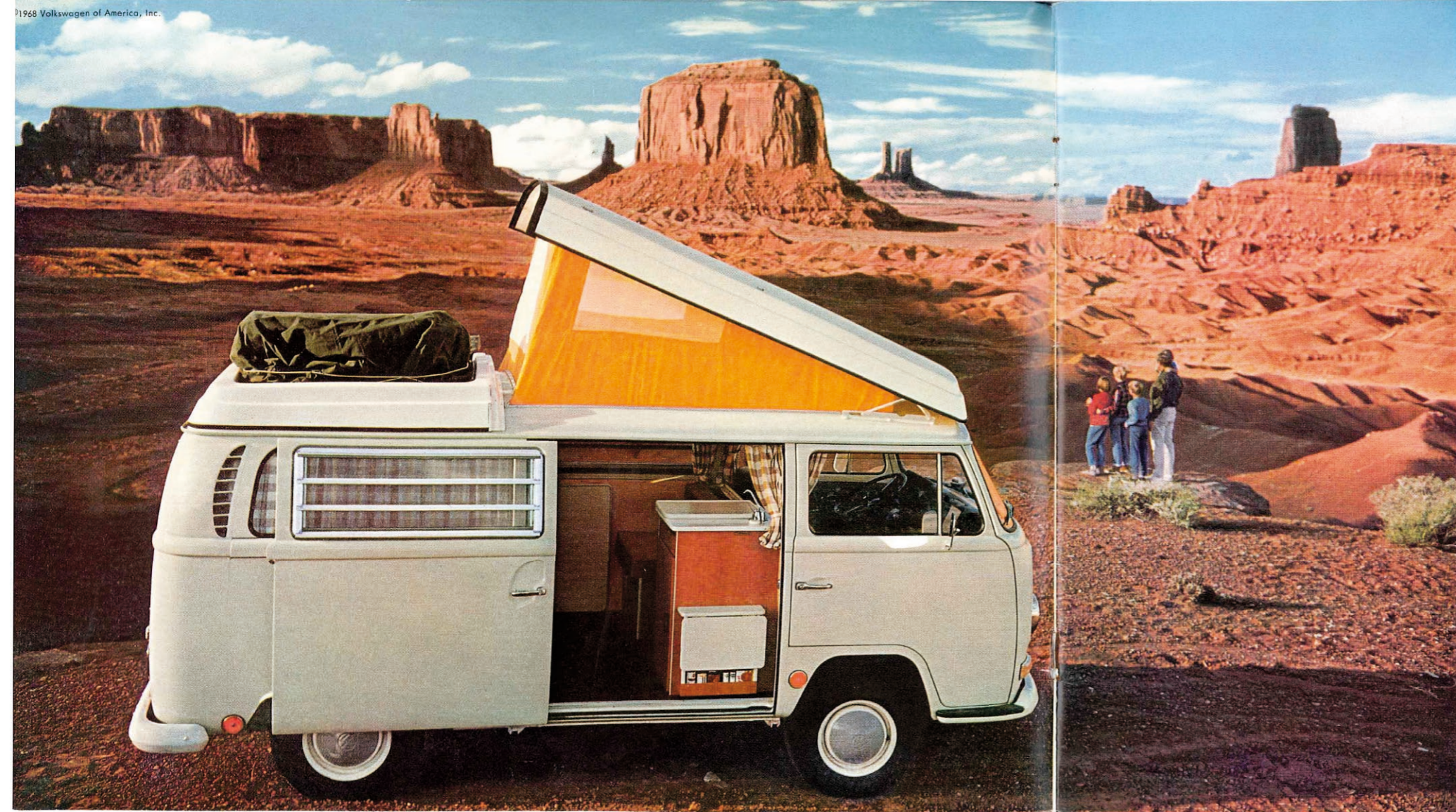




The dawn of a new day in camping



This year, over 15-million will get into some kind of car and set out to discover the wonder, the relaxation and the sheer joy of the great outdoors. They'll stuff themselves and their gear into sedans and conventional station wagons. They'll haul boxes behind them. Some will hitch on a house. Some will convert their pick-up trucks into campers. And some, of course, will buy a rucksack for each member of the family and thumb their way to the nearest mountain. But there is a rapidly growing group who will be able to take off and go just about

anywhere they like
whenever they like
with the least fuss
the least planning
at the least cost

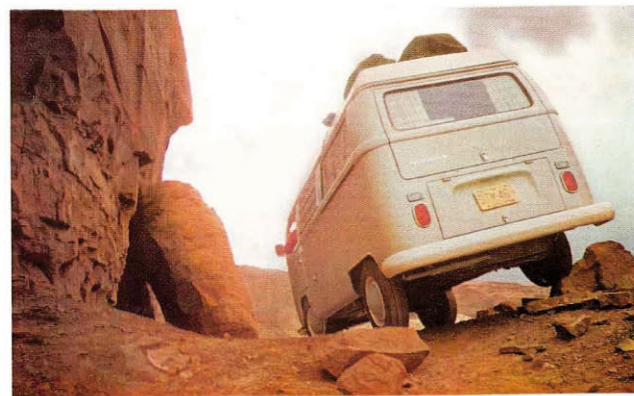
and get the most relaxation and fun out of it all.

Those are the people who own a Volkswagen Campmobile.

In a Campmobile you don't have to pass the scenery by. You drive right into it.



A Campmobile can go places most campers have to back away from . . . like a scenic wagon trail or a beach where the soft sand is. The engine in the rear above the drive wheels gives the Campmobile better traction under all road conditions.



To the VW's 4-wheel independent torsion bar suspension something new has been added.

The rear axle is double jointed. Now each drive wheel not only reacts independently to its own road surface, but is kept almost vertical at all times—greatly increasing stability. The wheelbase is longer, the stance wider. All this is why this new one gives you so smooth a ride—is so easy to handle—is so snug on curves and so sure-footed on any kind of road and in any kind of weather.

The Campmobile has the road clearance you need to get you over humps and out of ruts. And if you should scrape a fallen rock, you're protected.

The under-body is all steel.

The Campmobile is rugged and tightly built from its unitized frame to the precise fit of all body components. VW's four-coat paint job and rust-proofing gives you an exterior so weather-resistant a garage is optional.

The engine is air-cooled. So there's no water to freeze or boil over. As for economy—when you're making up your trip budget, you can figure on up to 23 miles to the gallon—regular.

The new tank holds 16 gallons—which means around 370 miles between stops you make for gas.

Among the many changes for 1968 is greater visibility.

The windows are all giant-sized, side and rear. The windshield is one piece (27% larger). You can keep your eye on the road and still enjoy the country you're driving through. And, from another and very important point of view—when you drive a Campmobile, nobody is in a better position than you are to watch out for the other guy.

There's a lot more new about the new Campmobile—in safety, styling, comfort and convenience. Many changes you can see. Just as many you will feel when you drive it.

The tent is an option specifically designed for the Campmobile in the way it sets up and stores. It adds a lot of space.

Open—it's a roofed-over patio—a rainy day playroom.

Closed—it's a screened-in living room (even the front flaps are screened), or an extra bedroom.

The new tent has its own floor and is firmly free-standing. Drive away for the day if you like. The tent will hold what you won't need for your day's excursion, while holding your spot for your return.

A Campmobile can go just about anywhere and—incidentally—just about anywhere you go you'll be able to get prompt, courteous and efficient service:

There are more than 1000 Volkswagen Dealerships in the U.S. alone.



The day you get your Campmobile—you are organized. Your master check-list is built in.



Slide open the huge new side door and you enter by way of a kitchen complete with work spaces, sink and a $4\frac{1}{4}$ gallon supply of fresh water. One compact cabinet contains the sink, a drawer for tableware and the 2.7 cubic foot icebox with sliding racks and roomy storage door.



The folding utility table, outboard of the icebox is campstove size. Folded down, it becomes the cover for a shelf grocery compartment. (For those kitchen appliances you've grown so used to at home, there's a double 110 service outlet you can connect to the power supply most campsites provide. Naturally, the outlet will take care of anything that plugs in, from an electric can opener to a TV.)

Storage is designed for what most experienced campers take with them. A quick access storage well is built into the back of the rear facing bench seat just behind the driver.

A full-length closet (with mirrored door) will take care of clothes you want to keep wrinkle-free.

In the right rear wall, there's a roomy linen closet with a dividing shelf. And for everything from fold-away clothing, bulky blankets, toys, or whatever, there are two large storage bins under the bench seats and a wide cargo net across the upper rear.

When you eat—if it's indoors—you have a dining table with comfortable seating for four, and room for a highchair at the open end.

When you want a living room—fold the table back against the wall—and you have room enough for each member of the family to spread out his section of the Sunday paper. As for stand-up room, you've got 4.7' standard. If you want more, the optional pop-up tent will give you a ceiling up to $7\frac{1}{2}$ '.

All work surfaces are heat and scratch resistant laminated plastic—very easy to keep clean. Table surfaces and interior trim is oyster white.

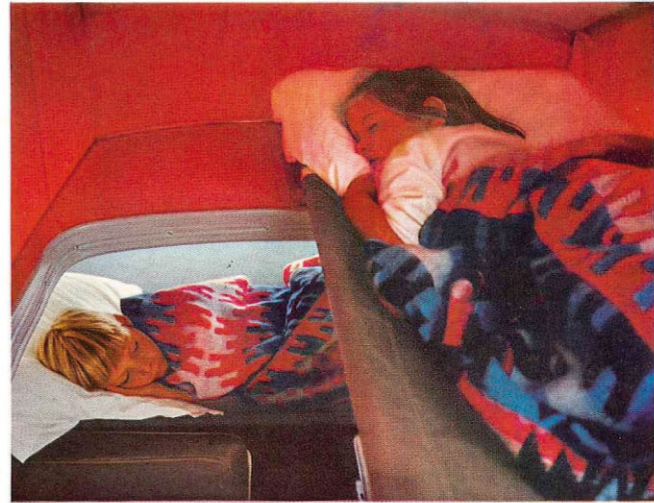
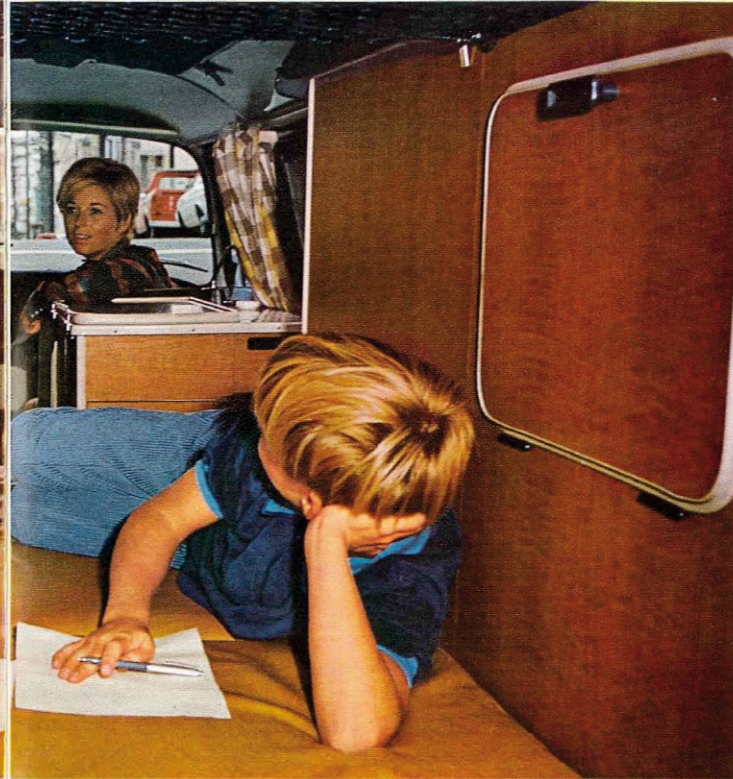
The walls and ceiling are highly finished wood-grained birch plywood. Both are fiberglass-insulated to protect you from the heat and cold. Wall-to-wall polyvinyl flooring is backed with felt soundproofing. Gold vinyl upholstery covering seats and mattress is "snap-on" removable. There are two large side windows, louvered and screened, and a snap-on screen for the door in the rear. Over-all light is from a three-way fixture in the ceiling.

And the curtains (they go all around for privacy) are styled to match the contemporary interior.

Actually, when you think about it—the Campmobile turns a little space into a lot of room.

That's because it's so well organized.





When the kids are happy—so are you.

Children love the Campmobile.

There are wide windows to see out of. There's the table to have a snack at—or to do coloring books on. Kids can stretch out and read—or take a nap.

The split front seat is standard. Just stop the car for a second or two, and you can go on back and raid the icebox—tend the baby—sit with the kids a bit or whatever—without the irritating business of getting out, back in—out and

in again—especially when the weather doesn't make the whole rigamarole any more appealing.

Bedtime is no problem. In ten seconds, the back seat pulls out flat and becomes a full-sized double bed. For small fry—the rear-facing bench seat becomes a bed. A hammock turns the driver compartment into another bedroom. And there's still a five-foot cot for another child in the optional pop-up top.

Everything about the Campmobile helps to make the trip—short, medium or long—easier and more fun for everybody.



Optional Equipment

The Pop-up fiberglass top and luggage rack

Provides extra head-room. Three screened openings with flaps for extra ventilation. Roof includes 5' canvas cot for one more child.

Luggage rack contains buffer rods and tie-down hooks. Can be reached from within pop-up top.



The Tent

6' 6" by 9' 8". External frame for easy set-up. Front portico lowers to close the tent front door. The free-standing side-mounted tent comes with vinyl flooring and connecting boot to the Campmobile. Includes all necessary guy lines and stakes plus storage bag. Door flap and two side ventilation flaps have mosquito netting and easy zipper operation.

Vent Wings

For driver's compartment.

Accessories

Long side step for easier access to rear compartment. Radio (AM or AM/FM), rear seat speaker, cigarette lighter, cocoa mats for the driver's compartment, tissue dispenser, etc.

Please ask to see our complete line of accessories.

SPECIFICATIONS

Convertible bench to bed with armrest and storage locker with door below. Rear deck mattress to complete bed make-up. Clothes closet complete with hooks and mirror on the back of the door. Linen closet complete with shelves and door. Rear-facing passenger seat with storage area below the seat and behind the seat back. Icebox unit includes: icebox 2.6 cu. ft. capacity with polyester foam insulation, ice retention rack, and independent drain, water pump and 4 1/4 gallon capacity water tank with filler cap and drain, sink with drain and stopper, two utility tables, one to extend the work surface adjacent to the sink (also to cover the sink when not in use), one to provide a work surface outboard for work and cooking surface, utility drawer, what-not cabinet. Birch plywood wall and ceiling panels, insulation behind wall paneling. Curtains for all windows including windshield. Children's hammock with storage bag. Jump seat stool. Cargo net over rear deck. Two louvered jalousie-type windows with rotary operators. Snap-on screen for rear door. Safety latch for rear door. Vinyl cover for spare tire and wheel. Three-way overhead ceiling lamp. 110 volt electrical inlet and interior outlet with master switch and fuse. Wear resistant floor covering with felt backing for insulation. All seat upholstery and mattress are vinyl leatherette covered with snap-on panels. All table surfaces are mar proof, and all furniture components are surfaced with woodgrained scratch and mar resistant materials; corners of all cabinets are beaded in soft plastic, and all major components are removable by snap-locks and twist grip bolts.

Engine & Transmission: 4-cylinder, 4-stroke (flat four) air-cooled rear engine. Bore/stroke 3.36/2.72 in. Capacity: 96.66 cu. in. (1584 cc). Compression ratio: 7.7:1. Output: 57 hp. (SAE) at 4,400 rpm. Maximum torque:

81.7 ft.-lb. (SAE) at 3,000 rpm. Oil Cooler. Automatic choke. Automatic preheating of carburetor air intake. Exhaust emission control system and positive crankcase ventilation. Fully synchronized, floor-mounted, four-speed transmission.

Fuel consumption: 23 mpg. according to DIN 70030 (consumption plus 10% with half the payload at a steady 3/4 of top speed on level road). Maximum and cruising speed: 65 mph.

Chassis: Unitized body construction with platform chassis. Independent 4-wheel torsion bar suspension, with additional front torsion stabilizer bar. Telescopic double-acting hydraulic shock absorbers. Ball joints on front axle, double-jointed rear axle controlled by diagonal and trailing arms. Steering: 2.8 turns of wheel from lock to lock. Dual brake system with dashboard warning light. Lever-action hand brake. Low-profile tubeless tires, 7.00 x 14, mounted on 5-inch rims. Track: front/rear—54.5/56.1 in. Road clearance: 7.3 in. Fuel Tank Capacity: 16 gal.

Dimensions and Weights: Wheelbase: 94.5 in. Overall length: 14 ft. 6 in. Overall width: 69.5 in. Overall height: 77.0 in. Gross weight: 4795 lbs. Unladen weight: 2623 lbs. Load capacity: 2172 lbs.

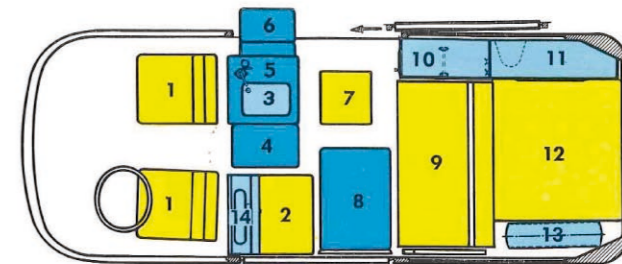
STANDARD EQUIPMENT

Spare wheel and tire	Split front seat and aisle
Bumpers, front and rear	Interior mirror
Directional signals (wrap-around in front)	Two-speed electric windshield wipers
Padded instrument panel	Coat hooks
Glovebox with door	Leatherette headliner in cab
Side marker reflectors	Ashtray
Four-way safety flashers	Non-repeat ignition lock
Dual padded sun visors	Back-up lights
Roll-down windows in cab	Seat belts for front seats
Dome lights, cab and passenger compartment (except with pop-up top option)	Adjustable driver's seat and backrest
Windshield washers	Sliding loading door on side

Fresh air heater/defroster and ventilating system

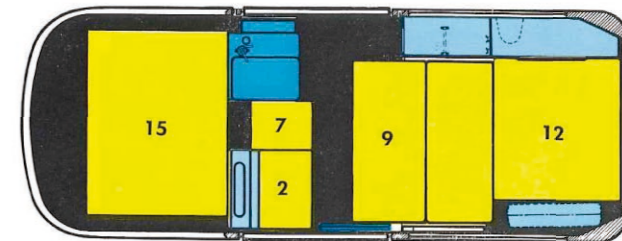
Twelve volt battery with early cut-in 360 watt generator

Outside rear-view mirror, left and right



BY DAY

(1) Split front seats. (2) Rear-facing bench seats with storage compartment underneath. (3) sink (4) sink cover open becomes work table (5) icebox cabinet (6) grocery shelf cover raised to become utility table (7) free-standing jump seat becomes a stool (8) dinette table (9) Front-facing bench seat with storage cabinet underneath (10) Clothes closet (11) Linen closet (12) Rear mattress (13) Spare tire cover (14) Storage cabinet behind rear-facing bench seat.



BY NIGHT

Hammock (15) in driver's compartment. Tables (4-6-8) folded away. Jump seat (7) extends rear-facing bench seat (2) into a bed. Front-facing bench seat (9) pulled out to make, with mattress, (12) double-bed.

EXTERIOR COLORS: PEARL WHITE or VELVET GREEN



And when you're not camping.

Your Campmobile becomes a commuter, a shopper, a car-pool taxi or whatever. A little over a foot longer than the beetle—the Campmobile is easy to maneuver in traffic—easy to park.

All components are easily removable. (The icebox cabinet,

for instance, comes out in 2 minutes.) But it's rarely necessary.

Even with all the equipment left in, you've still got twice as much room as the average station wagon, and at least twice as many ways to use it.