



The
new
one



**It's been given a face lift.
To improve its looks.
But not only skin deep.**



Take a good look at the windscreen. It's larger. And curved. And taken high up into the roof. A completely new look. And all the better to look through, too.

The fellow behind you doesn't always have to be on the lookout. The new turn indicators are larger. And curved round the sides of the body.

And if you yourself happen to overlook something then the new bumpers take the brunt. They're on the wrap-around principle. And higher into the bargain. Looks good, doesn't it?



The new cab has new doors. Large doors. To make it easier to get in and out of.

And these large, new doors have large, new windows. Not sliding windows — winding windows. A really new feature. Just below the windows you'll find another interesting new idea. The safety door lock.

And a little further to the right there's another one. Safety window winders. And while we were about it, we thought we'd add the final touch to the door. From a safety point of view that is. By bringing the hinges inside. And tucking them well out of harm's way.



It has a new cab. To add a touch of luxury to your workaday life.

When we developed the new Commercial we weren't only thinking of the person who was going to pay for it. We were thinking of the person who was going to drive it, too. (If owner and driver happen to be one and the same person, so much the better.)

And the cab is the best proof of our good intentions on this point. It's larger. To give you more room to move.

And we made it safer as well. By including a new safety-type dished steering wheel. Non-reflecting instrument panel padding. Padded sun vizors. And anchorage points for safety belts. For worry-free driving.

The cab's been made more attractive, too. With leatherette trim panels on the doors. And with plastic headlining. Just like a passenger car. To help keep your mind off your work. Even when it's on it.

And it's more comfortable as well.

But that's another chapter. Several other chapters in fact.

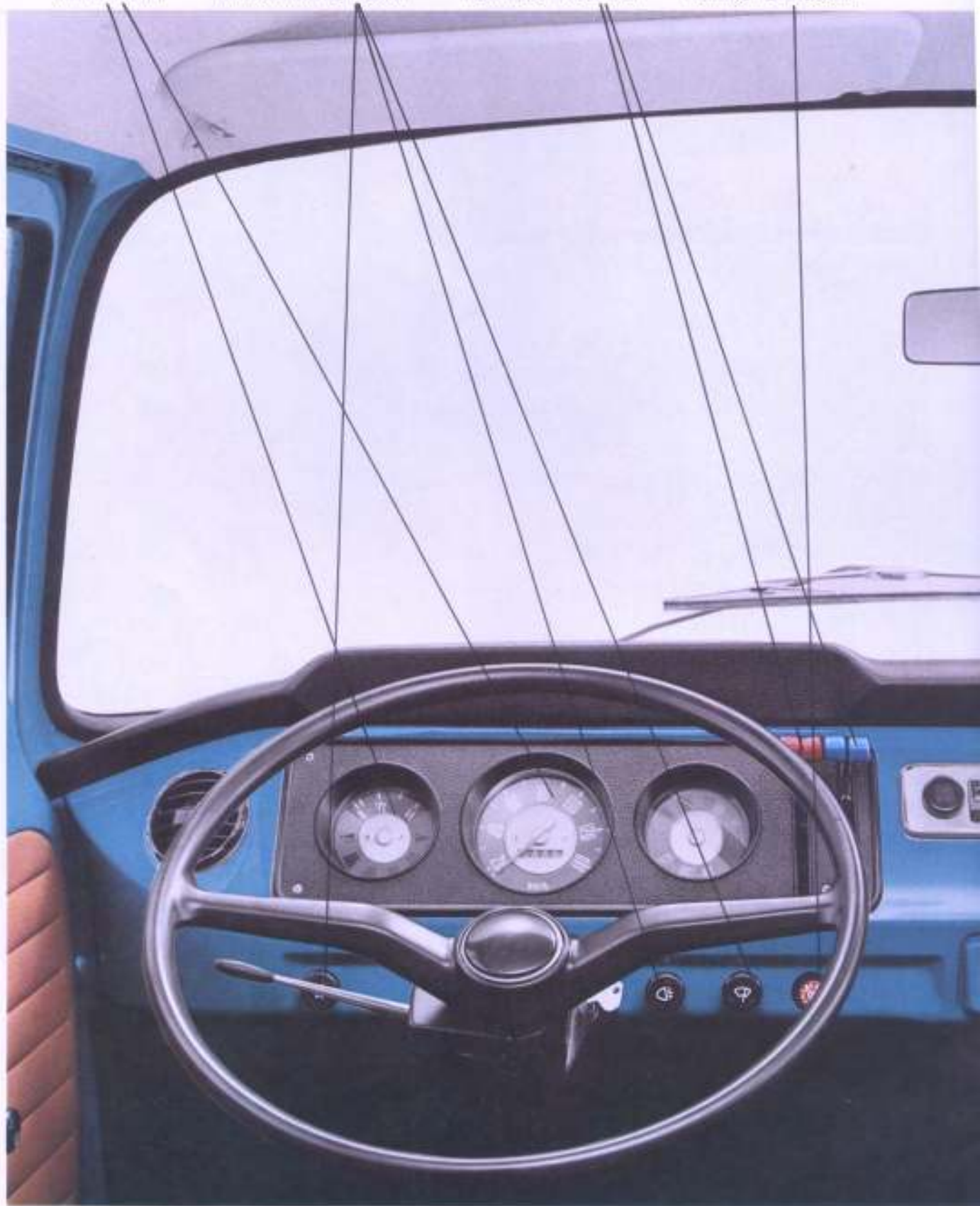
The new cab has a new instrument panel.

Easy-to-read instruments.

Plastic control knobs marked with symbols.

Heating and ventilation controls.

Control knob for emergency warning light system.



To give you instant instrument readability.

Safety-type
ashtray.

Radio
(at extra charge).

Padded
edges

Grab handle
for passenger.

Large glove
compartment.

Adjustable
fresh air vents.



**And it has individual front seats.
To provide direct access from the cab to
the load compartment.**



So you don't have the complicated business of getting out into the busy street, walking round the vehicle and opening and closing the sliding door every time you want to unload some package weighing the odd pound or so. You simply walk back into the load compartment. And open the sliding door from the inside.

Easier, more comfortable — and safer.

But if you need a dividing wall – of course you can have one.



The load compartment's then completely sealed off. It costs a little extra, it's true. But you get a bench seat in the cab to make up for it. As a sort of consolation prize.

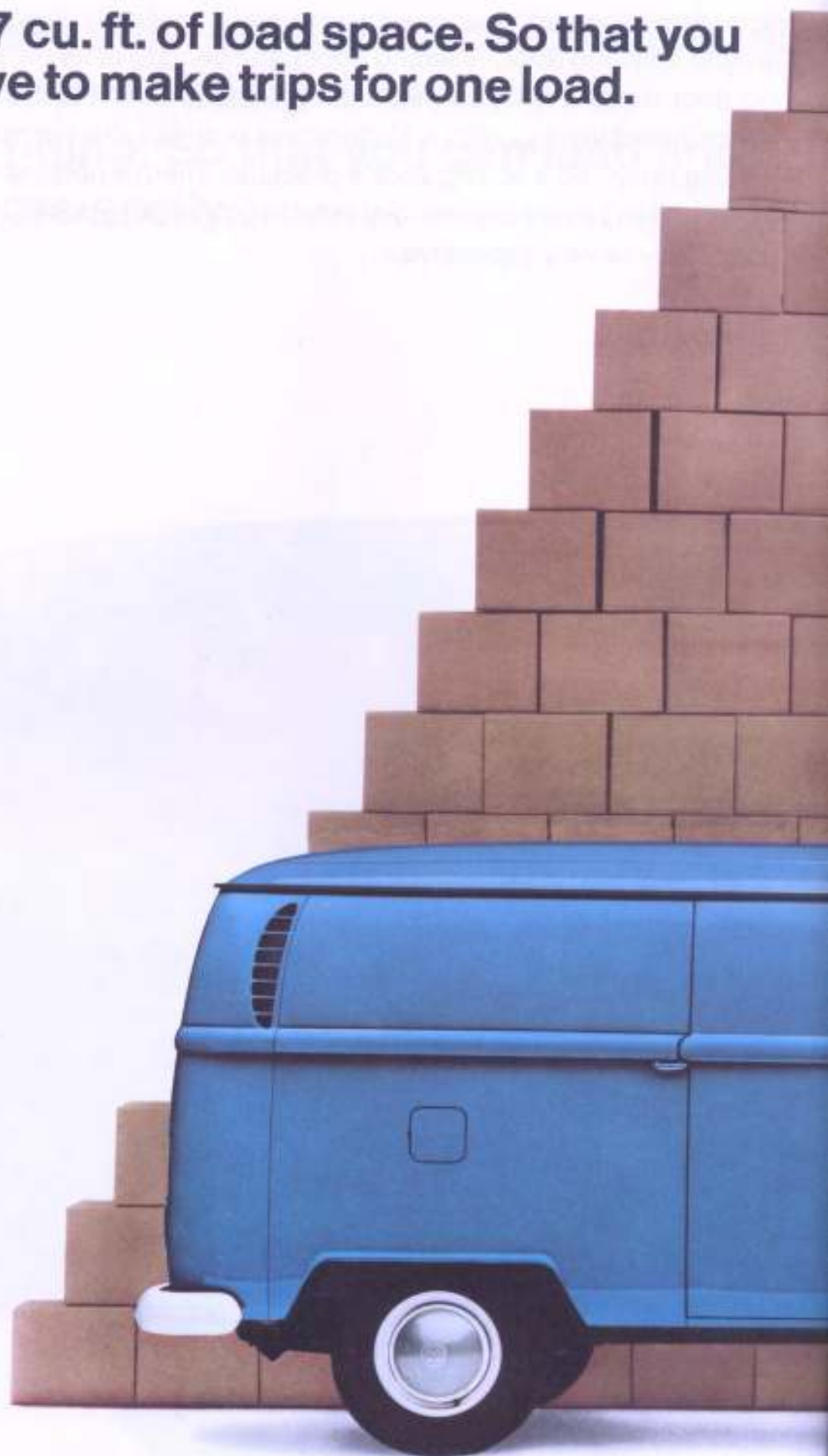
The Delivery Van and Kombi models are all provided with a sliding door. As a standard fitting. So that you can load and unload more easily.



You can open a sliding door with one hand. You don't have to make a detour around a sliding door. A sliding door can't bang to of its own accord. A sliding door doesn't take up any room. A sliding door can be left open when you're manoeuvring. With a sliding door you can drive right up close to a loading ramp. So a sliding door's practical. There's nothing to beat it. So why hasn't every commercial vehicle got a sliding door? Easy. They're very expensive.



It has 177 cu. ft. of load space. So that you don't have to make trips for one load.



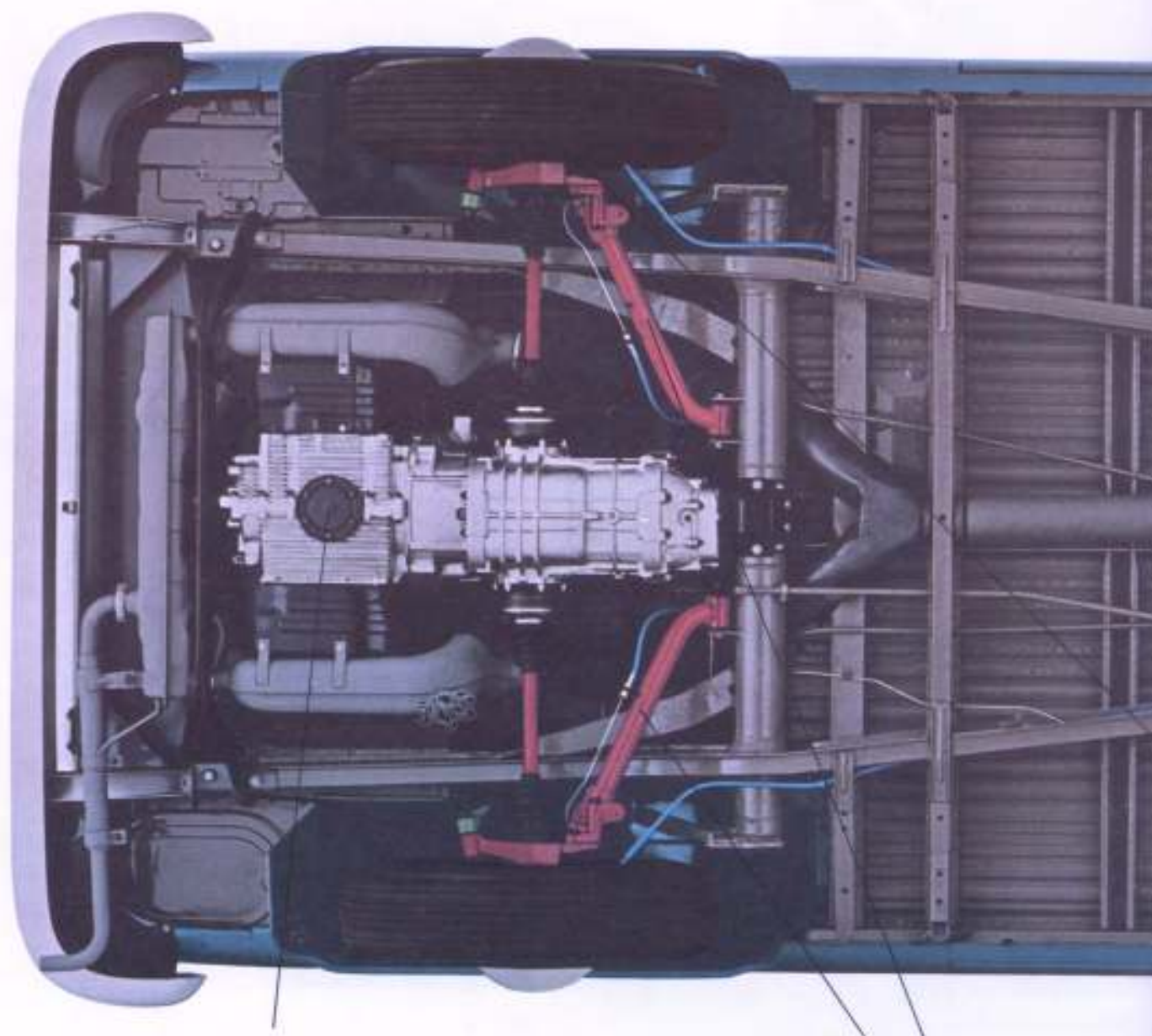
177 cu. ft. is often too much of a good thing. But it's virtually never too little. Because it's a practical 177 cu. ft. Box-shaped. Which means you can use every last cubic inch of it.

Because it's a comfortable 177 cu. ft. Easy to get at. With access from the front, from the side and from the rear. As standard fittings.

And because it's an economical 177 cu. ft. Logical. The VW Commercial's an economical vehicle.



The new VW Commercial has new driving characteristics. Passenger car style. To make even the worst roads a pleasure to drive on.

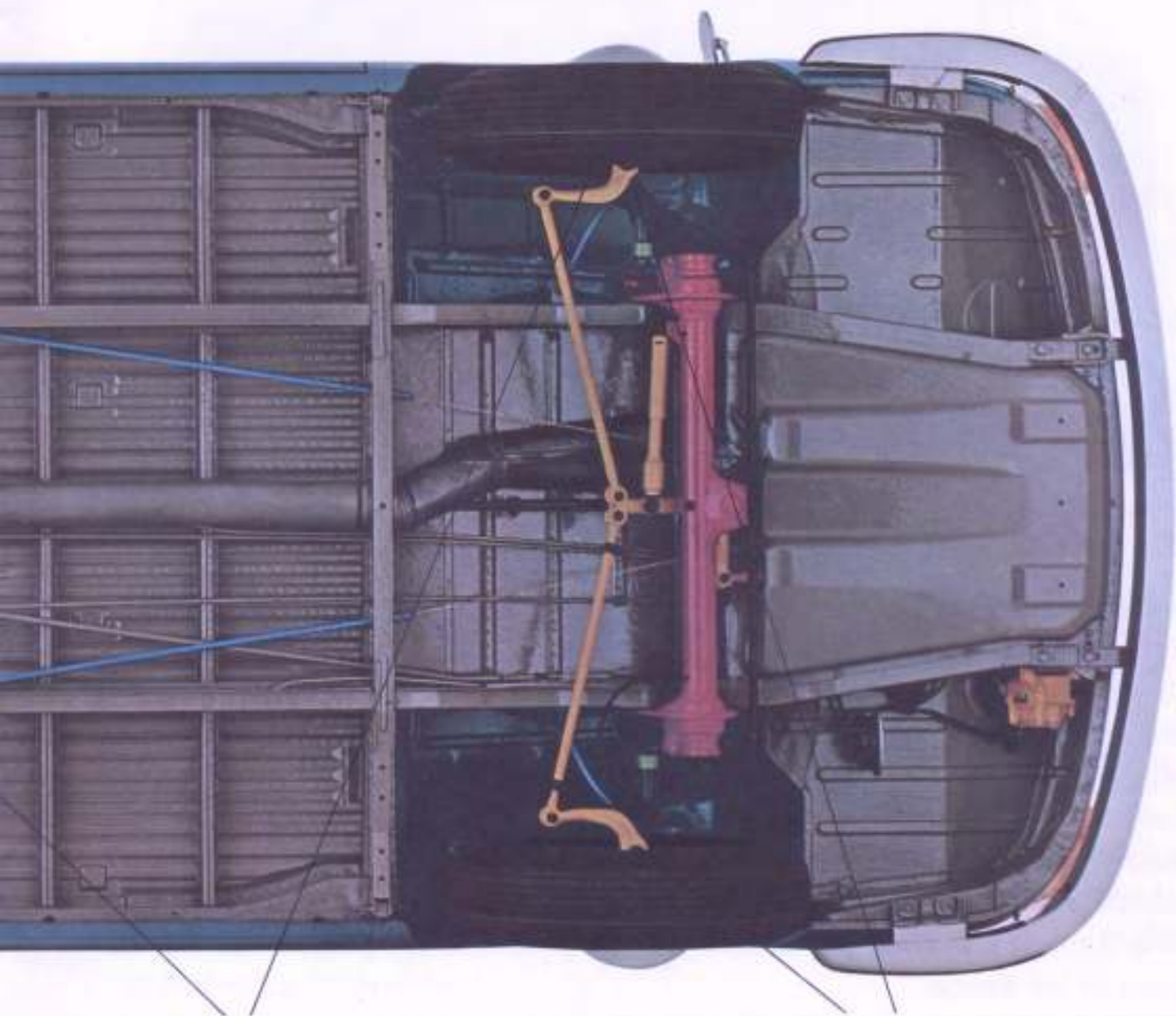


1.6 litre engine, 57 bhp (SAE). Rugged. Elastic.

Double-joint rear axle.

In point of fact you'd have to look pretty hard to find a passenger car with driving characteristics as good as the VW Commercial's.

Take the double-joint rear axle, for example. Produces outstanding roadholding. Especially when cornering. Makes driving more pleasant. Faster. Safer. Because it's one of the world's most costly axle designs. Normally only to be found in racing cars and sports cars. And certainly in no other utility vehicle. And the minimum-maintenance front axle with ball joints is by no means a matter of course even in luxury, upper price-bracket saloons. Not to mention the dual circuit brake system.



Dual circuit brake system.

Minimum-maintenance front axle with ball joints.

But it's still a Volkswagen.



Its engine is still just as long-lived. Because it's low-revving.

The new VW Commercial still has individual wheel suspension with torsion bar springing.

Because all those features which went to make the old VW Commercial such a good car now help to make what's new about the new VW Commercial even better.

And it's still just as manoeuvrable as a passenger car. It's as nippy as the Beetle, for example. After all, the Beetle's got the same wheel base as the VW Commercial. Or, if you prefer, the VW Commercial's got the same wheel base as the Beetle.

Which means that it's a long way from being as long as some passenger cars. And it's a good bit shorter than many commercial vehicles.

**And it's still just as economical
as a Volkswagen.**



How come? Because the running costs are still as low as ever. Which means that the mileage covered empty or semi-empty doesn't make all that much difference. Logically enough, the converse is also true. The mileage covered fully laden makes a great deal of difference. To the credit side of your bank balance.

And it still has the same good old service.



It's not an exaggeration to say that this service starts on the production line.

Because 2,175 VW inspectors check every single part. And a nasty fussy lot they are, too.

But the fussier they are, the less service your Commercial will need later.

But when it does have to go in for servicing, getting to your nearest service station doesn't involve a major expedition.

The VW Commercial is backed up by a really close service network. These are 5,459 VW workshops in Europe alone. And 8,754 in the world.

**And you still
practical
you can imagine**

And you don't have to dig deep in your pocket.
Thanks to the well-known VW policy of sensible prices for repairs.

And you still get your Commercial back in double quick time should anything go wrong with it.

Because all VW workshops have a good supply of all the most important original VW spare parts.

For the new VW Commercial – and for the old one.

Why should we change good old traditions just because we've brought out a new Commercial?





What you see here are the standard models. But we can turn these standard models into virtually anything you care to name.

We can turn the Delivery Van into a deep-freeze, for example. Or a grocer's shop. Or a fire engine.

We can turn the Kombi into a camping car. Or a prison van.

We can turn the Pick-Up into a tipper. Or we can fit it with a hydraulic service tower. Or a swivelling ladder.

The Microbus becomes a taxi. And so on and so forth.

The best thing to do is to let your VW dealer advise you how to solve your own particular transportation problem.





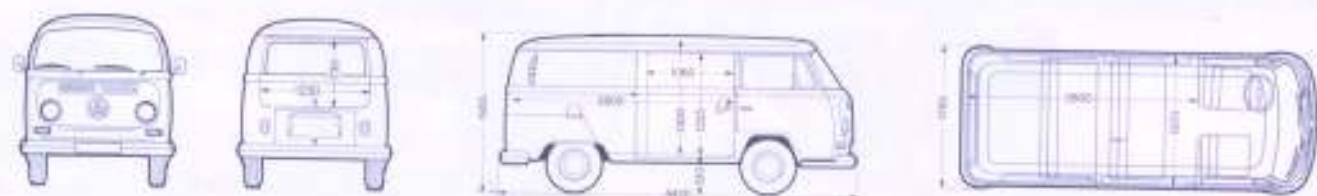
**get the most
commercial
for your business.**

The new VW Delivery Van.

It has a payload of 1 ton, 177 cu. ft. of load space and a 44.1 sq. ft. load surface.



It has a sliding door as a standard fitting, individual seats complete with gang-way and all those features which go to make the new VW Commercial the most comfortable ever.





This is what the load compartment looks like — as viewed through the large rear door.

To give you some idea of just how much 177 cu. ft. are.

And if you want to keep these 177 cu. ft. separate from the cab, you can have a backrest level dividing wall. Or a full one. For just a very little extra.

The new VW Delivery Van as High Roofed Delivery Van.

It has all the qualities of the Delivery Van. But on one score it's nearly a third as good again: the load compartment (219 cu. ft.). Complete with sliding door. As a standard fitting.



And if you really want to open up the widest possibilities of this load compartment, you can have the sliding door taken right up into the roof. At extra charge.

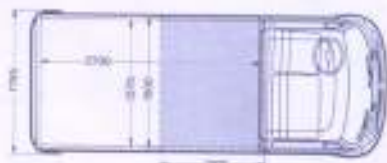


The new VW Pick-Up.

It has a payload of 1 ton and a 46.3 sq. ft. load surface.



Below the platform there's a lockable compartment with a further 22.6 sq. ft. of load surface. And a capacity of 25 cu. ft.





If you want the VW Pick-Up to be even more versatile, then all you've got to do is opt for tarpaulin and bows. At extra charge.

Which turns the 46.3 sq. ft. load surface in a load volume of 166 cu. ft. Add the capacity of the lockable compartment and you get a grand total of 191 cu. ft. So you have all the advantages of a Pick-Up. And many of the advantages of a Delivery Van.

Plus all the advantages of a Volkswagen.



The tailboard and the sideboards can be let down in a flash. Making the load really get-attable from all sides.

The load platform itself is completely flat and at loading ramp level.

Easy to load and unload.

The platform is protected by hardwood slats.

To stop the load shifting.

The new VW Pick-Up as Pick-Up with enlarged platform.

Its load surface is 111.9 ins. by 72.8 ins. Making 56.2 sq. ft.

The load platform and the tailboard and sideboards, which can be let down in no time at all, are of wood.



This Pick-Up is ideal for bulky goods. And for heavy goods, too. Because the load

platform's only 38.6 ins. above the road surface. Which makes it easy to load from the ground, from a load ramp or from shoulder level. In other ways it's just like the Pick-Up proper – with lockable compartment, cab with front passenger bench seat, generous rear window. In fact with everything that goes to make the new VW Commercial the most practical and comfortable ever.



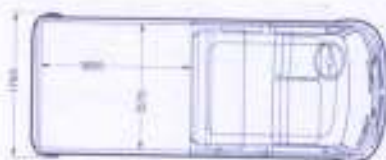
The new VW Double Cab Pick-Up.

Up front it's a comfortable passenger car.

Behind it's a Pick-Up with 31.2 sq. ft. of load surface.



All in all, it's got a carrying capacity that's not to be sneezed at. And if you only need the front cab and want additional load space? Easy. All you do is use the second cab. You then have a covered, lockable load space.



Interior flexibility.



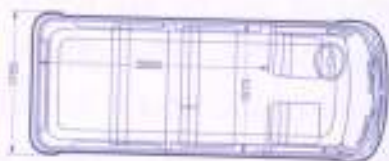
And if you need even more space then all you do is take the seats out. And you've got 64 cu. ft. of load space at your disposal. And if you want the whole load to be under cover then all you have to do is invest in tarpaulin and bows. That gives you a total platform capacity of 113 cu. ft. Add that to the 64 cu. ft. in the second cab and you've got a total capacity of 177 cu. ft.

The new VW Kombi. Car Price List



The most versatile of them all.

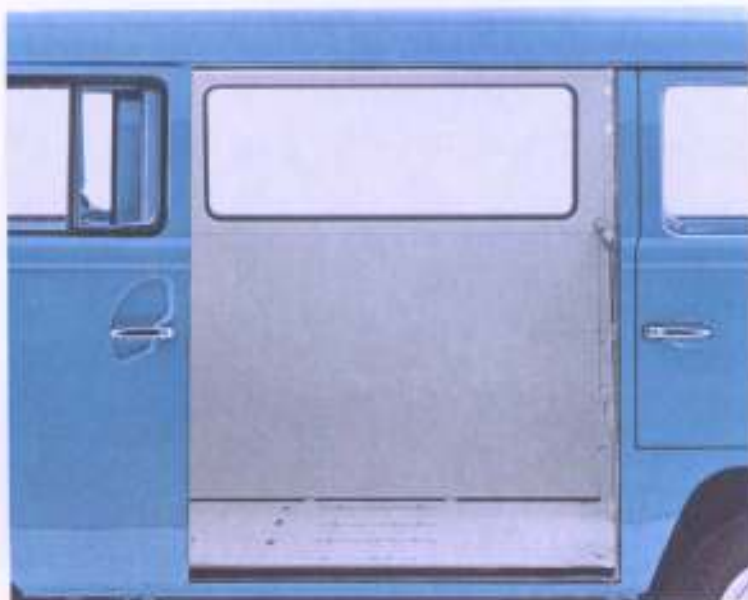
There's comfortable seating accommodation for as many as eight people. Plus a luggage or load compartment at the back with a capacity of 35.3 cu. ft.



And if you have to transport parcels and packages instead of people? Take the two rear bench seats out. You've only got to undo ten wing nuts and you've turned the Kombi into a genuine utility with a load capacity of 177 cu. ft.

It goes without saying that it's got a sliding door as a standard fitting. And a large rear door. And individual front seats with direct access to the load compartment.

And the new, comfortable cab — of course.



The new VW Kombi is available without ...

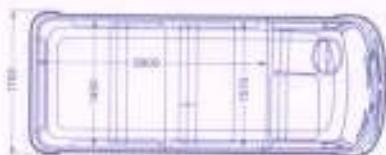
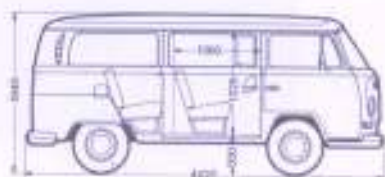


... or with seats.

The new VW Microbus.



It's 212 cu. ft. inside. So we felt we were justified in using 35 cu. ft. of it as luggage space.



The new VW Microbus has passenger car comfort.

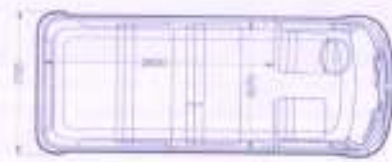
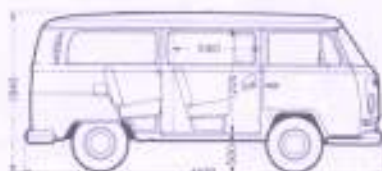


Take the comfortably upholstered seats, for example. Or the heating — adjustable over a wide range to make sure it's never too much or too little of a good thing. Or the new fresh air ventilation system — which supplies fresh air even to the farthest back of the back seat passengers.

We've fitted vent wings. Arm rests. Ashtrays. Coat hooks. Grab handles. And screw-type mountings for safety belts.

The VW Microbus has a plastic headlining. Plastic trimmed sides. And rubber matting. To make sure it looks comfortable — as well as just being it.

And to add the final (passenger car) touch — it drives like a passenger car.



Technical Data and Equipment.

Engine:

1.6 litre, 4 cylinder, horizontally opposed rear-mounted. Output 57 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, double-joint rear axle, 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 large braking area — high degree of safety. Tyres: 7.00 — 14 6 PR.

Performance:

Maximum speed in mph	65
Consumption (regular fuel)* in miles per imp. gallon	27.0
Optimum hill climbing ability on good roads, fully laden and in first gear	1 : 3.7

Special Equipment and Features

Cab: Plastic lined throughout. Floor lined with insulating rubber matting. Wheel housings damped with rubber. Further insulation and damping in cab. Driver's seat adjustable to nine positions even when vehicle is in motion. Backrest adjustable over full range. Passenger seat adjustable to two positions. In Pick-Up models, two-seater cab bench seat. Leatherette seat covers. Safety door locks. Coat hooks. Door pull-to mouldings. Safety inside mirror. Ashtray. Grab handle for front seat passenger. Heating and ventilation systems adjustable over wide range. Ventilation air flow adjustable in all directions. Particularly effective windscreen defrosting. Glove compartment. Two padded swivelling sun visors. Screw-type mountings

for safetybelts. Windscreen washer. Headlight flasher. Courtesy light. Emergency warning light system. Two-speed windscreen wipers. Non-reflecting instrument panel padding. Fuel gauge. Access to load compartment.

Load Compartment: Delivery Van and Kombi: Sliding door at side. Spring-loaded, full-width rear door opening upwards. Courtesy light.

Kombi: additional: 4 side windows with 2 vent wings. Two upholstered bench seats for 5 or 6 persons plus side wall trim (at extra charge). Hot air outlet.

Double Cab Pick-Up: Three-seater bench seat in second cab — with storage space beneath it. Door on right hand side. Two fixed windows with one vent wing in each. Hot air outlet.

Microbus: as Kombi, but with seats included in basic price. Additional hot air outlet and fresh air ventilation. Wide range of equipment and trim (see special catalogue).

Pick-Up: additional lockable space beneath platform. All models: screw-type mountings for safety belts for all seats.

Extras at extra charge:

Steel sliding roof (Kombi and Microbus). Second sliding door (not for High Roofed Delivery Van). Whitewall tyres. M+S tyres. Tarpaulin and bows for Pick-Up models (not for Pick-Up with enlarged platform). Corrosion protected exhaust system. Twin back up lights. Two-seater bench seat in cab instead of single seat (not for Microbus models, standard in Pick-Up). Full cab dividing wall with two-seater bench seat in cab (only for Delivery Vans). Backrest level cab dividing wall with two-seater bench seat in cab (not for High Roofed Delivery Van, standard in Double Cab Pick-Up). Vent wings in the cab windows. Third vent wing in load or passenger compartment in Kombi and Microbus. Electrically heated rear window. Ventilation outlets in load compartment in connection with armrests on the cab doors (standard in Microbus). Two electric blowers for fresh air ventilation system. Hot air outlets for load compartment in Delivery Van and High Roofed Delivery Van. Thermostatically controlled stationary and auxiliary heater. Additional safety padding on instrument panel. Complete radio set.

* Consumption measured with half payload at steady $\frac{3}{4}$ of top speed plus 10%.

The new colours.

Standard colours
 VW Delivery Van
 VW Kombi
 VW Pick-Up
 VW Double Cab Pick-Up

Standard colours
 VW Microbus
 Microbus L model two-tone, i. e. roof colour cloud white, but not in combination with lotus white.

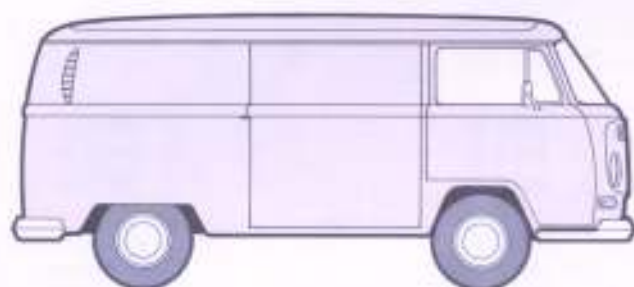
The last two figures of the colour codes designate the colour and design of the leatherette seat covers and side trim.

The numbers mean the following:

- 33 light grey/medium grey
- 34 light sand/khaki brown
- 40 black
- 47 gala red
- 51 dark beige



Delta green 22 22 33 or 22 22 40



Lotus white 42 42 51



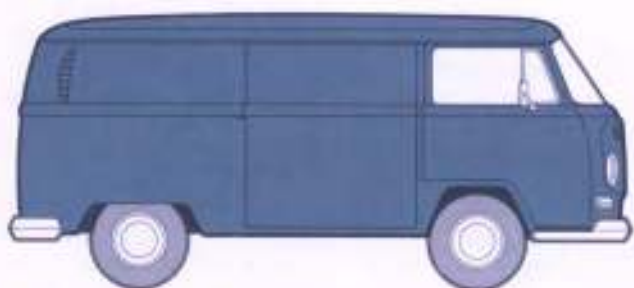
Brilliant blue 67 67 40 or 67 67 33



Velvet green 38 38 51



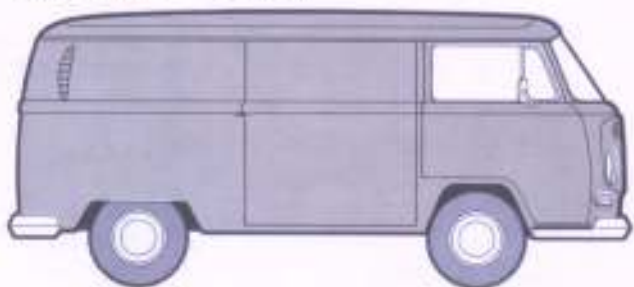
Lotus white 42 42 47 or 42 42 40



Neptune blue 47 47 51



Savanna beige 02 02 34 or 02 02 40



Light grey 41 41 51



Montana red 68 68 33 or 68 68 40

The new technical data.

		VW Delivery Van	VW Pick-Up without/with tarpaulin
Weights (lb.)			
Unladen		2590	2590/2668
Payload		2205	2205/2127
Permissible total weight		4795	4795
Permissible axle load			
	front	2149	2149
	rear	2646	2646
Permissible trailer weight			
	braked	1764	1764
	unbraked	1102	1102
External dimensions			
Wheelbase		94.5 in.	94.5 in.
Track	front	54.5 in.	54.5 in.
	rear	56.1 in.	56.1 in.
Length		174.0 in.	174.0 in.
Width		69.5 in.	69.5 in.
Height		77.0 in.	77.0 in./88.4 in.
Ground clearance laden		7.3 in.	7.3 in.
Load compartment dimensions			
Maximum length		110.6 in.	106.3 in.
Maximum width		61.8 in.	61.8 in.
Maximum height		57.1 in.	14.8 in.
Average length		110.2 in.	—
Average width		61.8 in.	—
Average height		55.1 in.	—
Loading height (empty)			
	side	20.1 in.	38.6 in.
	rear	38.4 in.	38.6 in.
Load surface		44.1 sq.ft.	46.3 sq.ft.
Load space		177.0 cu.ft.	56.0/166.0 cu.ft.
Sliding door width		41.7 in.	—
Sliding door height		48.2 in.	—
Rear door width		48.4 in.	—
Rear door height		28.7 in.	—
Rear cab door width		—	—
Rear cab door height		—	—
Other dimensions			
Maximum length		—	Lockable compartment 51.2 in.
Maximum width		—	63.0 in.
Maximum height		—	13.4 in.
Load surface		—	22.6 sq.ft.
Load space		—	25.0 cu.ft.

VW Double Cab Pick-Up without/with tarpaulin	VW Kombi (with seating)	VW Microbus	VW Microbus L
2701/2756	2789	2723	2778
2094/2039	2006	1962	1907
4795	4795	4685	4685
2149	2149	2149	2149
2646	2646	2535	2535
1764	1764	1764	1764
1102	1102	1102	1102
94.5 in.	94.5 in.	94.5 in.	94.5 in.
54.5 in.	54.5 in.	54.5 in.	54.5 in.
56.1 in.	56.1 in.	56.1 in.	56.1 in.
174.0 in.	174.0 in.	174.0 in.	175.0 in.
69.5 in.	69.5 in.	69.5 in.	71.5 in.
76.7 in./87.4 in.	76.7 in.	76.4 in.	76.4 in.
7.3 in.	7.3 in.	7.3 in.	7.3 in.
73.0 in.	110.6 in.	—	—
61.8 in.	61.8 in.	—	—
14.8 in.	57.1 in.	—	—
—	110.2 in.	—	—
—	61.8 in.	—	—
—	55.1 in.	—	—
—	20.1 in.	19.7 in.	19.7 in.
38.4 in.	38.4 in.	38.9 in.	38.9 in.
31.2 sq.ft.	44.1 sq.ft.	—	—
39.0/113.0 cu.ft.	177.0 cu.ft.	—	—
—	41.7 in.	41.7 in.	41.7 in.
—	48.2 in.	48.2 in.	48.2 in.
—	48.4 in.	48.4 in.	48.4 in.
—	28.7 in.	28.7 in.	28.7 in.
22.8 in.	—	—	—
48.6 in.	—	—	—
2nd cab	—	Luggage compartment	Luggage compartment
34.3 in.	—	35.8 in.	35.8 in.
59.1 in.	—	61.0 in.	61.0 in.
53.1 in.	—	37.4 in.	37.4 in.
14.5 sq.ft.	—	—	—
64.0 cu.ft.	—	35.3 cu.ft.	35.3 cu.ft.

It's true that you can afford the VW Commercial without ever having driven it. But you don't have to. We've got a suggestion to make: Take it out for a test drive. And test load it while you're at it. (So that you can see how well the VW Commercial is suited to your business.)

Voucher

I would like to go for a free test drive, without obligation.

I am particularly interested in the VW _____

(Please insert VW Commercial model in question.)

Please collect me on _____

at _____ o'clock from my home.

If not convenient, please suggest an alternative.

My address: _____

Telephone No.: _____

Volkswagens are delivered to 136 countries the world over. Obviously, traffic laws and type-approval regulations tend to vary from country to country.

You may find, therefore, that the models and equipment actually offered for sale differ from the data given in this brochure.

So please ask your nearest VW dealer for information regarding the wide range of VW models and equipment valid for your country.