

**We make the VW Microbus
for all sorts of people.**

For people who drive it.

Fathers with outsize families, for example. Or people who earn their living by ferrying other people round the countryside. Because the Microbus is more than just the ideal car for that holiday trip. For people who spend their lives behind the wheel it makes the ideal workaday surroundings — with room and to spare.

The cab is really spacious. To give you all the freedom of movement you need.

The instrument panel is clearly laid out. To give you at-a-glance instrument readability.

The curved full-width windscreen is taken high up into the roof. To help you see more.

The driver's seat can be adjusted to nine different positions. Even while you're driving along.

The seats themselves have low profile spring core cushions. Not too soft and not too hard. To give your body just the right amount of support.

As you can see, passenger car comfort is the motto of the Microbus. But there's more to come. And not only for people who drive it.

For people who are driven in it.

That's a comfortable majority. And comfortable is just how they feel. Thanks to the seats. The deep upholstered passenger seats.

There's plenty of room for them to stretch their legs. No matter how long they are.

The sun and the sky are theirs. Because the Microbus has a sun roof. And when it rains, the bright and friendly plastic headlining helps dispel the general gloom.

Wherever they look there are large windows. In front. Behind. And on both sides.

If the windows are closed, the fresh air ventilation system provides a continuous supply of fresh air to the passenger compartment. Without so much as a murmur. And it's adjustable. To make sure it's never too little or too much of a good thing.

And if things get chilly, there's an efficient heating system. But this is just one chapter of the comfort story in the Microbus. We'll be telling you more later on.

VW Microbus L

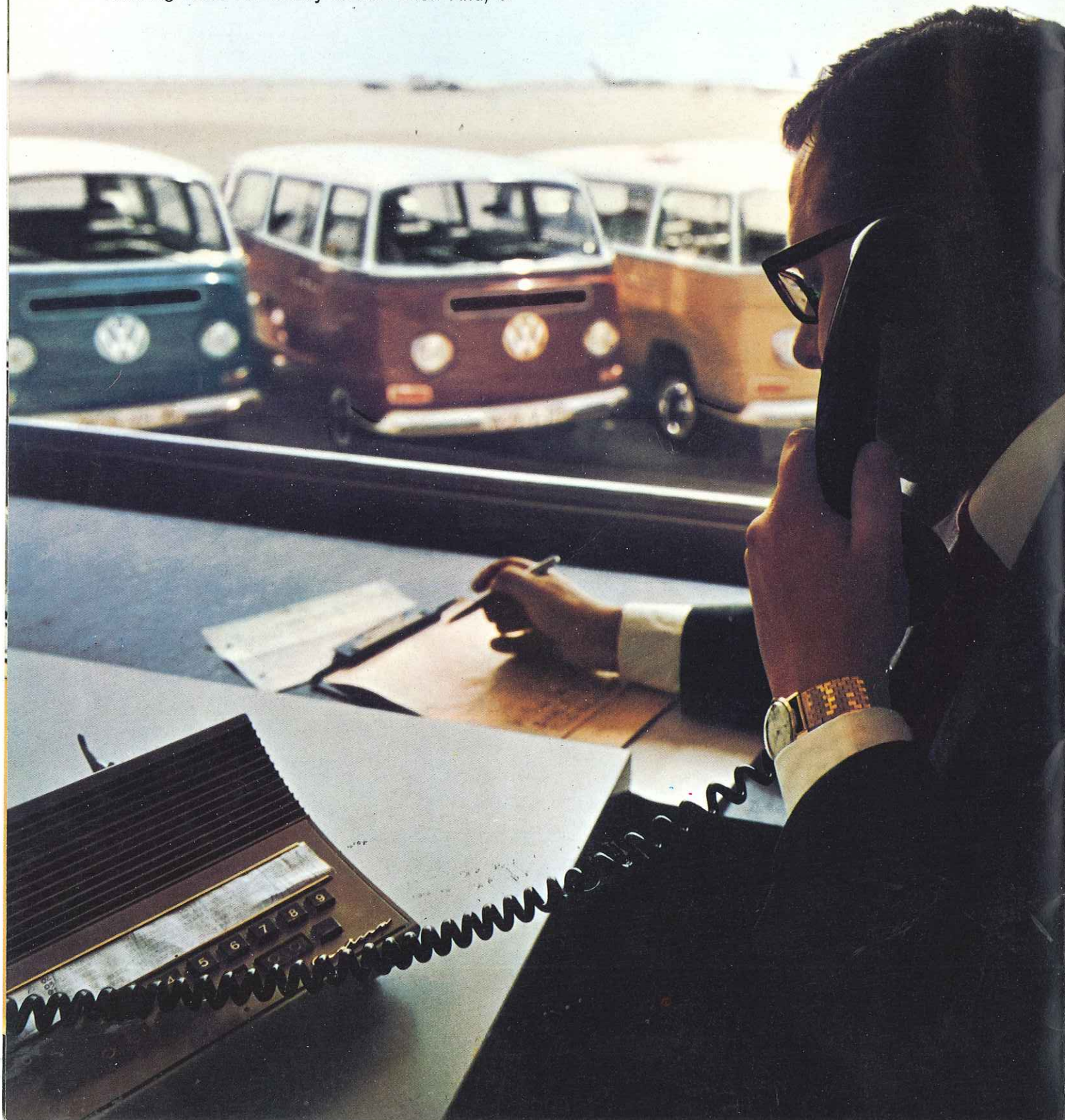
And for people who never drive it.

Because we didn't only design the Microbus for the people who drive in it. We designed it for the people who own it, as well.

For airlines, hotels and other concerns which provide a service. And which have to count their pennies. The VW Microbus is undemanding. It's cheap to run at one end of the scale. And outstanding value for money at the other. And, of

course, its durability is legendary.

For example, the VW Microbus has disc brakes up front. As a standard fitting. They're not only safer. They are quicker to service. You simply go to your nearest VW service outlet. Where you'll find genuine VW parts — at genuine VW prices.



But for everyone and for every occasion, it's a luxurious saloon. With room and to spare for eight people.

VW Microbus L



And with room and to spare for their luggage, too. The VW Microbus can hump over 1,885 lbs. without batting an eyelid.



The Microbus has a sliding door as a standard fitting. Can't bang to of its own accord. Makes getting in and out easier.



The seats are more than just large and comfortable. They've got shoulder high backrests as well.



Up front, the Microbus has individual seats. Easy access to the passenger compartment.

People whose business involves being driven.

VW Microbus L



From the airplane to the air terminal buildings.



From the hotel to the airport, docks or station.



From head office to the factory.

VW Microbus L



From the office to the building site and back.

People whose private lives involve driving.

VW Microbus L



For taking the gang to school. And collecting them again.

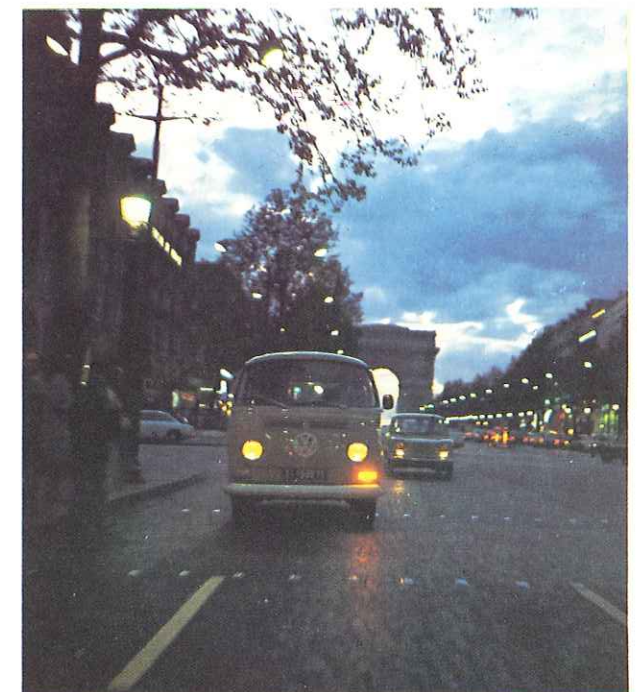
VW Microbus L



For getting away from it all at weekends.



For driving to festive occasions. For getting to the church on time.



For going on holiday. With loads of family and loads of clobber.

There's the VW Microbus L. And the VW Microbus.

The VW Microbus costs a little less.
With a little less chrome and equipment.
And no sunroof.



Here's the luxury equipment that comes with the VW Microbus L.



There's a large steel sliding roof for sun worshippers. Easy to open and close — and an absolutely tight fit.



The doors have attractive plastic trim, comfortable armrests and safety locks.



Deep upholstery. Posture-styling. Armchair comfort. Just lean back and relax.



The luggage compartment doesn't just take all your luggage, it takes care of it, too. Because it's fitted with wall-to-wall carpeting.

And there's the Dormobile Volkswagen Twelve-seater.



The Dormobile Volkswagen Twelve-seater has almost unlimited uses.

Are you a passionate cricket player? Or an amateur centre forward? And is transportation to away matches a problem?

Then this is the vehicle you've been looking for. (Sorry, rugby players. But there are limits to the number of seats you can get into a car which is only inches longer than the Beetle.)

But the Dormobile Volkswagen Twelve-seater is more than just a car for sports fans. School outings, company transport, airport work, clubs — you name it, the Dormobile Volkswagen can handle it.

The front bench seat takes three in comfort. Behind it are two inward facing seats which fold to give easy access.

Then come three seats with a gangway between them.

And finally, a four-seater bench seat at the back. Black magic?

No. Just Dormobile Volkswagen teamwork.

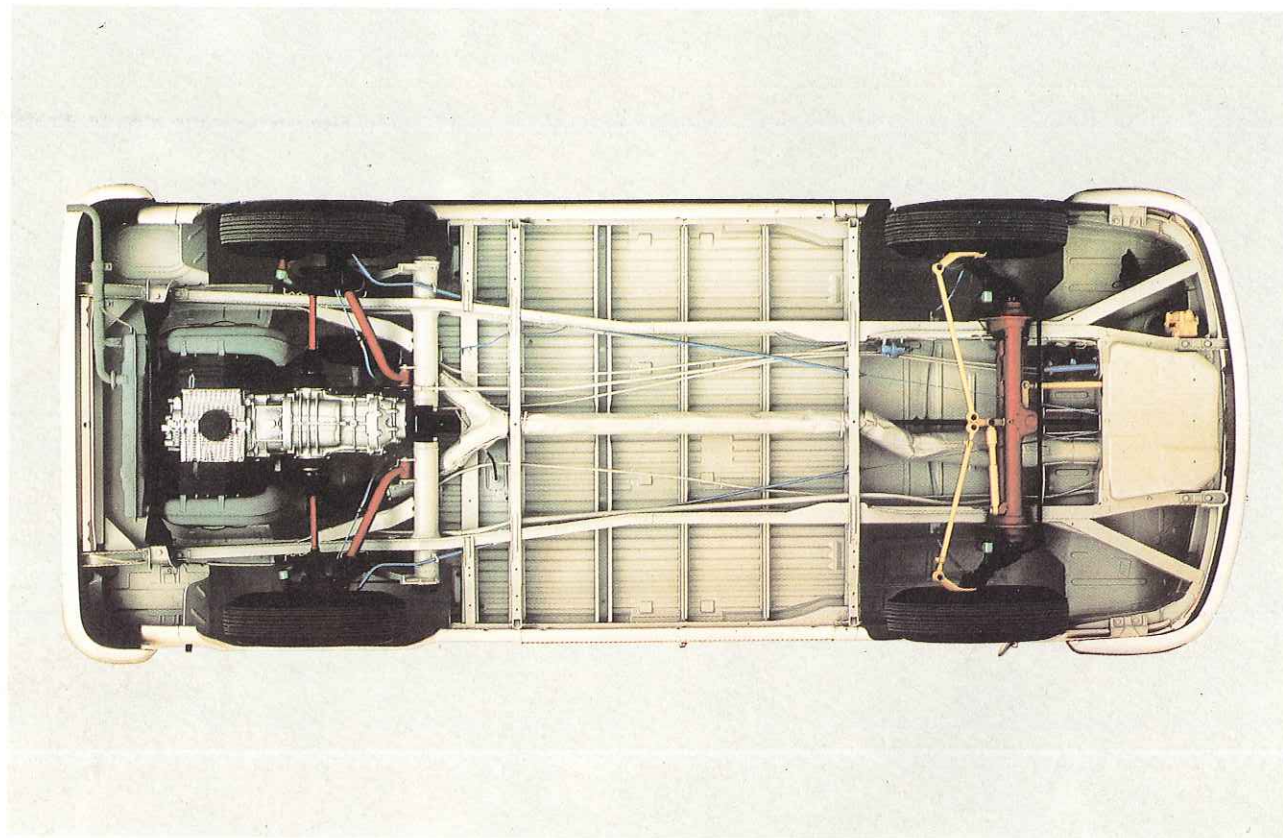


All VWs.



All with the same outstanding
driving characteristics.

And all with the same outstanding technical concept.



Roadworthiness starts with the chassis. And here the VW Microbus can boast of several items which several cars haven't got at all. And of several other items which other vehicles of this type haven't got at all.

The individual wheel suspension, for example. Which results in better roadholding.

The so-called axle load ratio is virtually constant in the VW Microbus, too. Basically, this means that the weight is split up between the two axles in more or less the same proportions under all conditions — no matter whether you're running empty or fully laden. Which in its turn means that the driving characteristics remain constant as well.

Result? Optimum roadability in all situations. Even if you take a corner too fast.

It has torsion bar sprung wheels. For really good suspension even on bad roads.

It has a stabilizer. To keep it on an even keel when cornering.

It has a semi-trailing arm rear axle with double-joint drive shafts, one of the most expensive pieces of axle design in the world. Normally only found in sports cars. And certainly not found in any other bus of this type. It makes for outstanding roadholding. And safer and livelier driving. Toe-in and camber practically never vary. No matter how fast you drive or how bad the roads are.

The L version of the VW Microbus even has radial ply tyres as a standard fitting. Even safer. Reduced wear. Reduced costs.

And it has a steering damper which absorbs jolts on the front wheels. You don't have to fight the steering wheel. It's on your side.

The safety chassis of the VW Microbus is safe by name and safe by nature. Isn't that a comforting thought?

And the same world-famous service network.



A car is only as good as its service — which is why we've improved ours. Every VW Service outlet (and there are 9029 of 'em the world over) is now in a position to give your VW Commercial a check up of almost medical efficiency. This is how it works.

Your VW Commercial comes on a stand which is fitted out with the very latest in the way of technical gadgetry. There, over 50 different functions are checked by a test mechanic. A number of dials, gauges and diagrams show just what sort of shape your VW Commercial's in.

On the basis of this information he produces a condition report. This shows you just what repairs you'd better have done soon before things start getting expensive — or even dangerous. No work is done which isn't necessary. And that's all you pay for.

What does this diagnosis cost? A lot less than it saves you.

And if you buy a new VW Commercial, you get 5 diagnoses free.

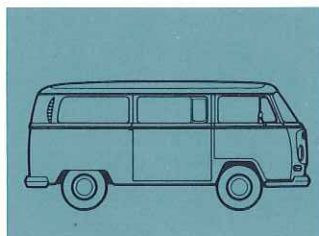
Which is the equivalent of 24,000 miles or once round the world without a care in it.

Paintwork and upholstery.

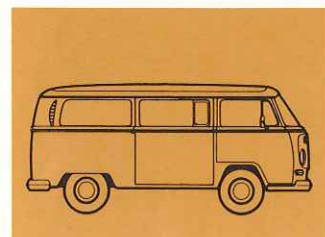
VW Microbus L. Paintwork.



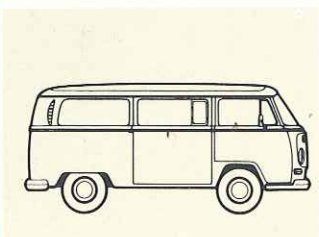
Chianti red 03 06 52



Niagara blue 05 06 52

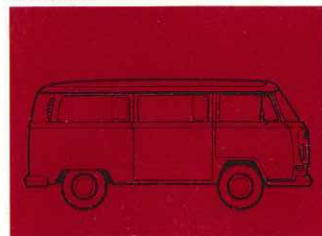


Sierra yellow 04 06 52

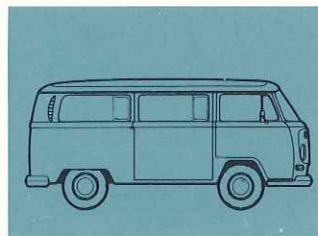


Pastel white 06 06 47

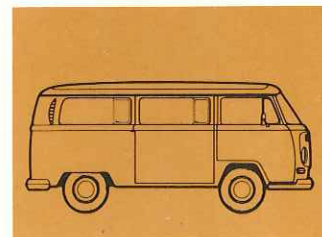
VW Microbus. Paintwork.



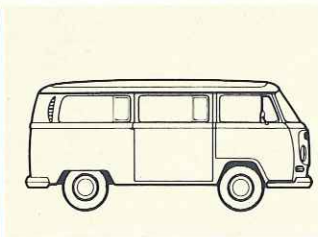
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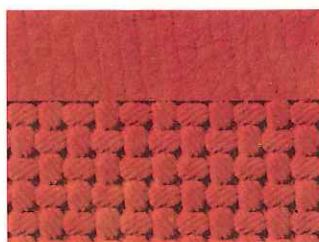


Pastel white 06 06 47

Upholstery and trim.



— 52 alabaster

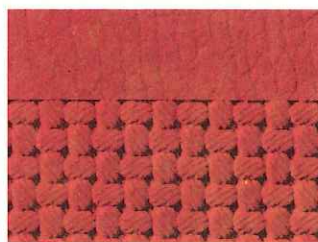


— 47 gala red

Upholstery and trim.



— 52 alabaster



— 47 gala red

Standard roof colour. VW Microbus L.



— 06 — Pastel white

Two-tone paintwork at extra charge. VW Microbus.



— 06 — Pastel white

The last two figures of the code indicate the colour and design of the upholstery and trim.
The middle pair of figures designate the roof colour.

Technical Data and Equipment.

Engine: 1.6 litre, 4 cylinder, horizontally opposed rear-mounted. Output 60 bhp (SAE) at 4400 rpm. Air cooling, low maximum revs and special engine oil cooler mean hours of top speed cruising without engine strain. Automatic choke: flick-of-the-switch starting no matter how cold the weather, immediate full power. Electrical system: 12 volt with heavy duty (540 W) early cut-in generator — low current drop, high output.

Transmission: Via clutch, fully synchronised four-speed gearbox and differential to the rear wheels. All systems concentrated to form a single unit with the engine at the rear axle — little loss of power and no propeller shaft. Gear shifting via central floor-mounted lever.

Chassis: Independent wheel suspension and torsion bar springing on both front and rear axles. Hydraulic shock absorbers, stabilizer on the front axle, semi-trailing arm rear axle with double-joint drive shafts, three-point rear wheel mounting configuration; unusually well-balanced suspension. Positive steering with hydraulic steering damper. All adding up to passenger car suspension and ride, neutral steering and outstanding roadholding. Dual circuit brake system with disc brakes up front and drum brakes at the back with brake pressure limiting valve — high degree of safety. Tyres: 7.00-14 6 PR (L models: radial ply 185-R 14).

Performance: Maximum speed in mph 68
Consumption (regular fuel) * in miles per imp. gallon 26.3
Optimum hill climbing ability on good roads, fully laden and in first gear 1:3.7

Weights and Dimensions: Wheel base, ins.: 94.5. Track front/rear, ins.: 54.6/56.6.
Maximum external length/width/height, ins.: 174.0/69.5/76.4 (L model 175.0/71.5/76.4).
Average length/width/height of passenger compartment, including luggage area, ins.: 110.2/59.5/55.1. Capacity approx. 177.0 cu. ft.
Average length/width/height of luggage area, ins.: 27.6/57.1/31.5. Capacity approx. 35.0 cu. ft.
Unladen weight (without driver) and permissible total weight, lbs.: 2889 * (L model 3031) and 4806 (L model 4916).
Permissible axle load front/rear, lbs.: 2227/2579 (L model 2227/690).
Permissible trailed load for braked trailers of all types: 1467 lbs.

* With half permissible payload at steady $\frac{3}{4}$ of maximum speed plus 10 %.

Prospective purchasers are advised that the models and specifications shown in this brochure are available to **Special Order only** and may not necessarily be available ex-stock in the United Kingdom. Please consult your local Volkswagen dealer for information regarding delivery times.

**Why not drop by and go for a test drive. Or give us a call and we'll
come and pick you up.**

LINKS GARAGE (BUXTON) LTD.,
THE FRONT, FAIRFIELD,
BUXTON, DERBYS.