



**All
these people
are sitting
in a VW.**



And they're all sitting comfortably.



In the new VW Clipper L — on eight seats that would grace a passenger car. In fact, no passenger car has seats as spacious as these passenger car seats. They're comfortable, too. Two hundred yards or two hundred miles — you still arrive as fresh as when you set out.

This pays dividends. For people who earn their living ferrying other people round the countryside. And for people with large families who like to make ambitious holiday plans.



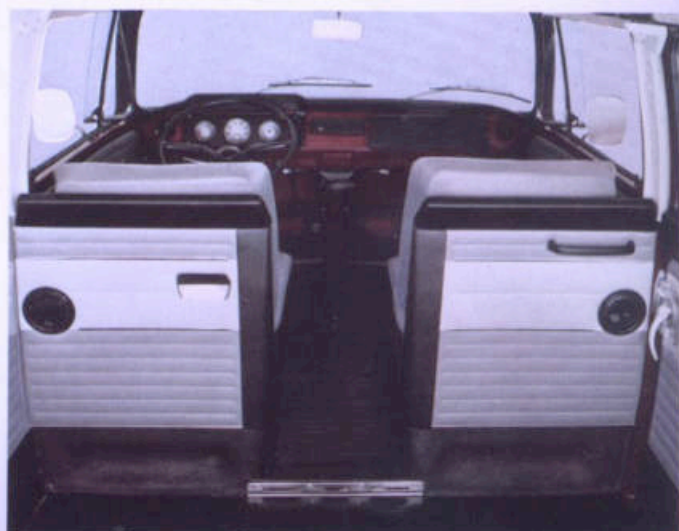
**This is what makes
so comfortable
for both passengers
Not to mention**



VW Clipper L comfort for the passengers. And the family.

Passengers begin to find out just how comfortable the VW Clipper L really is when they start to get in. They find they can open the sliding door with one hand. And that it can't bang to of its own accord. (And that it doesn't cost a penny extra.)

And they soon find that it's not only getting in that's



**s the VW Clipper L
comfortable
engers and driver.
on the family.**



comfortable. Sitting's comfortable, too. Because the seats are comfortable. It's as simple as that. And because there's plenty of room for them on the seats, too. They don't have to keep their heads tucked in. They've got plenty of room to stretch their legs. And above all they can really see what's going on all round them. Thanks to the VW Clipper L's generous windows. Over 32 sq. ft. of 'em, in fact.



And VW Clipper L comfort for the driver. Like the passenger, the driver also begins to find out just how comfortable the VW Clipper L really is when he starts to get in. The cab has wide doors (now complete with winding windows and vent wings). And there's a step incorporated in the front bumper to make getting in even more comfortable. But getting in isn't the only thing that's been made more comfortable. Sitting's been made more comfortable too. Particularly on the driver's seat. Just how much more comfortable you'll notice at the end of a long day. Backache's a thing of the past. The driver's seat can be adjusted to any one of nine positions as

well. Even while you're driving along. And it has a low profile spring core cushion. Which is neither too hard nor too soft. But the driver's seat isn't the only thing which makes life more comfortable for the driver. There's a new, well laid out instrument panel, for example. Just like in a passenger car. And there's a new wrap-around windscreen. With new large windscreen wipers. And a pneumatic windscreen washer. Again, just like in a passenger car. You don't have to worry about smoking the place out if you



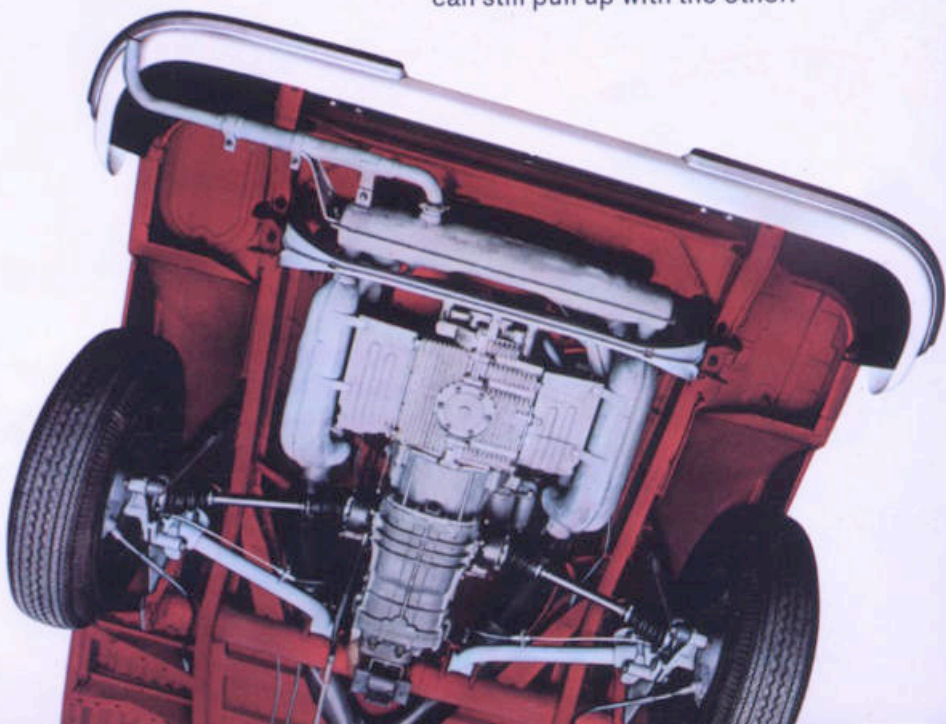
Part of the driving comfort is under the driver's and passengers' feet.

The new VW Clipper L's outstanding road holding is due to its new double-joint rear axle (it's one of the world's most expensive rear axle designs — normally only found in cars like the Porsche or Jaguar).

Radial ply tyres improve road ability even further. For safety's sake.

The more powerful engine makes for comfortable driving, too. With its 1600 cc it's so wonderfully elastic.

Another safety factor is the dual circuit brake system. In the unlikely event of one circuit failing you can still pull up with the other.



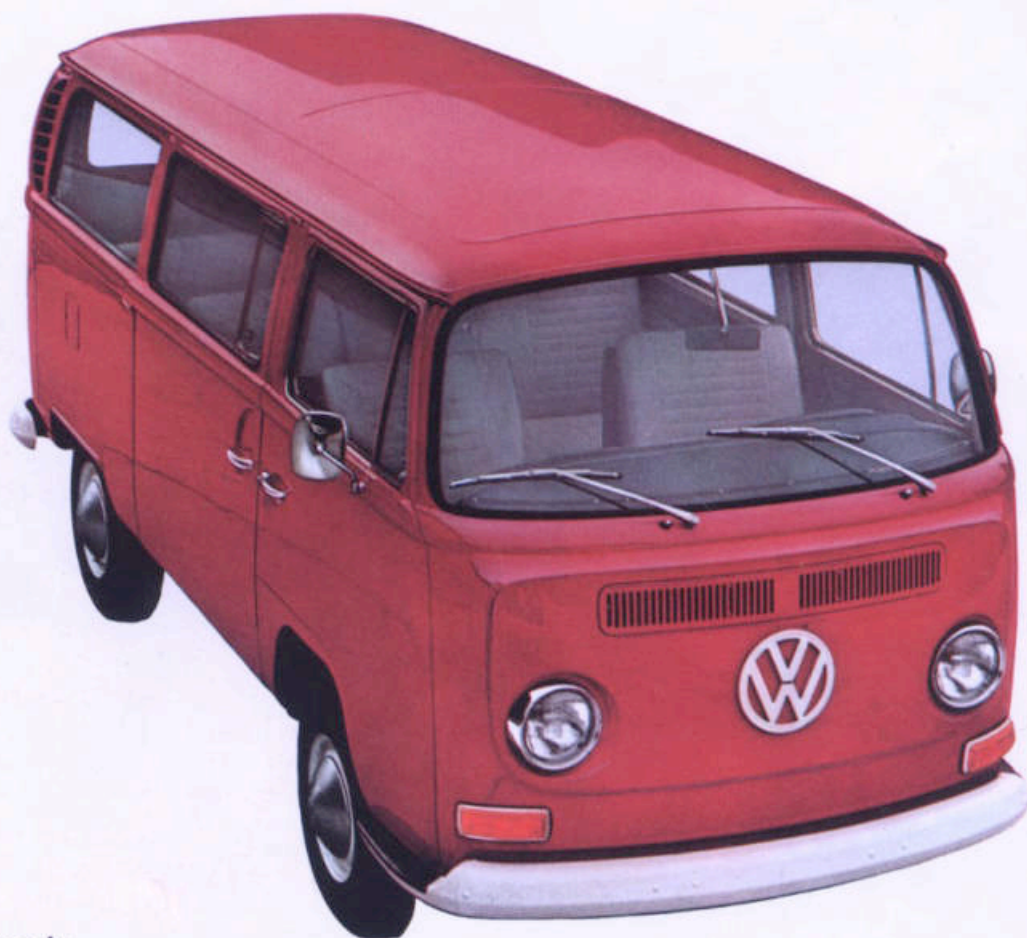
light up a cigarette. The new fresh air ventilation system clears the air in no time at all. And to make sure the fresh air you're getting really is fresh the intake grill's just below the windscreen. That is to say, well above the worst of the dust and fumes. And to make sure you get just the right amount of fresh air just where you want it there are four swivelling, adjustable-flow air vents. (Two further air vents stop the windscreen from fogging up.)

And if it's warm air you want and not fresh air, this is taken care of by the new fresh air heating system. With two outlets

at the windscreen and two in the front footwell. For the passengers there are three additional hot air outlets — one in the floor in front of the front bench seat and two under the rear bench seat. All the outlets can be adjusted individually.

Then there are a few other details which go to add the final touches of comfort to the VW Clipper L. Passenger car style.

Vent wings front and rear, for example. Screw-type mountings for safety belts front and rear as well. Ashtrays — again front and rear. Armrests. Coat hooks. In a word, everything that is part of normal passenger car equipment.



And part of it's above their heads.

The new VW Clipper L has a large steel sliding roof. By way of gilding the lily. You can relax in the sun with an easy conscience while you're driving along. An easy conscience because the sun, like the sliding roof, doesn't cost you a penny more*.

Perhaps you'll find a passenger car with as much comfort to offer. But you won't find a passenger car which can carry eight people in such comfort.

* Until Dec. 31, 1967, only available without steel sliding roof.

And this is what makes the new VW Clipper L a Volkswagen.



It starts being a Volkswagen when you buy it. Because you don't have to bleed yourself white to raise the price.

And it's a Volkswagen when you drive it. Its running costs are low.

But most of all it's a Volkswagen when something happens to go west. Because you have to wait an age until something goes west. And because VW Workshop prices are reasonable when something goes west. (Every VW Workshop has a list of maximum prices for all basic repair jobs.) And because you don't have to drive miles to the nearest VW service point when

something goes west. There are over 8,200 VW service points spread all over the world.

And because you don't have to wait days to get your new VW Clipper L back again from the workshop. Every VW workshop has the most important genuine VW spare parts in stock.

So how about a test drive?

(By the way, you can go for your test drive in a Clipper without the L. That's the standard version. There's a little less chrome and a few extras are missing. But on the other hand, it costs less.)



Your VW dealer will be able to give you definite information regarding the availability of models, colours and equipment.