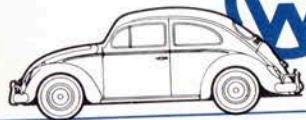


What happens when you drive a Volkswagen.



And why.





WILFRED ARCAJ

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MIAMI, FLORIDA 33133

PHONE 446-0812



You start in the coldest weather.

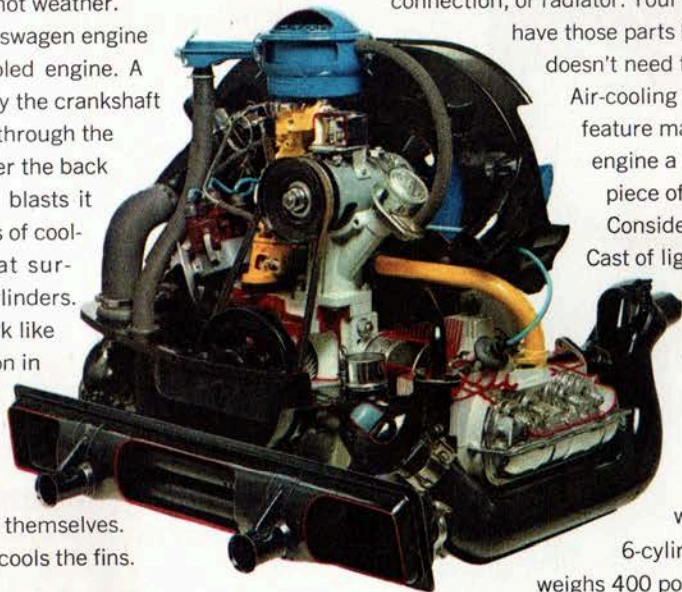
You'll never have to drape a blanket over the front hood to keep your Volkswagen engine warm in cold weather. For two reasons: (1) the engine is in the back, not the front of the car; and (2) the air-cooled engine doesn't require this kind of pampering.

At 20° below zero after your VW has been standing out all night, you can turn on the starter switch and your engine will come to life immediately. It can never freeze up. (Nor, for that matter, can it ever boil over in hot weather.) Not because we've added some mysterious ingredient but, rather, because we've left out one of the most basic.
Water.

You start in the coldest weather because there's no water

Since water freezes and boils and air does not, it follows that an engine cooled by air can never freeze up in cold weather nor boil over in hot weather.

Your Volkswagen engine is an air-cooled engine. A fan driven by the crankshaft sucks in air through the louvers under the back window and blasts it over a series of cooling fins that surround the cylinders. The fins work like a silver spoon in a cup of hot coffee: they draw off the heat; become hot themselves. And the air cools the fins.



So you don't have to put water in your VW engine. You don't have to lay out money for repairing a water pump, hose and hose connection, or radiator. Your VW doesn't have those parts because it doesn't need them.

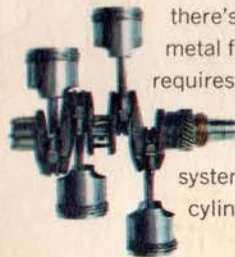
Air-cooling is only one feature making this engine a remarkable piece of machinery. Consider its size. Cast of lightweight aluminum and magnesium alloys, it only weighs 252 pounds. (A conventional iron-block, water-cooled, 6-cylinder engine weighs 400 pounds.)

Deadweight is at a minimum. Your VW engine transmits its power almost directly to the rear wheels because it's mounted next to them, in back. So there's no need for a long, heavy drive shaft. And your engine doesn't have to work turning one.

in your air-cooled engine to freeze.

Not only is the engine lightweight but it's compact, too. The four cylinders are horizontally opposed in two pairs. They lie flat near the bottom of the engine, giving it a low center of gravity.

The piston inside each cylinder has a short stroke and slow speed. As a result, there's less metal-against-metal friction. (Your engine requires only five pints—not quarts—of oil in the lubrication system.) Pistons and cylinders last longer.



An oil cooler—usually found only in expensive sports cars—is part of this system. It controls the oil's temperature so that it will always flow smoothly around every moving part.

Every VW engine is put together by hand. Meticulous inspection during the assembly assures you that tolerances are exact. That friction will be at a minimum. Before it can leave the factory, every engine is given a final instrument check. At all speeds.

That's why you can run your new Volkswagen at top speed the first time you drive it.

We've already broken it in for you at the factory.





You shift easily into every gear.

Because your Volkswagen doesn't shift for itself, you have a personal control over your car that you share almost exclusively with sports car owners.

You drive your VW; it doesn't drive you.

A slight pressure on the four-speed stick shift changes gears, permits you to get the most work from your engine in every situation without straining it. Or wasting gasoline.

Example: fourth gear is for high-speed driving. You can cruise at highway speeds all day in fourth while your engine loafs along.

You can even shift from second down to first without stopping or clashing gears.

But you can't shift into reverse by mistake. Which shows that when it comes to going backward, we're one step behind you.

You shift easily into every gear because all four forward gears are synchronized.

This picture shows your Volkswagen's four forward gears. (Left to right: fourth, third, second and first.) The drive shaft and driving gears are on top. The pinion shaft and driven gears are at the bottom.

Look closely at the photo and you'll see two reasons why your transmission operates so quietly. (1) The gear teeth are spiral cut. Rather than meet one another head on, they spiral together. Silently. Fluidly. (2) The gear teeth on all four forward gears are in *constant mesh*.



Of course, only one driving and one driven gear are actually locked to the shafts at a time. The three other sets of gears spin freely. Shifting is smooth and quiet because synchronizing devices make the shaft and one of the freely spinning gears turn at the same speed before it is engaged. And locked to the shaft.

Synchronization equalizes the rpm of the shaft with the rpm of the gear you're shifting into. Result: a smooth, quiet shift without the screech or the clash of shaft against gear.

(Synchronization is the difference between a faulty and a perfect baton pass in a relay race. If one runner is moving too fast or too slow, the pass is jerky and uneven. But with both runners moving at the same speed, the baton changes hands smoothly and evenly.)

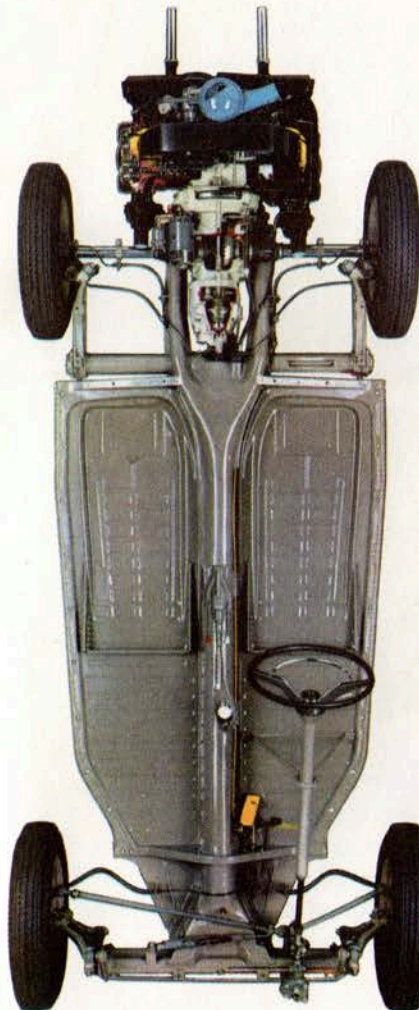
All four forward gears on your VW are

synchronized so you can even shift down to first gear without stopping the car.

But you can't shift into reverse without thinking because you have to depress the stick slide into the reverse position. (That's a comforting thought when you're starting your car on a very steep hill.) The engine and transmission form a compact unit at the rear of your VW. One measure of the flexibility of this engine-transmission combination is the range of gear ratios available in the four forward gears.

(The gear ratio is a statement of the number of times the engine crankshaft must turn in order to turn a driven gear through one complete revolution.)

First gear—the low-speed, power gear—has a ratio of 3.80 to 1. This means that the crankshaft must turn almost four revolutions in order to turn the first driven gear one complete revolution. In first gear, your engine is working harder to start you moving. To boost you up steep



hills. To push you through sand and mud.

Fourth gear—the high-speed gear—is at the other extreme. It has a ratio of

0.89 to 1. The crankshaft turns less than one revolution in order to turn the fourth driven gear one complete revolution. In fourth, your engine is loafing but still it zips you along the road at highway speeds. And saves on gas.

Another name for this economical fourth gear is overdrive. Both overdrive and a 4-speed gearbox are optional extras on conventional cars. But they're standard equipment on every Volkswagen we make.

Your four-speed stick shift sits on the floor under your right hand in a position so natural that it's easier to change gears than it is to change stations on a car radio.

The rods and cables for the gearshift, clutch, accelerator, hand brake and the fuel line all run inside a steel tunnel in the middle of the chassis.

They're sealed in. Completely protected.

As a matter of fact, there aren't any wires or cables exposed under a VW. The underside of the chassis is a flat, smooth, one-piece steel plate. It completely encloses the bottom of the body. Makes an airtight, watertight seal.

For this reason you can slosh through deep puddles while other cars hang back on dry land. And you'll know that if you ever find water on the floor, somebody left a window open.





**You ride smoothly
where the going is rough.**

Chuck holes. Pot holes. Trenches.
Manhole covers.

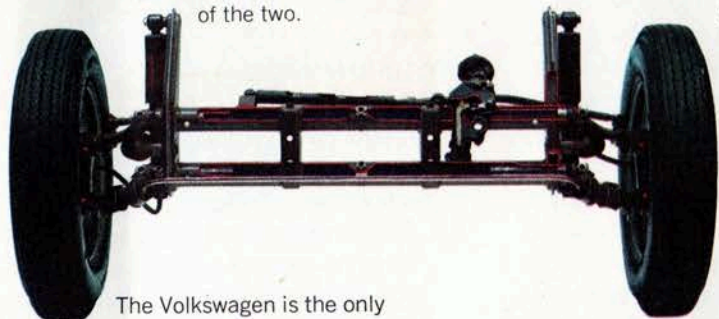
Almost every street has its ups and
downs but they won't rattle you because of
what's between you and the road: your
Volkswagen's unique suspension system.

It takes big bumps and turns them into
little ones. So you can drive over a street
that's been torn up by the water company,
probed by the gas company and forgotten
by the highway department without getting
mad at anybody.

Unless it happens to be the street
in front of your house.

You ride smoothly where the going is rough because each wheel is independently suspended by a torsion bar.

The suspension system on most cars is coil springs, leaf springs or a combination of the two.



The Volkswagen is the only sedan that has independent torsion bar suspension on all four wheels.

The picture above shows the torsion bars that suspend the front end of your Volkswagen and spring the front two wheels. They are two laminated sandwiches of ten tempered-steel leaves each. (Not shown: the two round, solid-steel torsion bars that spring the back wheels.)

This is what happens when a wheel hits a bump: the shock is passed from the wheel to the torsion bar; it reacts by twisting on itself; it becomes wound up. As it unwinds and returns to its original shape (a matter of fractions of a second), the



torsion bar releases its springing power to the wheel. Holds the wheel in touch with the road.

Result: you ride smoothly and maintain firm control of your car.

To demonstrate the torsion bar principle, take a three-foot steel ruler. Hold one end in

each hand and twist. Now let one end go. The ruler whips back to its original shape. Twist harder and the ruler whips back stronger.

Torsion bars work the same way. Extra hard jolts make them flex more so they unleash greater springing power to the wheels.

The torsion bars are housed inside steel tubes and never require maintenance.

All four wheels hang behind the torsion bars that suspend them. (The members that connect wheels to torsion bars are called "trailing arms.")

Since each wheel is sprung with its own torsion bar independent of its paired wheel, a jolt to one won't shake up the other. So the right wheels don't know what the left wheels are doing. And vice versa.

The steering is separated from the suspension by a hydraulic damper. It soaks up road shock before it can reach the steering column. The steering wheel in your hands can't be jarred loose to throw you off course.

A suspension system has two jobs to do. (1) Holding the wheels down in touch with the road, and (2) holding the car up. How well it performs both functions determines how smoothly you'll ride.

While most cars are built with heavy, unsprung parts (rigid rear axle, drive shaft, differential, tires, wheels and brakes), your VW's torsion bar suspension supports everything but the tires, wheels and brakes. You don't have all those heavy unsprung parts to slam up and down when you hit a bump.

Your Volkswagen glides over uneven roads without jouncing or bouncing the people inside. You and your passengers sit in the cradle between the axles, the smoothest-riding part of any car.

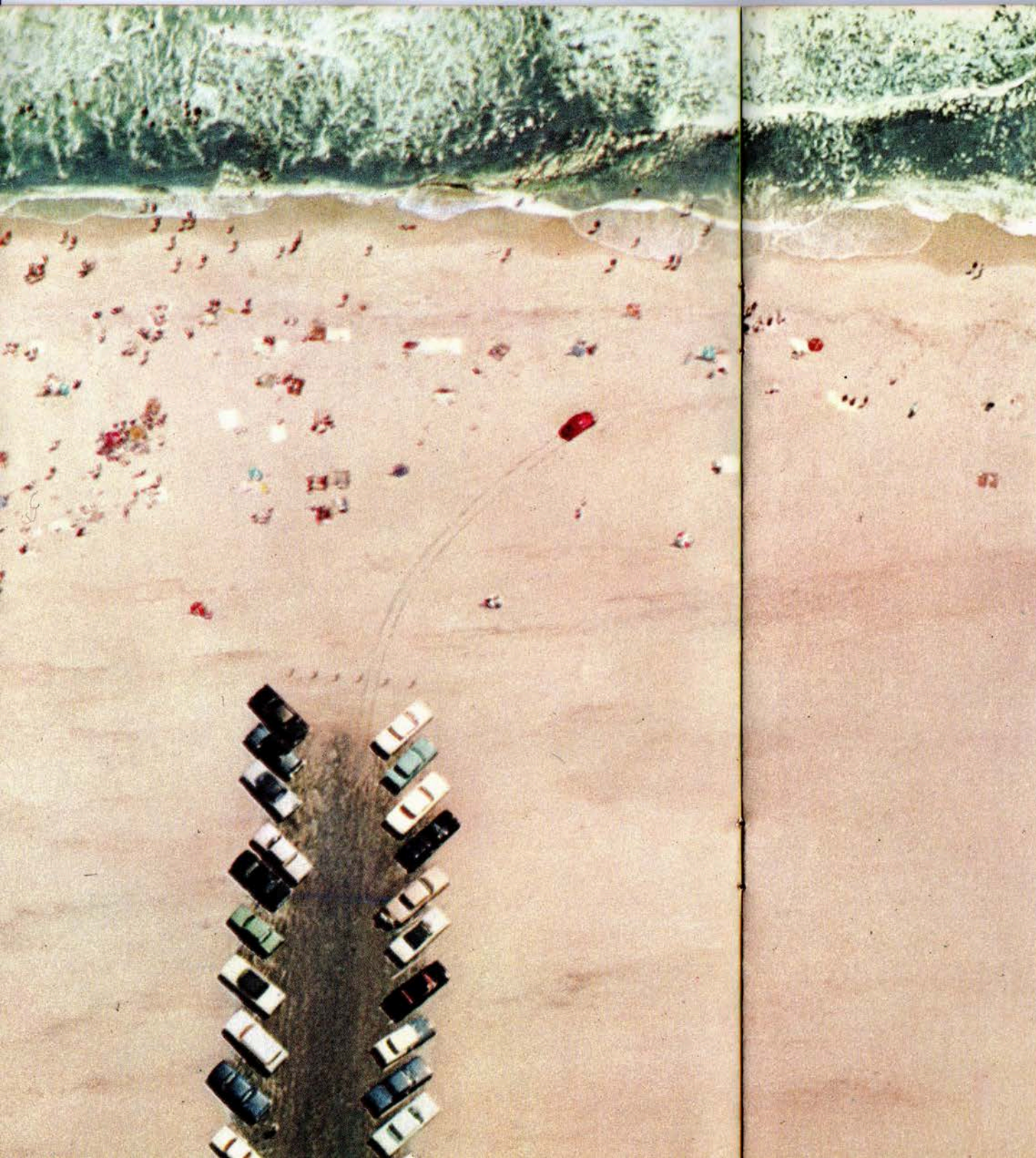


We built a track of broken pavement, concrete washboards and other man-made teeth-rattlers just to test our suspension.

But you can do it quicker and easier.

Just drive on the back roads some Sunday afternoon and scour the countryside for antiques.

What'll shake you up won't be the roads but the prices.



You go where most cars can't.

Just because you run out of pavement, there's no reason to stop your Volkswagen if you don't want to.

You can keep right on going through sand or mud, over terrain that would discourage the drivers of most other cars. (You go when the pavement is buried under snow or ice, too.)

Some interesting applications:

Tell someone you're going to drive to the shore . . . and really do it.

After a snowstorm, be out and on your way before the plow comes around to bury the other parked cars.

Are you thinking your Volkswagen has something in common with a tractor?

It does. Extra traction.

You go where most cars can't because the engine-in-back gives you superior traction.

Your Volkswagen is driven by its back wheels. These are the wheels that take their power from the engine and turn to drive your car.

It happens that the drive wheels take hold better, get firmer traction if there's some extra weight pressing down upon them.

(A railroad locomotive is built heavy for this very reason. Its great weight presses down on the steel drive wheels and gives them a firm grip on the smooth rails. That's why a locomotive can pull a 50-car freight train without slipping on the tracks.)

Some people who own conventional cars put cinder block or sand-bag weights in the back trunk over the

drive wheels to get this extra traction. Not us.

We don't believe a car should have to carry all that deadweight around.

So we put our 252-pound Volkswagen engine in the trunk instead. It isn't dead-weight but it's always there, pressing down on your drive wheels to keep you going while other cars are spinning their wheels.

Apart from extra traction, the engine-in-back has several other advantages:

(1) It puts the engine heat behind you. So you drive away from it and ride cooler inside.

(2) It makes a long, heavy drive shaft unnecessary because the engine sits right next to the drive wheels.

Your VW doesn't have to cart around this extra weight.

(3) It makes it possible

for us to streamline the front hood so the driver can see the road almost directly in front of the car. While the extra traction keeps you going where most drivers can't, it's your one-piece steel chassis that keeps your mind at ease driving over rough terrain.

This smooth steel plate protects the underside of your VW against rocks and other jagged objects higher than your six-inch ground clearance. And it's twist-proof so you don't have to worry about wrenching it out of shape and putting your car out of line.

Your Volkswagen will take you up a mountain grade as steep as 46.0%.

And the four-wheel hydraulic brakes will help you to get back down again.

The braking system responds immediately and evenly to a slight pressure on the brake pedal. So you stop in a short, straight line.

The newest Volkswagens have two hydraulic brake systems—one for the front wheels, one for the rear wheels. In the event that one system failed, the other would operate to stop your car.

Volkswagens are going where most cars can't in all parts of the world.

In the mountains of Switzerland.

In the Scandinavian snow. Over the Australian desert.

There's even a Volkswagen in Antarctica. But we don't know if other cars can go in Antarctica or not.

The VW is the only car on the continent.





**You get more room inside
than outsiders suspect.**

These are some of the things you can take on a picnic in your Volkswagen:

One fitted picnic basket with service for six. One 21" x 10½" x 15½" ice chest. (Capacity: 30 12-ounce bottles.) One 18"-diameter outdoor grill. One 10-pound bag of charcoal. As much starter fluid and newspapers as your fire-making skills require. Four adults. Or two adults and three children of assorted sizes.

Your gear fits in the trunk under the front hood and in the luggage compartment behind the backseat.

Front seat passengers have more legroom and more headroom than you find in most big cars. The kids can tumble and scrap on the full-length backseat because we built in plenty of room for argument.

You get more room inside than outsiders suspect because there isn't an inch of wasted space.

One of the most surprising things about your Volkswagen is that you get so much room inside a car four-and-a-half or five feet shorter than a conventional sedan.

When it comes to the utilization of available space, the VW may go down in history with the Murphy bed.

To illustrate, let's start at the front of the car and work backward.

The spare tire is tucked on-end in front of the forward luggage compartment. You can't see it in this cutaway picture but it's there, the first object that comes to hand when you open the hood.

So if you should get a flat, there's no need to unpack your luggage to get at the spare. And no need to repack your luggage after you've changed tires.

The front compartment is large enough (5.0 cubic feet) to take on a 2-suiter and a couple of tote bags.

Because we plunked the engine in back to give you better traction, you get more

legroom in front. Front seat passengers can stretch their legs 42.1 inches. That's as much legroom as you'd get in some limousines.

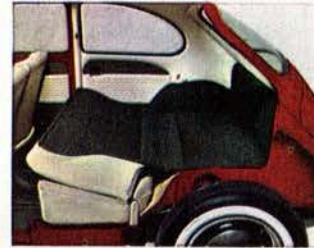
There's as much headroom, too. 37.8 inches from seat to roof.

(Speaking of seats, your bucket seats are adjustable. They move back and forth independently. Backrests tilt in three different positions and lock in place. In case of sudden stop, this locking feature is valuable: it keeps luggage or backseat passengers off your back.)

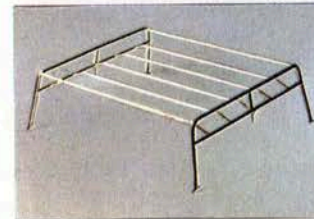
The luggage well under the rear window will swallow up a 2-suiter plus a companion piece of luggage.

However, we figure that some VW owners may need even more luggage space so we made

the rear seat backrest collapsible. Just fold it down on the seat cushion, strap it tight, and you've got a spacious cubicle



17.7 cubic feet in size.



(If you need more room than *that*, you can always ask your authorized

VW dealer for a luggage rack. It'll hold five or six good-sized pieces of luggage on the roof.)

The engineers who designed your VW did more than pack a lot of space into a little car. They fitted it with conveniences that make driving and riding in a Volkswagen a positive pleasure. Things like: adjustable warm air outlets front and rear, automatic choke, pneumatic windshield washer, 2-speed windshield wipers, safety belts; sun visors that pivot sideways, coat hooks, ashtrays, assist straps, front passenger grab handle, door pocket, driver armrest, courtesy light, back-up lights, even door-stops that hold doors open in a brisk wind.

If you want quick proof of the thought that went into the design of your VW interior, look no further than the instrument panel.

You'll find speedometer, odometer (mileage meter) and gas gauge clustered in front of the wheel where the driver can read them at a glance. The oil pressure, generator and cooling systems will tell you if something's wrong: colored warning lights flash on your speedometer dial at the first sign of trouble.

You won't feel like a jet pilot behind your VW's simple instruments. But that's the whole point: who can read a jet's instruments?





You pass by more gas stations.

Gas station attendants would be lonely people if everyone owned a Volkswagen.

You won't often stop for gas because average VW gas mileage is 27 miles on a gallon of regular.

You'll probably never stop for oil between changes because your engine doesn't burn it.

You can't stop for water or antifreeze because there's no radiator to put it in.

But you could stop and ask the man to check the air in your tires.

And if this makes him mad, tell him you'll take your business elsewhere.

You pass by more gas stations because average VW gas mileage is 27 mpg.

How far your Volkswagen will take you on a gallon of gas depends on how fast you drive and whether you do most of your driving non-stop on highways or stop-and-go in city traffic.

Put a VW in the hands of a professional driver on an economy run and he may coax as many as 62 miles from one gallon.

Give the same car to a hotshot taxi driver working the center of a large city and he may be lucky to average 21.

On the average, we find that with the latest models, about 27 miles on a gallon of regular gas is average for most Volkswagen owners.

The reasons why your VW engine is so Scotch about gasoline are these:

(1) There's less dead weight to push around. The engine's made of lightweight alloys. There's no heavy drive shaft. No radiator.

(2) Because the engine is in back, we were able to taper and streamline the front hood and fenders. Result: reduced wind resistance, increased gas mileage.

(3) The VW engine has four cylinders. Most cars have eight. You have only half as many cylinders to feed.

When you buy oil for your VW's engine, you buy it by the pint. And five pints fill it. You'll probably never need oil between regular changes because the engine parts



are machined to such precise tolerances. We reduced the friction that burns oil and makes the addition of extra oil necessary.

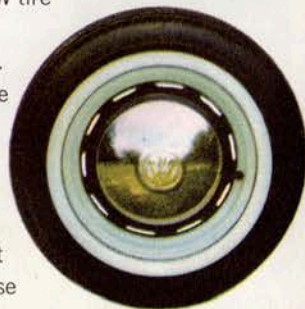


Of course you'll never buy antifreeze because your engine is air-cooled. No antifreeze, no bills for winter changeovers. No bills for summer changeovers either.

Not only do you pass by more gas stations but you don't visit the tire dealer as often.

Average VW tire

life is about 40,000 miles. Almost double what you'd expect to get on a conventional car. Your tires last longer because your VW is putting



less weight on them. And because they're big: 5.60 X 15. Big tires cover a mile of road in fewer revolutions than smaller tires. It means less wear.

Those are some of the obvious savings that go with VW ownership.

Here are some not so obvious.

You'll pay a smaller registration fee in those states that base their fee on the gross weight of the vehicle. (Your VW weighs less than a conventional car.)

Insurance. One company found that Volkswagen owners make fewer claims for less money. So now they're in business expressly to insure Volkswagen owners, at the lowest premium rates going. Ask your authorized VW dealer for details.



You won't have to garage your VW because it has an all-weather finish. The paint job is four coats deep and it protects every inch of body metal against rust and corrosion.

Our paint inspector will turn back any car

that has a scratched or imperfect paint job. Only perfectly finished VWs can leave our factory because we figure they may never have a roof over their heads again.





You get faster service than most car owners.

When the mechanic at your authorized Volkswagen dealer starts to work on your car, he works fast.

He knows your car inside out because VWs are the only cars he ever services.

He has the tools to do the job quickly because we made them special to fit Volkswagen parts. And only VW parts.

He has every replacement part you might need on hand or on tap. Enough to build a new VW from the tires up.

Result: he can remove, adjust and install a fuel pump in 30 minutes; replace a whole engine in 90 minutes.

If you think our concern over repair time is a bit much, you forget one thing: every minute that a mechanic spends working on your car costs money.

Your money.

You get faster service than most car owners because VW

The resemblance between the new Volkswagen and the first VW we sold in the U.S.A. is startling.

Of course we've made improvements in our beetle since 1949: 2165 of them. But we've never changed our car to make it look different. Only to make it work better.

That's why VW mechanics don't have to start from scratch each year relearning the car. On the contrary. Improvements have been gradual and as the VW has evolved, our mechanics have kept pace with it.

Result: VW mechanics know your car better than mechanics whose cars change radically every other year. No wonder you get fast service at any one of the more than 950 authorized VW dealers in the 50 States. (And in all the Canadian provinces, Mexico and 133 other foreign countries, too.)

Service is fast, precise and efficient everywhere because we insist that each VW dealer meet certain standards before he can hang out his blue-and-white VW shingle.

For example: his tools must all be VW factory-approved. They're tools machined to fit VW parts exactly. Everything from wrenches to the lift that whisks your car up in the air is made especially for your Volkswagen. (We even ask that hand tools be stored in a special tool chest. So they won't be damaged and will be readily accessible to your mechanic.)

We insist that before a VW dealer can open his doors, he build an inventory of parts. How many? As many as needed. It's a figure based on VW registrations in the area, expected sales, etc. But it's a small figure as



mechanics have worked on one basic car for 19 years.

parts supplies go. We can keep it low because when we make an improvement in the Volkswagen, we try to make the new part fit older model VWs as well. That's why a 1967 front hood will fit a 1962 model, too. And why it's no strain for your VW dealer to have the parts on hand or on tap to fit any VW ever made.

Fourteen parts depots (the red dots on the map) are strategically located around the country. (There's even one in Hawaii.) With the help of data processing equipment, they can predict their dealers' requirements and stockpile the proper variety and depth of parts in advance.

When should you bring in your car for service? Whenever your VW Service Booklet



tells you to. You get it when you take delivery of the car. Inside you'll find coupons printed with the mileage at which each regular preventive maintenance service is due. (We start you off with a free maintenance at 300 miles.)

If the authorized VW dealer in your area has just opened for business, you may wonder where he gets his VW-trained mechanics.

There's a simple answer. Every VW mechanic in every dealership goes to school to study Volkswagen. (Regardless of how much experience they've had on other cars.) They have to learn our factory-approved service methods by heart. And our schools are stiff. They don't graduate everyone. Only those experienced mechanics who can pass a rigid final exam.

So even though your local VW dealer may be new, he's got old hands.





You arrive at the conclusion there's no car like a Volkswagen.

When your VW is four or five years old and you still have a hard time finding it among the latest-model Volkswagens in the parking lot;

After you've driven 50- or 100,000 miles averaging about 27 miles to a gallon;

After your VW has carried you through heat and cold without once boiling over or freezing up;

After that, you may decide there's no car on the road like your car.

This is a slight exaggeration.

Since 1949, we've sold more than 11 million Volkswagens throughout the world to people like yourself who want an honest, economical, functional means of transportation.

So your car isn't unique.

But the idea behind it is.

You arrive at the conclusion there's no car like a Volkswagen: all three of them.

Only a keen-eyed observer will recognize that the Volkswagen you drive home is in fact the latest model VW.

(The stubborn refusal of old Volkswagens to look their age accounts for their remarkable resale value. Check the used car listings. You'll see that a '62 VW sells for about the same price as five-year-old used cars that originally carried price tags twice as high.)

So how can you be sure that the VW you buy is a genuine '67?

Here are some clues.

Outside we installed more effective sealed beam headlights. And slightly changed the fender profile to house them.

In back we added two new back-up lights and shortened the length of the hood over the engine. It increases the clearance between hood and bumper when you're raising the hood.

Of course, you won't find the most significant improvements outside. They're inside:

—in the engine compartment. We put in a new, stronger 1493 cc. engine. It'll give you 53 horsepower and a top speed of 78 mph.

—over the rear wheels. We added an auxiliary spring that acts like an extra torsion bar. It softens the ride.

—on the dashboard. We flattened the knobs on the dash, eliminated the handle on the ashtray, and added 2-speed windshield wipers.

—on the doors. We recessed the door handles, changed the locking device to a push-button system, and gave the driver an armrest.

—in the brakes. We changed to dual

hydraulic braking systems. One for the front wheels, the other to brake the rear wheels. So in case of emergency, you'll have at least one system operating to stop the car.

The smallest change in the '67 VW?

The chrome strips are narrower on the front hood and around the sides. So when you buy a new VW, you get less chrome for your money. What other manufacturer can make that statement?

Whether you buy the VW Sedan, the Sunroof Sedan or the Convertible depends on how much fresh air and sunshine you want.

If you fancy the Sunroof Sedan, you're getting a car exactly like the Sedan



except for the hole in the roof.

The sunroof is operated

by a crank over the rear view mirror. Turn it and the steel plate retracts into the roof to open 390 square inches of daylight (or moonlight) overhead. Closed, the sunroof fits flush with the top of the roof. Inside, it's padded

and finished off to match the headliner.

Our convertible is for people who never want any roof over their heads. Except when it's cold or raining.

That's when the VW Convertible top makes a lot of sense. It overlaps the



windshield frame to make a watertight, weathertight seal. Rain, cold, wind stay out. The top is

made of easy-to-clean vinyl outside and leatherette inside. Between the leatherette and the vinyl are the struts and crossbars (you never see them) and a 1-inch thickness of combination rubber and horse-hair padding sandwiched between two pieces of cloth. This padding insulates your car against cold, heat and noise. So the interior temperature's always

comfortable. And anybody can hear what everybody else is saying.

Unlike many convertibles, the VW has a rear window made of glass. Not plastic. So it can't ever yellow over or cloud up.

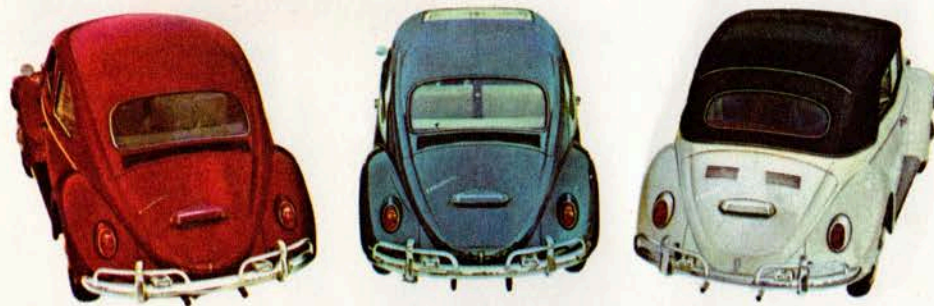
The VW Convertible has all the features of the VW Sedan except for the collapsible back seat.

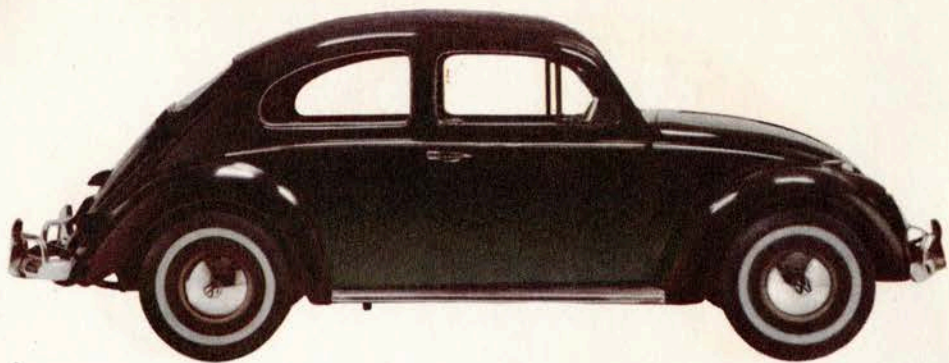
It's entirely possible that when you go to look at the new Volkswagens, they'll carry improvements we haven't mentioned in this catalog.

There's an explanation for that. We don't believe there's a season for improving the Volkswagen. So we refuse to save up improvements for next year's model. If they're ready, we'll put them on. Here and now.

That's what happens when you never stop trying to improve your car.

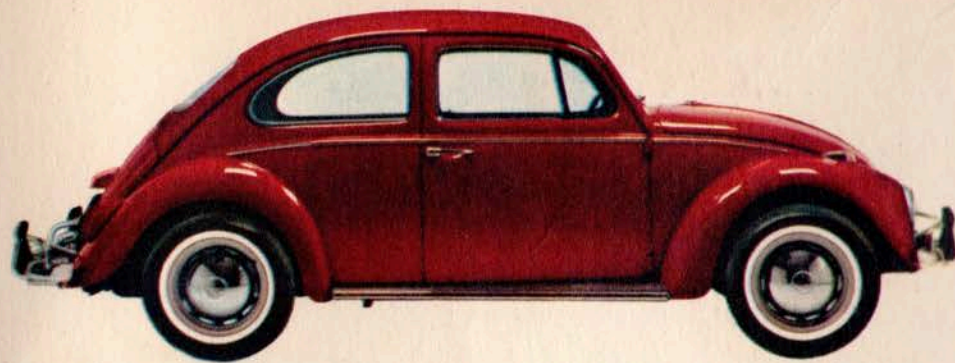
And why not?





This is a 1962 Volkswagen Sedan.

It's an air-cooled, engine-in-back, independent-torsion-bar-suspended, economy car.



This is a 1967 Volkswagen Sedan.

It's an air-cooled, engine-in-back, independent-torsion-bar-suspended, economy car. However, it has many features you won't find in the 1962 model. And some that you won't find in a '63, '64, '65 or '66 either.

For example:

New in 1963: a plastic headliner, fresh air heating, adjustable rear heater vents.

New in 1964: new automatic choke, larger front turn signals, sliding steel panel for Sunroof Sedan.

New in 1965: larger windows all around, maintenance-free sealed steering system, a rear seat backrest that folds down to form an extended luggage compartment.

New in 1966: a third defroster outlet for the windshield, headlight dip switch on the turn signal lever, 6000 miles between maintenance services.

New in 1967: a stronger, 53-horsepower, 1493-cc. engine, dual brake system, more effective sealed beam headlights, 2-speed windshield wipers, pushbutton door locks, auxiliary rear axle spring for softer ride, driver armrest, recessed door and ashtray handles, flattened dashboard switches, two back-up lights, left hand outside mirror.

If you own a Volkswagen and any one of these features is missing, then you don't own a 1967 Volkswagen.

But it can be arranged.

Specifications

Engine: Type: 4-cylinder, 4-stroke rear engine. Cylinder arrangement: 2 pairs horizontally opposed. Valves: Overhead type. Bore: 3.27 inches. Stroke: 2.72 inches. Displacement: 91.10 cubic inches (1493 cubic centimeters). Compression ratio: 7.5:1. Maximum S.A.E. brake horsepower: 53 at 4200 rpm. Piston speed: 1811 ft./min. at 4000 rpm. Engine weight: 252 lbs. Lubrication: Pressure lubrication (gear-type pump) with oil cooler. Oil capacity: 5.3 U.S. pints. Fuel pump: Diaphragm type, mechanically operated. Carburetor: Solex downdraft carburetor with automatic choke. Air cleaner: Oil bath type with automatic pre-heating of intake air. Cooling system: Air cooling by fan, thermostatically controlled. Crankcase ventilating system: Gases are completely burned by recirculating them through air cleaner into engine. Battery: 12 volts, 36 amp. hrs. Generator: 360 watts with voltage control. Muffler: Dual exhaust.

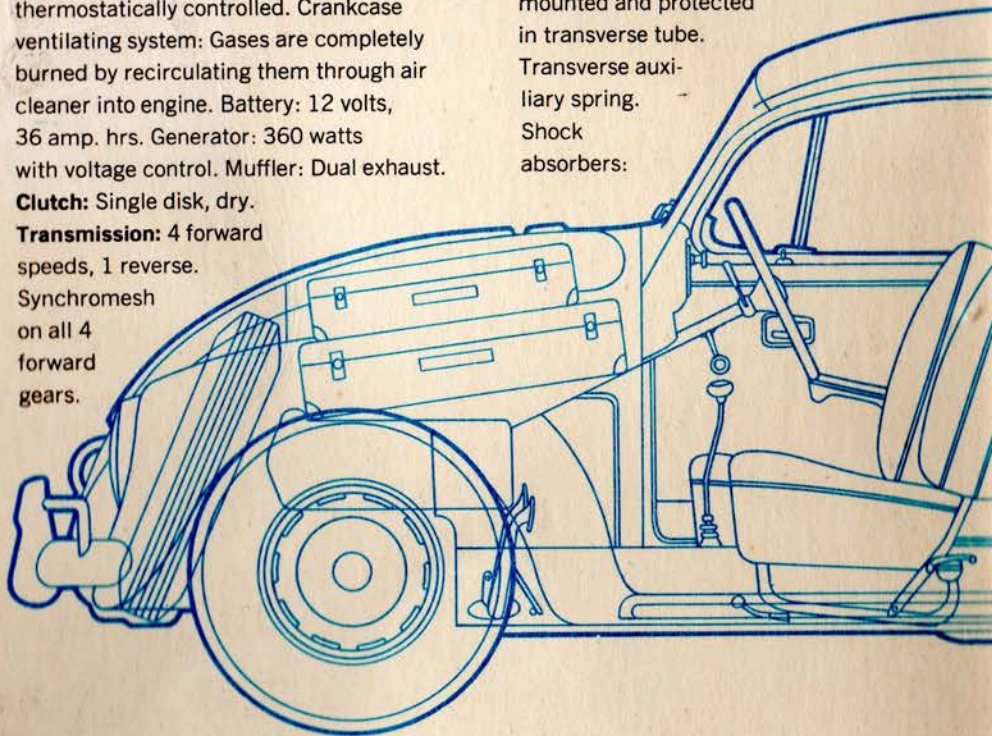
Clutch: Single disk, dry.
Transmission: 4 forward speeds, 1 reverse. Synchromesh on all 4 forward gears.

Gear ratios: 1st 3.80:1, 2nd 2.06:1, 3rd 1.26:1, 4th 0.89:1, reverse 3.88:1.

Final Drive: Power transmitted through spiral bevel gear, two-pinion bevel differential gear and swing axle shafts to rear wheels. Gear ratio: 4.125:1. Oil capacity of transmission and final drive: 6.3 U.S. pints. Refill quantity: 5.3 U.S. pints.

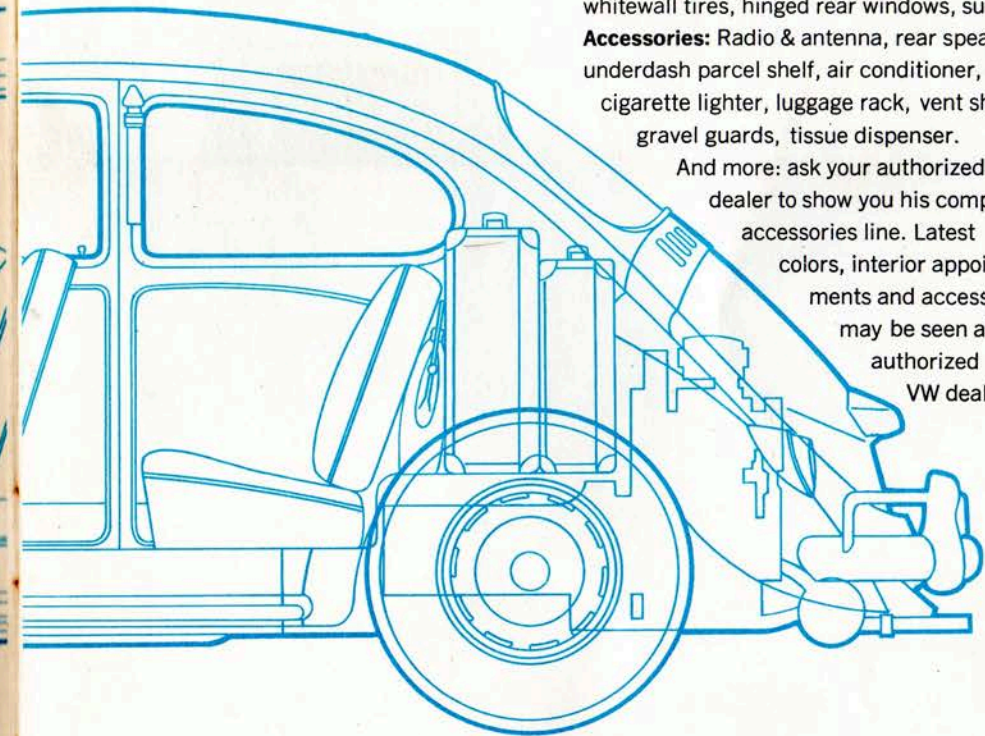
Chassis: Frame: Tubular center section forked at the rear and welded-on platform. Front axle: Independent suspension of both wheels through upper and lower trailing arms; 2 transverse torsion bars protected in tubes; anti-sway bar. Rear axle: Independent suspension of wheels through swing axle shafts with trailing arms, one torsion bar on each side, mounted and protected in transverse tube.

Transverse auxiliary spring.
 Shock absorbers:



Front and rear: double-acting hydraulic telescopic type. Steering: Worm and roller-steering and divided tie rod; hydraulic steering damper; 2.6 turns of steering wheel from lock to lock.

Turning circle: Approx. 36 ft. Tires: 5.60-15, tubeless. Wheels: Disk type with drop-center rim 4J x 15. Brakes: Dual hydraulic foot-brake system operating on front and rear paired wheels; mechanical hand-brake operating on rear wheels. Wheelbase: 94.5 inches. Track: Front 51.4 inches. Rear 53.4 inches. Fuel tank capacity: 10.6 U.S. gals. Overall dimensions: Length: 160.2 inches, width: 60.6 inches, height: 59.1 inches.



Weights (pounds):	Sedan	Convertible
Unladen weight:	1764	1852
Maximum load:	838	794
Gross weight:	2602	2646

Performance: Fuel consumption: 27 miles per U.S. gallon (at half payload at a steady $\frac{3}{4}$ of top speed on level roads). Maximum and cruising speed: 78 miles per hour.

Climbing Ability:	Sedan	Convertible
First gear	46.0%	45.0%
Second gear	24.0%	23.0%
Third gear	13.0%	13.0%
Fourth gear	8.0%	8.0%

Optional Equipment: Leatherette interior, whitewall tires, hinged rear windows, sunroof.
Accessories: Radio & antenna, rear speaker, underdash parcel shelf, air conditioner, cigarette lighter, luggage rack, vent shades, gravel guards, tissue dispenser.

And more: ask your authorized VW dealer to show you his complete accessories line. Latest colors, interior appointments and accessories may be seen at your authorized VW dealer.

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