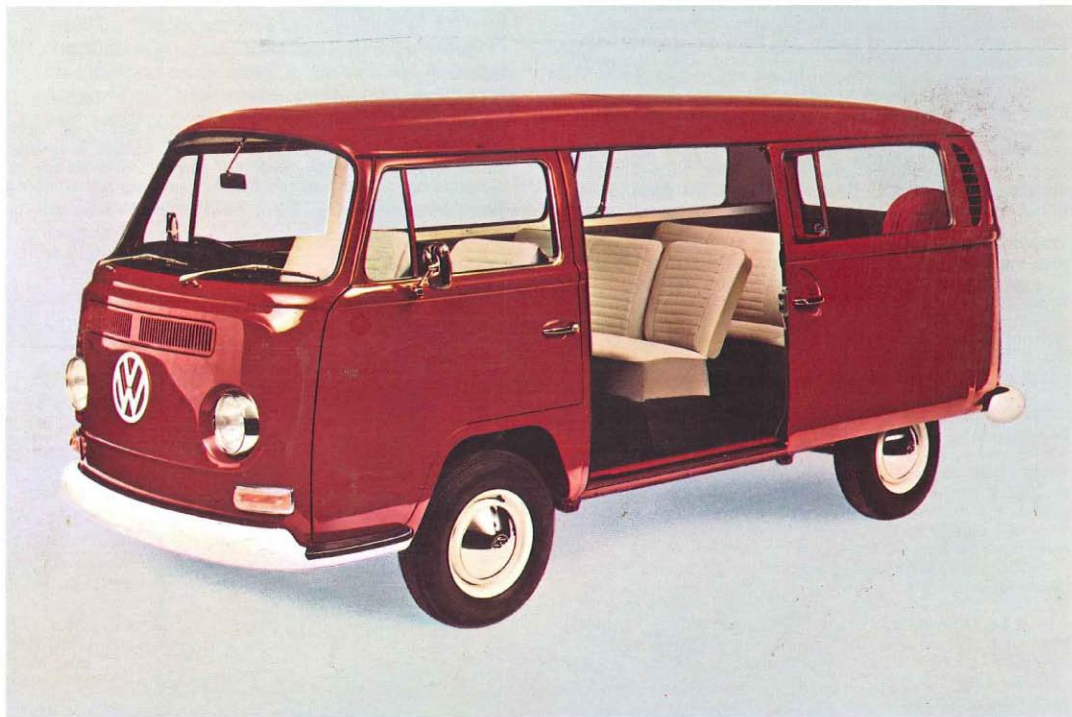
Options at Extra Charge: Delivery Vans—full width closed partition combined with front passenger bench seat. Spare wheel under front seat. Kombi—backrest level partition combined with front passenger bench seat. Spare wheel under front seat.



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What's an outsize car like the Micro Bus doing in a catalogue for Commercials?



A few hundred improvements ago the Micro Bus was a half-car, half-bus.

Then the revolution transformed our unusually good bus into a very unusual car.

It seats eight people more easily than your biggest car. And that isn't too surprising with all that space behind the fully adjustable driver's seat.

The biggest change in a year of big changes is the modern, smart body design.

Inside, too, elegance and comfort is the aim.

The bucket front seats face a beautifully designed padded dashboard with all the controls you expect in most cars and some you don't; like the fresh air and heater-demister controls with outlets at front and rear.

Safety is important, too.

The doors have safety locks.

The curved windows have flat, safety winders in soft, pliable plastic. Seat belt anchorage points are provided for all passengers.

The windscreen has a toughened safety zone.

The safety steering wheel and column are positioned at just the right driving angle.

Some of the small things about the new Micro Bus aren't so small; the big glove box, for example. And things like the passenger assist handle, ashtrays and coat-hooks?

Well, wouldn't you expect them in your biggest car?

The Micro Bus hugs the road on curves and turns, better than most cars. (Our new Porsche-type double-joint rear axle accounts for that) and all forward gears including overdrive, are fully synchromesh.

Dual brake system, naturally.

In short, the Micro Bus is a comfortable, reliable and thrifty vehicle for all people who have to care for their family or customer's comfort.

So if you're with a hotel, guest-house, airline or just like the idea of taking the whole family out in one car instead of two.

Don't think of the new Micro Bus as the smallest bus. Think of it as your biggest car.