

The car that comes in a box.



The big difference between a Volkswagen Station Bus and other station wagons is the box ours comes in.

Other wagons are basically sedans. With extra carrying space tagged onto the back end.

Ours is basically a big carrying space. With a VW added on.

(Not the whole thing, of course. Just our air-cooled engine, a solid steel bottom, 4-wheel independent suspension equipped with the new double joint rear axle. And many other things you're used to getting in a Volkswagen.

True, a sedan-like wagon is sleeker looking than a box.

And inside, our box does have a way of looking frighteningly empty—when it's empty.

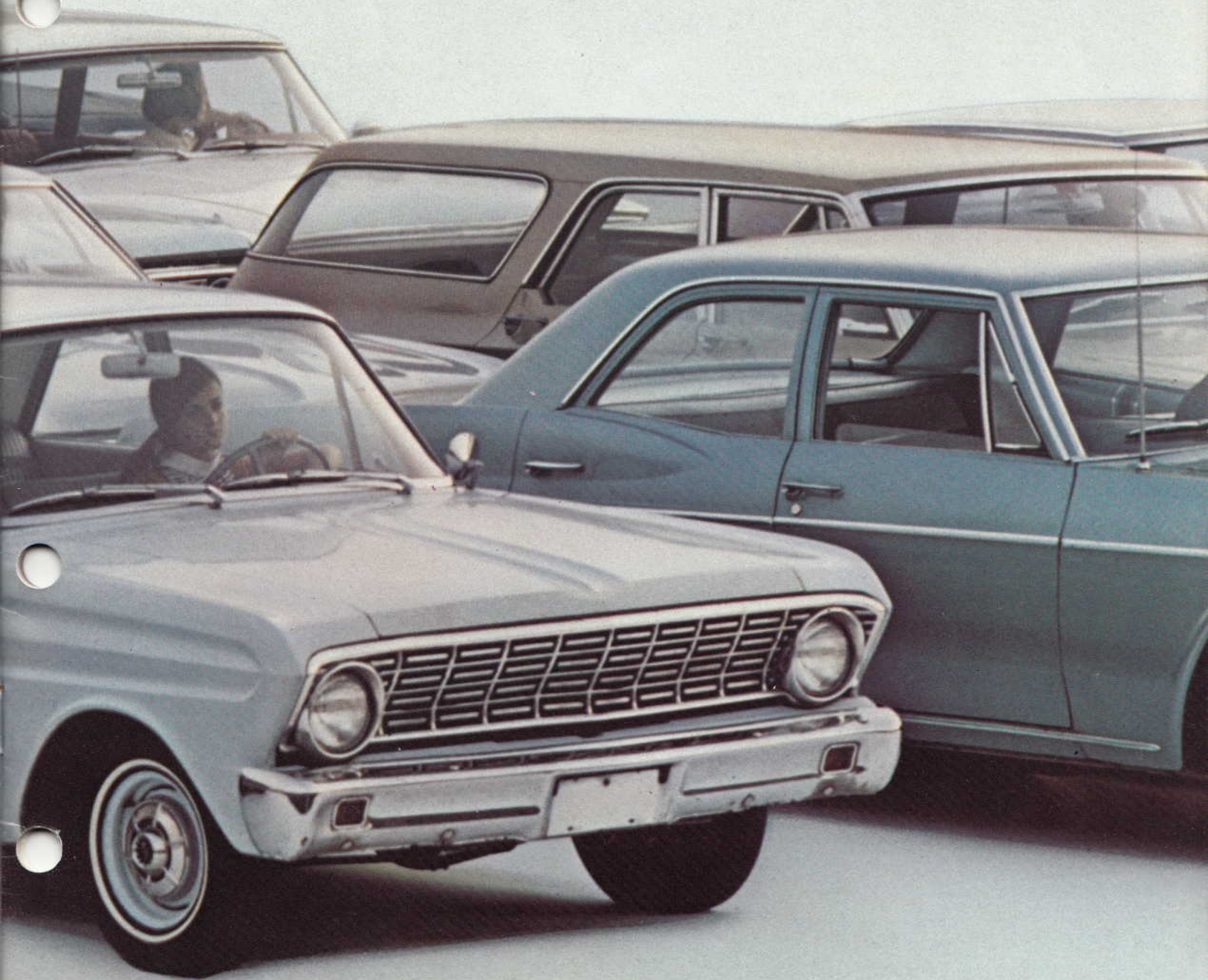
Inside, however, most of those sleek jobs can carry only about half what our box can carry. So they start looking uncomfortably full while ours is still about half empty.

Once you understand these basics, you begin to see the Volkswagen Station Bus for what it really is. Not the wagon that looks best. But the one that gets full last.

That's the beauty of it.

It's the box that makes it the car it is.





White roof illustrated is not available in Canada.





A car with guest room.

A Volkswagen Station Bus comes with 3 rows of seats and a front-to-back aisleway as standard equipment. Who gets to sit in the seats is optional.

You could take your family for a drive and let them have the room all to themselves.

Or you could have a party on wheels or a guided tour perhaps.

You could provide transportation for a basketball team and its coach and manager. Including a bunch of extra basketballs and at least a duffel bag apiece for everyone.

The seats of course are separate from your baggage. Things like luggage, golf bags and picnic hampers have a 35.3 cu. ft. luggage compartment of their own.

And on the way, everyone needn't just sit there on their seats. There's plenty of room for legs to cross, elbows to bend, papers to be read.

(There are also hooks for coats to be hung. A ventilating system and a heating system with jets that can be adjusted.)

Now, in the event you can't be satisfied by a car with this much roomy comfort, there are 2 things you can do:

- 1) Get our bus with extra seating* (9 seats in all).
- 2) Get our bus with a sliding roof* and settle for open space.

*optional at extra cost



A car with room to play.





**A car with room enough to handle things
no other car can handle.**



The Volkswagen Station Bus is second to none when it comes to moving people. That's with all its seats in.

With its back seats out, the Wagon is second to none when it comes to moving. Period.

A VW Station Bus has 176 cu. ft. of carrying space. (You'd have to put 2 conventional wagons together to get more space than that.)

But 2 conventional wagons together still can't handle some of the odd-shaped things a Station Bus can handle. Because they don't have a flat floor, a high ceiling and a big side door that slides out of the way.

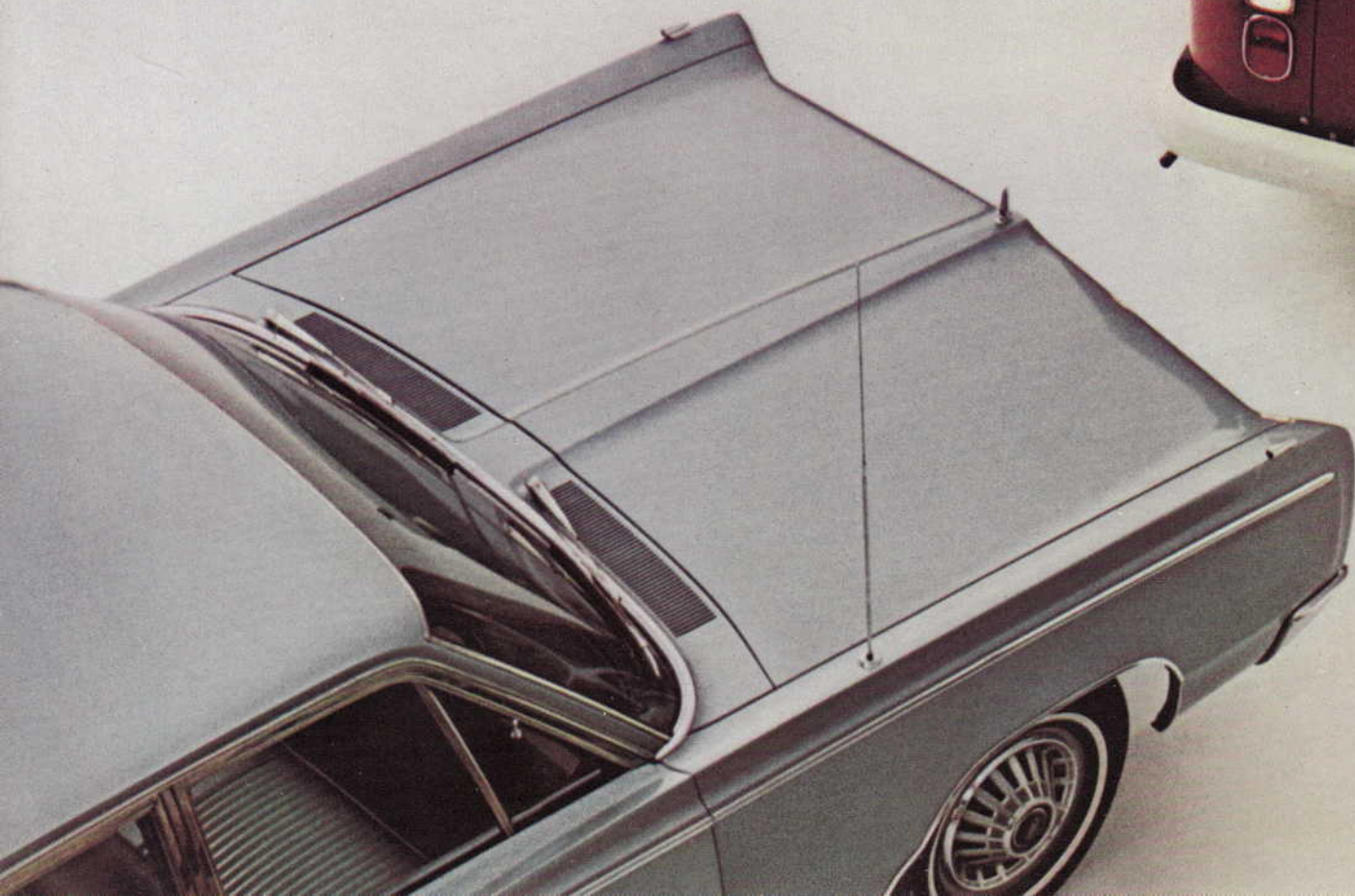
Besides, what you can carry in a VW doesn't necessarily have to be inside a VW. You can always open the sunroof and have a 41" x 45" hole in the top that will let you keep on loading up.

With the roof open, things that ride best standing up (like a grandfather clock or a tall sapling from the nursery) can ride standing up.

Of course, driving around in a car this huge does have its problems. Like when you came across a big bargain somewhere and find you have no excuse to pass it up.

Simply because you have such a perfect way to get it home.







A car you can handle where there's not enough room for other cars.

When a parking space is 3 feet too short for the longest conventional wagon, it's just about perfect for a Volkswagen Station Bus.

Because although the Bus is big inside, it's short outside.

In fact, our Bus needs only 15" more parking space than our bug. Not that you have to go around measuring parking spaces with a ruler.

From where you sit in the bus (way up front, and a head or so higher up) you get a perfectly clear close-up view of your front end and of other cars' back ends.

But tight parking spaces aren't the only places a VW Station Bus makes the best of it.

Rough dirt roads won't hold you back, either. The Station Bus' steel bottom clears bottom by 7.3". And our torsion bar suspension with the new double joint rear axle gives the bus riding characteristics you only expect from passenger cars.

When the footing is loose, you'll find that the Station Bus gets extra traction. The weight of the engine mounted over the rear wheels accounts for that.

So when you have to take the station bus out on a snowy day, or out onto a sandy beach, you can expect to get around without much trouble.

In fact, you stand a good chance of having the road all to yourself.



A car that doesn't cost a lot.

You can get a Volkswagen Station Bus with a sliding steel sunroof, extra seats, AM-FM radio, and a good many other useful options.

Of course, a well decked out Station Bus is going to cost more than most other Volkswagens. But not more than most other station wagons—even when they're stripped down to bare essentials.

This might give you the idea that we've come up with some ingenious way to give you a lot for a little. actually, that's not so.

It's what we don't give you that keeps the cost down. We don't give you a radiator, a water pump, or water hoses. Instead, you get an air-cooled engine that doesn't need water or anti-freeze.

(The engine also doesn't need 6 or 8 spark plugs. Just 4. And it takes only 5 pints of oil. Not quarts).

We don't give you a drive shaft or a drive shaft hump down the middle of the car. (With the engine in the rear you don't need them.)

And as far as those normally inevitable extras like power steering, power brakes, extra power to run the extras concerned—well, you sure don't need things like that on a VW Station Bus.

But look at it this way. What you don't get, you don't pay for.

To get by for less doesn't mean you have to get by with a stripped-down car.

The Volkswagen Station Bus comes with some pretty impressive trimmings as standard equipment.



Padded dash and sunvisors; padded armrests and side panels; 2-speed electric wipers and windshield washers; leatherette upholstery; nice big mirrors, inside and out; back-up lights; and seat belts all around.

And you're not stuck for air conditioning either. In the summer you'll get adequate ventilation from the air cooling system and 4 vent windows. There's a total of 4 fresh air jets in the cab plus 2 in the passenger compartment.

But when it's really cold outside you have heaters to keep you happy and comfortable. The fresh air heating system, plus an independent gas heater. To give a balanced heating to the bus interior there are 4 heater outlets in the cab plus an additional 3 outlets in the rear section of the bus, as well as an outlet for the gas heater.

The VW Station Bus can cruise all day at highway speeds. And make a gallon of regular gas go a good 30 miles. It's not unusual to get some 30,000 miles out of a set of tires.

It has a 4-speed synchromesh transmission that's geared to smooth out hills and take the jar out of stop-and-go traffic.

A 4 wheel independent suspension system (the best type you can get at any price) which lets each wheel be on its own to handle bumps without making the other wheels bump along as well.

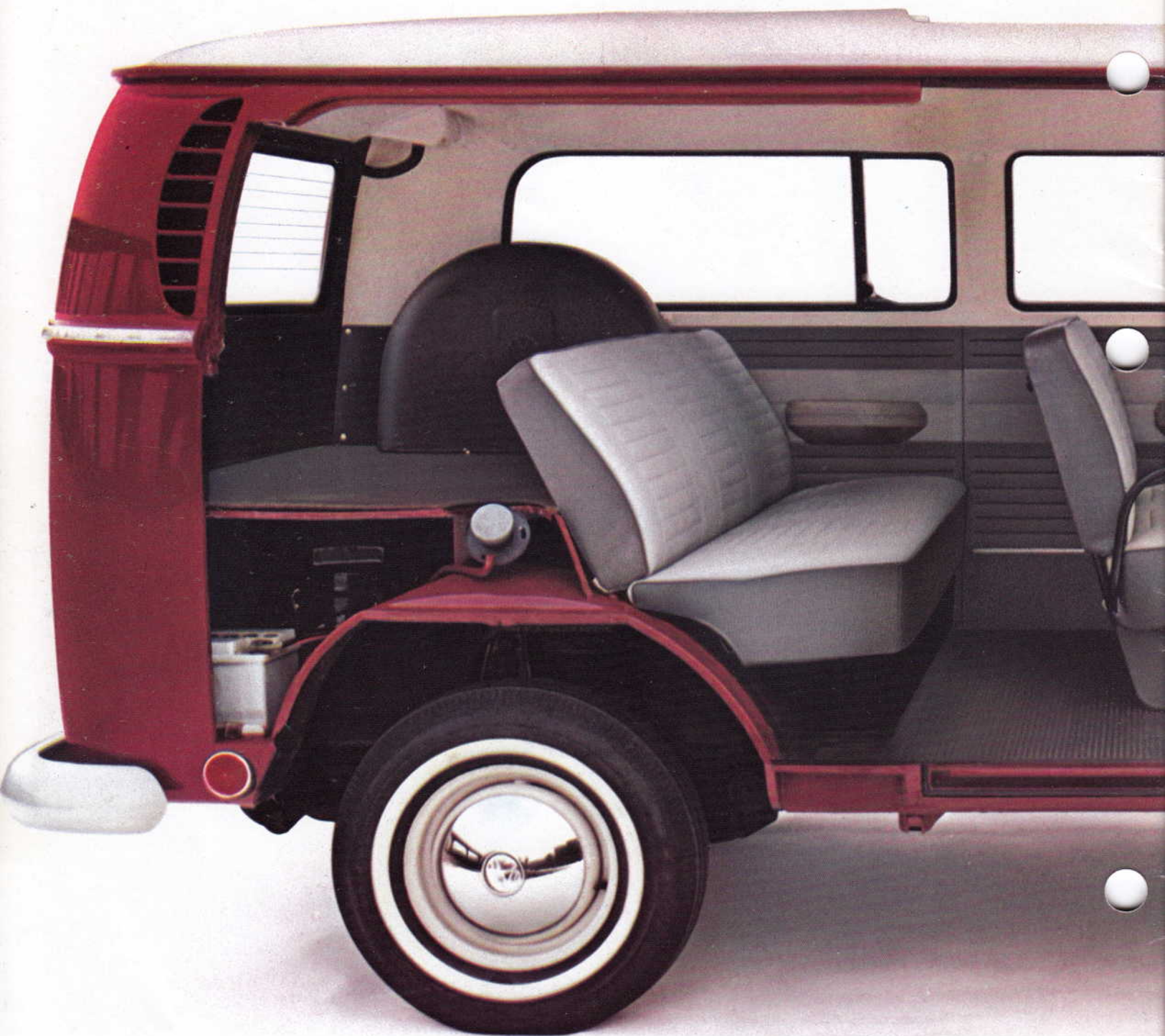
And getting reliable service anywhere in the world is certainly no problem. There are 300 Authorized VW Service Centers in Canada and another 1,000 in the U.S.

So except for the fact that one Bus may not cost as little as another to start with, in the long run one's as good a deal as the other.

A car that costs even less.

White roofs illustrated are not available in Canada.

The Volkswagen Station Bus and the big roomy box it comes in.



Features:

- The Bus is finished with 3 coats of paint to protect the body against rust and corrosion for years.
- 48.4" x 28.7" door lifts up, gives separate access to 35.3 cu. ft. luggage compartment.
- A separate compartment door lets you get to the engine without having to unload luggage.
- Electric rear window defroster.
- The air-cooled engine is mounted above the rear wheels to provide extra traction in snow, sand and slush.
- The engine is equipped with an anti air pollution device.
- The double-joint rear axle makes each driving wheel more secure, resulting in improved stability and road holding characteristics.
- Nearly 16,000 spot welds join the Bus' body into one unitized piece of steel (even the sunroof and the bottom are steel) strong enough to carry over a ton.
- It takes only a few seconds to open the steel sunroof. Closed, it seals out rain and drafts.
- Individually adjustable jets (front and rear) for ventilating and heating systems.
- Safety belts for all occupants.
- To remove seats, simply remove 6-8 bolts each.



- Aisle between the front seats permits inside access to the rear of Wagon.
- Leatherette seats and side panels can be easily washed with ordinary household detergents.
- 3½' x 4' side door slides close to body. Doesn't open into anyone's way, or into a car parked beside you.
- A sealed bottom shuts out corrosion elements. All metal parts have a protective coating.
- The Dual brake system: one for the front wheels, one for the rear. Should something happen to the one system, the other will still be able to stop the car.
- Deep dish steering wheel.
- Impact absorbing steering column.
- Sunvisors and dashboard are padded.
- All control knobs are made of pliable soft rubber.
- Safety 4-way flasher switch on dash.
- Larger wipers run by 2-speed electric motor. Pneumatic windshield washer.
- Hydraulic steering damper soaks up road shocks makes steering smooth.
- Step for driver and front seat passenger are incorporated into the bumper.
- 7.3" ground clearance lets the Wagon clear more obstacles than most other wagons.

SPECIFICATIONS:

ENGINE

4-cylinder, 4-stroke (flat four) 1600 cc rear engine. Bore/stroke: 3.36/2.72 in. (85.5/69 mm). Capacity 96.6 cu. in. (1584 cc). Compression ratio: 7.5:1 Output: 57 b.h.p. (SAE) at 4,400 r.p.m. Maximum torque 82 ft./lb. (SAE) at 3,000 r.p.m. Pressure lubricated by gear pump. Oil cooler. Thermostatically controlled air cooling by fan. Downdraft carburetor Solex 30 PICT-2 with automatic choke, accelerator pump and oil bath type air cleaner. Mechanical fuel pump. Automatic pre-heating of air intake and mixture.

ELECTRICAL SYSTEM

12 volt battery with early cut-in 540 watt generator. Turn indicator lever. Ignition-starter switch with non-repeat lock. Two-speed self-parking windshield wipers and pneumatic windshield washer. 2 interior courtesy lights, with switch below dashboard. Rheostat controlled instrument panel lighting. Safety 4-way flashing lights. Back-up lights, front and rear side reflectors.

TRANSMISSION

Power transmitted via a dry single plate clutch, fully synchronized four speed gearbox with double joint half axle shafts at rear. Gear ratios 1st to 4th gears: 3.80:1, 2.06:1, 1.26:1, 0.82:1. Reverse: 3.61:1, Final drive: 5.375:1.

CHASSIS

Reinforced centre section frame, independent 4-wheel suspension, 2 laminated front torsion bars with additional torsion stabilizer bar, rear torsion bar on each side. Telescopic double action hydraulic shock absorbers. Roller type Ross steering, self centering with maintenance free track rods and hydraulic steering damper. Turning circle approximately 39 ft. 3 turns of steering wheel from lock to lock. Dual hydraulic master-cylinder on brake system operating independently in pairs on front and rear wheels, mechanical parking brake with pull-out stop operating on rear wheels. Tubeless tires 7.00 x 14 mounted on safety drop-outer rims 5JK x 14. Fuel tank capacity 12.5 imp. gal. Road clearance 7.3 in. with load. Track: front/rear—54.5/56.1 in.

BODY

Large single piece wrap around safety windshield, safety glass all round. Large right hand side sliding door, 41.7" wide and 48.4" high, vent windows in both front side doors, as well as sliding door and left hand rear window. Knob type window sill locks, dished steering wheel, wind-down windows in both front doors, padded dashboard, safety rubber knobs on dashboard and side panels, speedometer and odometer, instrument cluster combining fuel gauge and warning lights for turn signals, oil pressure, generator charging as well as high beam, warning light on dashboard for dual brake system and rear window defogger, individually controlled fresh air vents with 4 outlets in driver section and 2 in passenger compartment. Padded armrests on both doors. Warm fresh air supplied by heat exchangers and circulated through 2 vents on the windshield and 2 in foot well of driver compartment. 3 further warm fresh air outlets in rear section of passenger compartment. Additional gas heater. Front seats and back rests adjustable. Driver's seat separately adjustable. Safety belts, washable vinyl headlining throughout interior, leatherette seats, rubber carpeting on floors. Buses are available as 9 seaters with bench type seats. Seat back extreme right hand side on middle bench can be tipped forward for easy access to rear seats. Also available, 7 seater arrangement featuring split front seat with

walk-through access to passenger area and shortened centre seats. Large carpeted luggage compartment behind rear seats. Built-in step in bumper on both sides below front doors. 2 outside mirrors, one ash tray on dashboard plus 2 additional ones located in the rear of seat backs in passenger compartment.

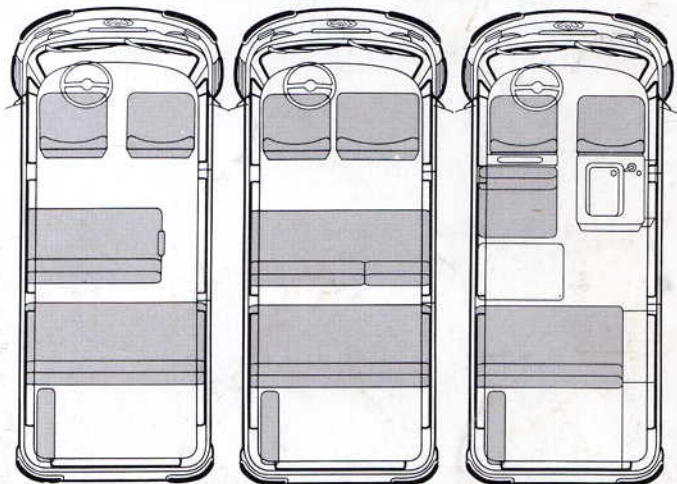
PERFORMANCE

Fuel consumption according to DIN 70030 (Consumption plus 10% with half the payload at a steady $\frac{3}{4}$ of top speed on level road.) 27 miles (imp. gal.) Maximum and cruising speed 65 m.p.h. Climbing ability (fully loaded): 1st to 4th gear: 27%—14%—7%—4%.

WARRANTY

"If the owner maintains and services the vehicle in accordance with the Volkswagen maintenance schedule and obtains a validation stamp on his Maintenance Card every 12 months, and if any part of a new Volkswagen becomes defective within 24 months or 24,000 miles after delivery, whichever ever comes first, any authorized Canadian or United States Volkswagen dealer, to which the customer delivers the car, will repair or replace the defective part free of charge for material and labor with a genuine VW new or factory reconditioned part, provided the customer presents the dealer with the validated Maintenance Card and provided, further, that the defective part has not become so due to normal use, wear and tear, exposure, misuse, accident or by the installation of non-genuine Volkswagen parts, or by the repair of the car by someone other than an authorized Volkswagen dealer; nor does warranty cover for normal maintenance service such as fuel system cleaning and wheel, brake or clutch adjustment, replacement of service items such as spark plugs, ignition points, v-belts, wiper blades or brake and clutch linings and the deterioration of upholstery, soft trim or appearance items."

CHOOSE THE SEATING AND SLEEPING ARRANGEMENT YOU WANT:



Regular seating
(7 passengers)

Split front seat and shorter center bench allows inside access to all seats.

Optional seating
(9 passengers)

The Campmobile:
Seats 5, sleeps 5.



LOTUS WHITE



MONTANA RED



BRILLIANT BLUE

White roofs illustrated are not available in Canada.

All information contained in this publication is subject to change without notice. Volkswagen Canada Ltd. 645 250 200 Printed in Canada 8/68—52/8 London Print & Litho.



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