



The Volkswagen family of trucks.

Come on inside and meet them. You might want to
take one into your business.

**But before you meet
each member, you
should know what
runs in our family.**

They're pinchpennies.

The whole lot of them. They use only the low-priced gas (regular) and then squeeze the last mile per gallon out of it (about 23 mpg, a little more or a little less, depending upon what type of driving you do). Incidentally, they'll go even further on a tank of gas this year. We increased the tank capacity by about 50%, up to 16 gallons.



They rarely use oil between changes. (A change takes only 5 pints—that's pints, not quarts.) And other than oil change (every 3,000 miles), lube and regular preventive maintenance check-ups are due only every 6,000 miles.

Their tires are stronger this year. We increased the ply rating of our 700 x 14 low profile tires from 6 to 8.

They never use anti-freeze. Since the Volkswagen engine is air-cooled, there's nothing to freeze. Or boil over. Or coolant to run out of. So quite apart from saving you money, our air-cooled engine means you won't wind up pulled over to the side of a road, steaming on a hot day. Or stuck with a cracked radiator in the middle of winter.



Yes, tightwads run in our family. But we figure you don't mind. As long as it's your money they're being tight with.

They're getting soft.

This year, for instance, we completely redesigned the cab. (It's the first time anything that drastic has happened since 1949, when the first Volkswagen Truck was made.)

The dashboard is all new. We recessed the dials to make them easier to read. Replaced our open under-dash parcel shelf with a huge glove compartment (with a door). Then padded the entire panel and covered it with black vinyl.

We tilted the steering wheel toward the driver, moved the gear shift lever closer and added a pistol-grip to the parking brake. We made the driver's seat slide back and forth to 9 positions—and added a rotary knob that adjusts the seatback to an infinite number of angles within a 14° arc.

And to keep driver and passengers cool, we designed a completely new fresh air ventilating system with control levers and round, louvered vents, and demister outlets below the windshield. And just in case that still wouldn't be enough, we added one more (new for us) innovation: roll-down windows in the doors.

It's even easier to see out of a VW Truck. We removed the centerpost and made the windshield bigger. 27% bigger. Then we lengthened the wipers and improved the pneumatic washer system, adding a pushbutton in the center of the 2-speed wiper knob (as in our sedan).

We widened the front doors and built a rubber-matted step onto both sides of our new wrap-around bumper. So if you're ready to step into something new in a Volkswagen Truck, you'll find we made even that easier.



driver's seat slide back and forth to 9 positions—and added a rotary knob that adjusts the seatback to an infinite number of angles within a 14° arc.

And to keep driver and passengers cool, we designed a completely new fresh air ventilating system with control levers and round, louvered vents, and demister outlets below the windshield. And just in case that still wouldn't be enough, we added one more (new for us) innovation: roll-down windows in the doors.

It's even easier to see out of a VW Truck. We removed the centerpost and made the windshield bigger. 27% bigger. Then we lengthened the wipers and improved the pneumatic washer system, adding a pushbutton in the center of the 2-speed wiper knob (as in our sedan).

We widened the front doors and built a rubber-matted step onto both sides of our new wrap-around bumper. So if you're ready to step into something new in a Volkswagen Truck, you'll find we made even that easier.

They drive in nearly-undrivable places.



Volkswagen's familiarity came from being seen so often on America's roads. But the reputation of our trucks came from being seen where there weren't any roads. Carrying conservation crews through the forest. Slogging through muddy or rutty construction sites. Farming side by side with tractors — and holding their own.

Their high ground clearance lets them straddle most of the rocks or ruts that make many places undrivable. Four individual torsion bars let each wheel take its bumps individually — without affecting the others.

And our rear engine puts its weight over the driving wheels for better traction.

This year's engine is stronger. A little more horsepower and a lot more torque. (Not to make the truck go faster. But just so it doesn't have to work so hard.) And we redesigned the entire rear-end suspension system to make the rear wheels (the driving wheels) hug the road better.

Of course, if your driving is mostly in-city, you don't have many undrivable places to worry about. In which case you should consider that Volkswagen Trucks are shorter even than most compact sedans. So they also park in nearly-unparkable places.





**The VW Panel Delivery.
It's all business.**



The most efficient way to carry most things is in a box. So you'd think there wouldn't be much we could do to improve our box-on-wheels, right?

Wrong. We made it bigger. This year's VW Panel Delivery (with a 176.6 cubic foot capacity and 2370 lb. payload) can carry 6.6 cu. ft. and



165 lbs. more cargo than last year's model. (Yet it's only 5 inches longer and less than 1 inch wider, so parking is about as easy as before.) As standard equipment, both boxes now have an aisle between the front seats (which was an extra-cost option last year) and a sliding side door (it used to cost extra too). This combination can cut a deliveryman's in-and-out-time by 20 or 30 seconds each call, which could add up to



**The VW Kombi.
It goes home when work is done.**

35 or 40 minutes a day. The sliding door won't bang against cars or trucks or buildings when it's opened, no matter how tightly you're parked in. It can be opened from inside or out with one hand (great when your driver is loaded down) and automatically latches open. Turn the handle and it unlatches and slides closed.

The Kombi can be a 2-passenger truck (with the seats out) during business hours, and an 8-passenger



station wagon other times. (Or a 9-passenger station wagon, with an optional full-width front seat.) Or take out the center seat and put in a playpen for family traveling. (Incidentally, the family won't mind traveling in the Kombi—the interior panelling and other appointments make it a very untruck-like truck.) The Kombi, in short, is one member of the family you can take into the business. And vice versa.



**The VW Pick-up.
It has a king-size bed.**



Maybe you've wondered: Why don't all pick-up trucks have completely flat beds, instead of having wheel housings that get in the way? And why can't the sides drop down, just like the tailgate? And why don't they have a lockable, weathertight compartment, at least 4 feet x 5 feet x 13.4 inches high?

We wondered about these things too. So we designed all of them

into our VW Pick-up. And wound up with a flatbed truck that could carry 5 foot x 8 foot plywood flat, could be loaded by forklift from the rear or either side and unloaded from the front or middle (by dropping down the side-gate) without first unloading what's in back, and could protect tools and valuable cargo from rain storms, dust storms or anything else that could be locked out.





The VW Double Cab Pick-up. It takes the whole gang to work.

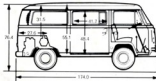
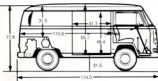
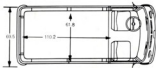
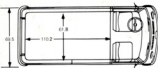
Then we added a few features that most pick-ups don't have. Like hardwood runners that make it easy to slide cartons and crates the full length of the bed. A place under the passenger seat for the spare wheel. (Which keeps it clean, easy to get to, and protected against weather, damage and burglars.) And options like a tarpaulin top and a second door to the lockable com-



partment on the driver's side.

We made the VW Double Cab for the man who wants his crew and cargo to show up at the same time. With the back seat in, it holds six husky men. Take the back seat out and you can store 65 cubic feet of anything (cargo, equipment or whatever) you want to keep dry and protected.

Our Double Cab is for people who want the combined benefits of the VW Kombi's enclosed passenger compartment and the VW Pick-up's unencumbered flatbed. You might think of it as our open and shut case.

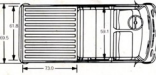
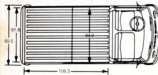


VW PANEL DELIVERY

Weights in lbs: Payload, 2,370; Gross Weight, 4,795; Seating Capacity, 2. Optional Equipment: full-width 3-passenger bench seat.

VW KOMBI

Weights in lbs: Payload, 2,172; Gross Weight, 4,795; Seating Capacity, 2. Optional Equipment: Center and rear seats for 8-9 passenger seating arrangement. (Payload includes extra seats.)



VW PICK-UP

Weights in lbs: Payload, without bows and tarpaulin, 2,370; with bows and tarpaulin, 2,293; Gross Weight, 4,795; Seating Capacity, 3. Optional Equipment: Bows and tarpaulin.

VW DOUBLE CAB

Weights in lbs: Payload, without bows and tarpaulin, 2,260; with bows and tarpaulin, 2,205; Gross Weight, 4,795; Seating Capacity, 6. Optional Equipment: Bows and tarpaulin.

SPECIFICATIONS

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 pre-heating of carburetor air intake. Exhaust emission control system and positive crankcase ventilation. Fully-synchronized, floor-mounted, four-speed gearbox.

Performance 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 with pistol grip. Low-profile tubeless tires, 7.00 x 14, 8 ply rating, mounted on 5-inch rims. Track: front/rear - 54.5/56.1 in. Road clearance: 7.3 in. Fuel tank capacity: 16 gal.

STANDARD EQUIPMENT

- Adjustable driver's seat & backrest.
- Ashtray.
- Back-up lights.
- Bumpers, front and rear.
- Coat hooks.
- Directional signals (wrap-around in front).
- Dished steering wheel.
- Dome lights, cab & cargo area.
- Dual padded sun visors.
- Electric 2-speed windshield wipers.
- Four-way safety flashers.
- Fresh air heater/defroster and ventilating system.
- Glovebox with door.
- Interior mirror (Kombi, Panel and Double Cab Pick-up).
- Leatherette headliner in cab.
- Leatherette upholstery.
- Lockable storage compartment (under bed of Pick-ups).
- Non-repeat ignition lock.
- Outside rear-view mirrors, left and right.
- Padded instrument panel.
- Roll-down windows in cab.
- Seat belts for all seats.
- Side safety reflectors.
- Sliding loading door on side (Kombi and Panel).
- Spare wheel and tire.
- Split front seat and aisle (Kombi and Panel).
- Twelve-volt battery with early cut-in generator.
- Windshield washer.

HENDRICKS MOTORS, INC.
7012 Highway 31
Highways 31, 32 & G
Racine, Wisconsin
Dial 639-3131
Mile. SO 2944