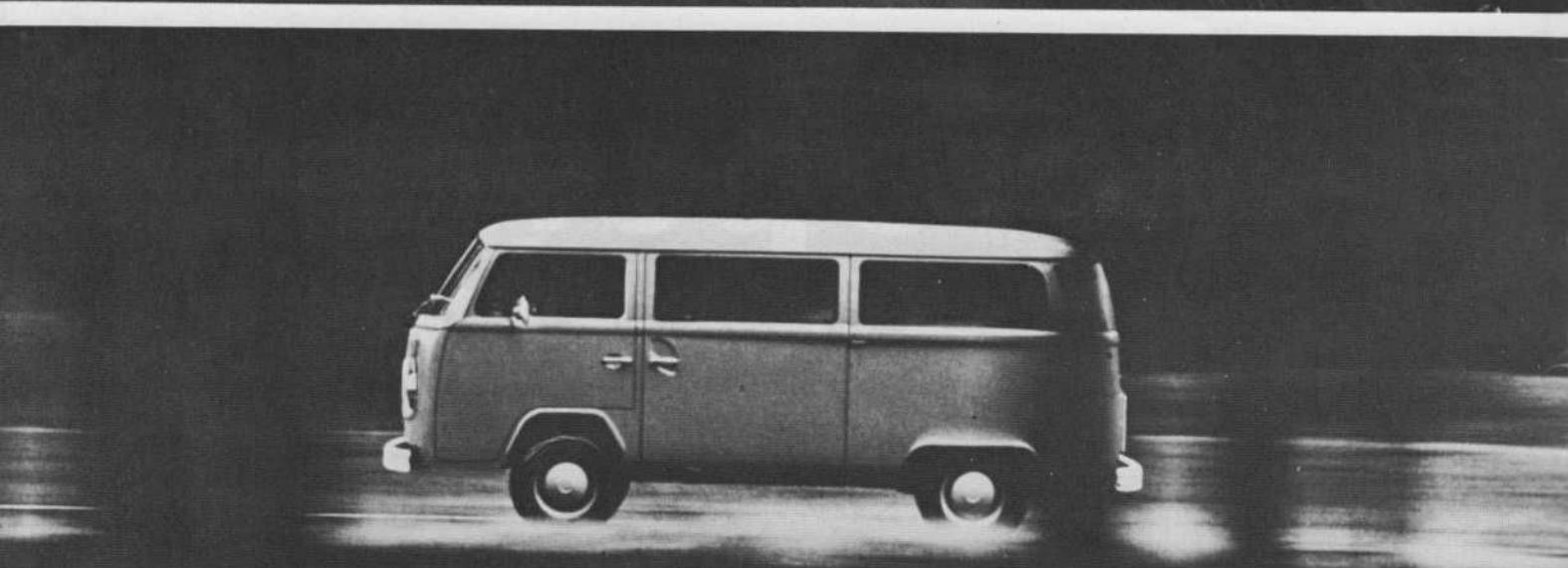




**More power
to the workers**



More power ...no sweat.

The new Volkswagen Commercials are even better workers.

We've improved driving safety and we've improved driving comfort. Of course we've included all the features such as dependability, economy and durability that have made VWs the most popular one-ton vans on the Australian roads.

We've improved a few things up front to make them safer and better looking. An energy absorbing and distributing section has been added. The indicators have been moved up and the cabin step has been moved inside.

In the power department we've got some really big news. An optional 1800cc engine that is 27% more powerful than our standard 1600cc engine. It's got 76 bhp to give you more torque for easier hill climbing and produces a higher top speed to get you and your load to point 'B' a little faster.

Our other big change this year is the optional T-bar automatic transmission. It's a transmission built specially for the Volkswagen Commercials (not someone else's transmission adapted to our vehicle). The automatic option is only available on some models.

Or if you can do with a little less power, a little less cost, the same amount of space and prefer to shift the gears yourself, then the regular 1600cc Commercial fits your bill exactly, with its 60 bhp to move your one ton with ease.

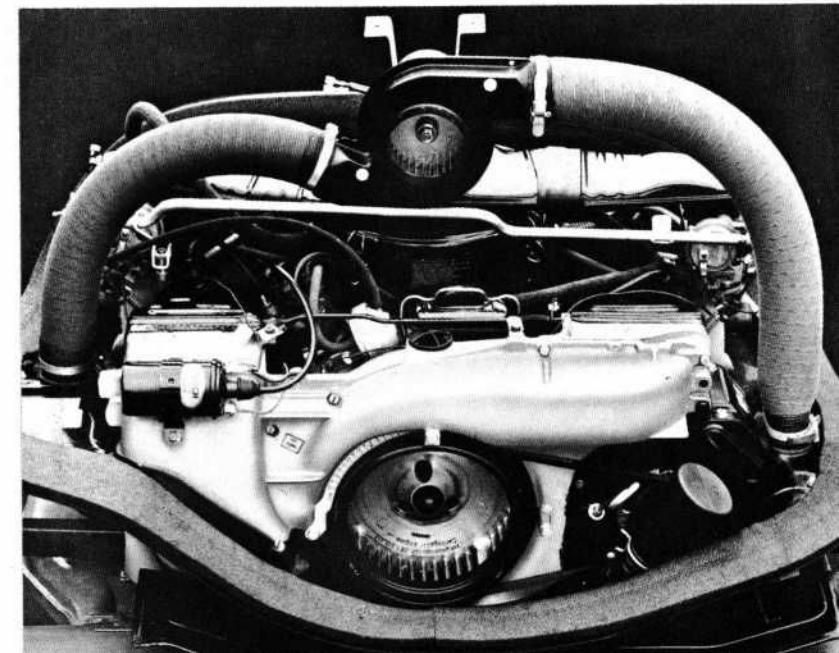
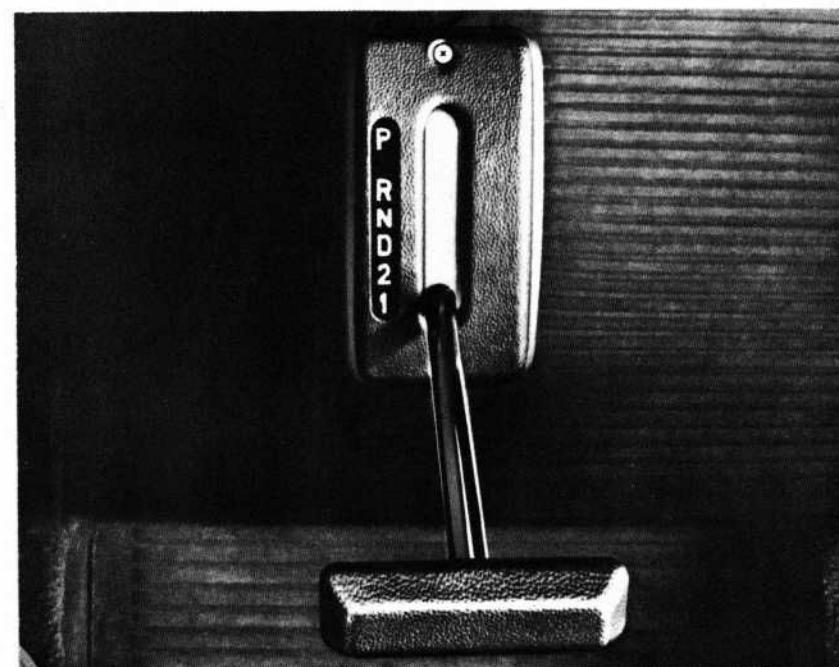
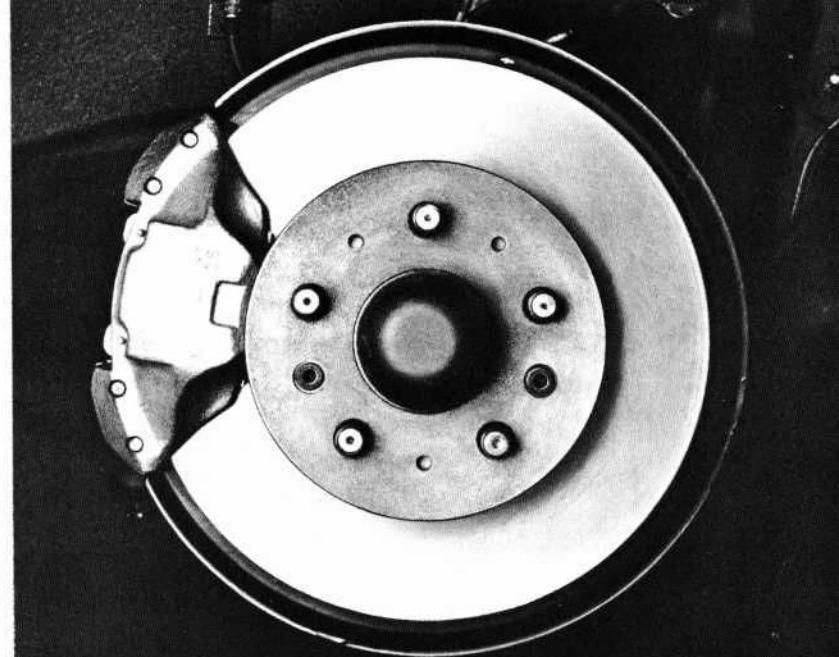
Together the new engine and the T-bar automatic take some of the hard work out of your driving day.

With more power to go you need lots of power to whoa. Volkswagens are the only commercials with power assisted disc brakes as standard equipment. The big 11" discs on the front have thicker pads for longer life and better braking performance. The system is dual circuit and the rear brake is pressure regulated to ensure smooth braking every time.

And if you choose the 1800cc engine you get another bonus—the best tyres available for a 1 ton commercial vehicle. Uniroyal 180 Steel Belted Radials. For no extra cost.

Another change in the mechanics is the muffler. It's nickel plated to last even longer.

This year Volkswagen has taken the sweat out of working a one-tonner. In short, Volkswagen will get you and your loads wherever you want to go faster, automatically.





Volkswagen's wide open spaces.

Every vehicle in our new one-ton range of commercials has been designed for quick, easy loading and unloading. When you're working with big one-ton loads or large packages, you need big doors and big spaces inside, and that's what you get from Volkswagen.

The large 42" wide side door slides open to give you a bigger than average opening. And because it slides open you can drive any Volkswagen right up close to any loading ramp. And when you're unloading, say in the city, you never have to worry about a sudden gust of wind blowing your loading door open into the moving traffic. The big sliding door automatically locks when fully open.



If you're loading or unloading from the footpath you'll also appreciate our low loading height. It's just a quick knee-high lift from the kerb to cargo area.

For parcels in the back of the van, there is a door in the back. The rear door has an opening of 9.6 square feet and opens upwards to clear the bonnet of any car that parks up close behind.

To make loading and unloading easier, you have a walk-through access to the load compartment. Just a few steps inside, slide open the door and you're ready. Means you never have to get out into traffic or rain.

The load compartment is rugged and rib re-inforced in the floor and walls to stop damage

to the body work from shifting loads.

The front seats are also protected by thick, steel shields to guard passengers from any forward shifting of the load.

If, for security or health regulations, you need complete separation from the load area, we have an optional full width partition. A three person bench seat and relocated spare wheel are provided with this M500 option.

Just as we have designed Volkswagens to be very versatile, so can you. Shelves, racks and benches can turn our Commercial into a mobile office, workshop or showroom.

In short, there is a VW one-tonner for nearly every trade or purpose.



Our big, rugged commercial vehicles.

About 50% of the one-ton vans in Australia are Volkswagens and that's probably because Volkswagens are 100% pure commercial vehicles. They're built rugged and tough to handle every kind of one-ton load that you can imagine. They're the kind of vehicles that won't quit under any driving conditions.

But inside, the Volkswagen Commercials have all the comforts of a passenger vehicle including padded dashboard, anti-glare dials on all instruments, comfortably upholstered seats, a very efficient heating and ventilation system and our high, wide-angle panoramic view.

We've built them and improved them to take you and your load wherever you want to go. Without sweat.

And we've made sure you and your load ride smoothly with four wheel independent



suspension, a double joint rear axle, hydraulic shock absorbers and a wide wheel base. They all combine to give the best roadholding and ride of any vehicle in its class. And with the driver up front, the load in the middle and the engine up the back, the vehicle is always balanced—loaded or unloaded.

But for all its toughness there are some surprising features in our Commercials. Like our standard 4-speed Porsche transmission that has proved itself to be the best in the business. Or if you prefer, there's the new 3-speed T-bar automatic transmission that really takes the sweat out of a hard day's driving. (Available only with the 1800cc engine.) And there's the famous air-cooled engine which works hard under the most severe conditions. It will never boil.

very unusual extras that you won't find in other commercials. Like proven reliability backed up by the VW Diagnosis and Maintenance Service system that is second to none; a cab that has been designed to keep you comfortable all day with bucket seats, flow-through ventilation, a padded dash and other little comforts.

Other unusual extras include VW's legendary fuel economy and perhaps heading the list is the unusually low depreciation rate and incredibly high resale value of Volkswagen Commercials. So it's no wonder that the VW Lease Plan is the cheapest in Australia, bar none.

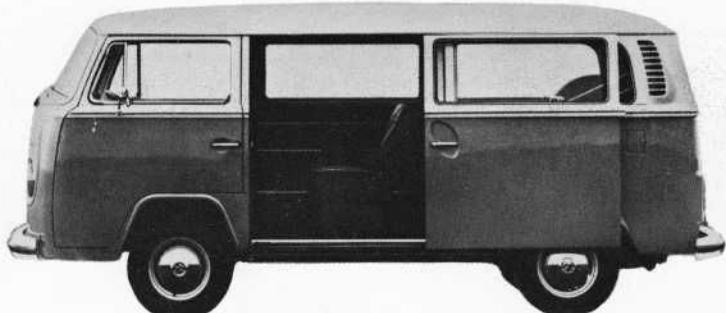
There are 9 new, big, rugged Volkswagen Commercials (with many available options). At least one is just right for the job you have in mind.



Delivery Van



VW Kombi



Microbus



The High Topper

A businessman's guide to Volkswagens.

Delivery Van.

This is a very spacious van. No matter whether you're loaded with one-ton loads or 177 cu. ft. of parcels, the delivery van is always very economical—like all VW's.

It's easy to load. The big side door slides open to take the biggest loads.

And if you believe in the power of advertising, there are plenty of flat spaces to carry your firm's name and address.

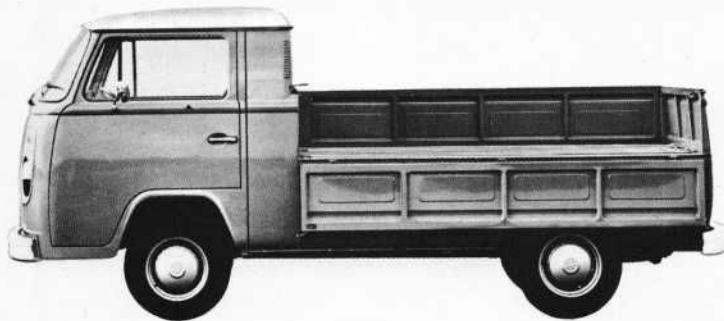
The Microbus.

All Volkswagen vans carry a lot of things. Our Microbus carries a lot of people in superb comfort. And, with eight seated, it still has room over for luggage or whatever.

VW Kombi.

The Kombi Van is four vehicles in one. A goods van, passenger van, a combination of both, and a camping unit.

It can seat up to eight people in comfort (in optional 5 or 8 seater style); carry people



The VW Pick-up



The VW Campmobile



The VW Double Cabin Pick-up



The VW Pick-up

and parcels; take a one-ton load and with the appropriate installation kit, it becomes your home away from home.

The High Topper.

Our special purpose van for special purposes, like when you're carrying a tall order that has to be stood up. Or maybe you spend a fair bit of time in the back and would prefer the full six feet of standing height. Or maybe you need lots of shelf space—there's plenty of room for them in the new High Topper—25% more room, making a total of 220 cubic feet of load space. All this plus Volkswagen's great resale value.

The VW Pick-up.

The VW Pick-up has a flat platform without wheel housings. It's a big 106" long and 62" wide and carries a one-ton load. Load space is 46.3 sq. ft.

It's easy to load. The sideboards come down in a flash and the hardboard slats make your gear easy to slide into position, and also

protects your vehicle. Weathertight, lockable compartments under the tray add another 25 cubic feet of space for valuable cargo and tools.

The VW Double Cabin Pick-up.

More load space than half a pick-up and more seats than half a Kombi—and combines the best of both. Seating for 6 in the cabin (plus all the comforts of a car, like heating and ventilation both front and back). And 31.2 square feet of load surface in the back. Or take the back seat out of the cabin and you've got an extra 14.5 square feet of load space to work with.

The VW Campmobile.

More and more people are thinking about our Motel Volkswagen when they think about getting away from it all. Four different floor plans, Adventurer, Cruiser, Dormobile and Wanderer. All with up-to-date facilities; eating and sleeping for five people; a sink; a fridge; stove and lots of storage space. But it also has a very unusual extra for a motel. Volkswagen's legendary fuel economy.

Specifications.

Engine: (1600 cc) — Four cylinder, four stroke, horizontally opposed rear mounted engine. Capacity 1584 cc. Compression ratio 7.5:1. Bore x Stroke 85.5 x 69 mm. Output 37 KW at 4,000 l/Min*, maximum torque 108 Nm* at 2,800 RPM. 60 BHP at 4,400 RPM (SAE). 81.7 ft./lbs. at 3,000 RPM (SAE).

(1800 cc) — Four cylinder, four stroke, flat four engine, twin carburetors, rear mounted. Capacity 1795 cc. Compression ratio 7.3:1. Bore x Stroke 93 x 66 mm. Output 50 KW* at 4,000 l/Min*. Maximum torque 132 Nm* at 3,000 RPM. 76 BHP at 4,600 RPM (SAE). 100 ft./lbs. at 3,200 RPM (SAE).

*New International measurements.

Both engines: Pressure lubrication with oil cooler. Thermostatically controlled air cooling by fan. Downdraft carburetor with automatic choke and accelerator pump. Oil bath air cleaner 1600 cc (dry paper filter 1800 cc). Oil capacity 2.51 litres (1800 cc 3.51 litres). Engine oil change every 5,000 Km. Engine oil filter on 1800 cc engine only.

Electrical system: 12 volt system, 45 A.H. battery. 1600 cc—alternator with maximum output of 50 amps 700 W. 1800 cc—alternator with maximum output of 55 amps 770 W. Headlight dimmer switch with turn indicator lever. Self-cancelling flashing indicators. Rheostat controlled instrument panel lighting. Non-repeat starter/ignition switch.

Transmission: Via diaphragm clutch, full synchromesh four-speed gearbox and differential to rear wheels. Engine, gearbox and differential combined to form a single unit. Gear shifting via floor lever. Driving range: 1st, 3.80:1; 2nd, 2.06:1; 3rd, 1.26:1; 4th, 0.82:1; reverse, 3.62:1. Rear axle—double joint, each with two constant velocity joints. Optional extra with 1800 cc engine, automatic three-speed transmission, epicyclic gears, via floor mounted T-bar.

Chassis: Independent suspension and torsion bar springing on front and rear axles. Unitary body, frame plates reinforced with side and cross members. Front axle bolted to frame side members, engine/transmission assembly fitted on three bonded rubber mountings. Hydraulic shock absorber. Stabiliser on front axle. Positive worm and roller steering gear with maintenance free tie rods and hydraulic steering damper. Turning circle approximately 12.192 metres, 2.8 turns of steering from lock to lock. Wheel base 2400 mm. Tubless tyres 700 x 4 (185 x 14). Uniroyal steel belted radial tyre standard with 1800 cc engine. Wheels: Drop centre rims 5½ JK x 14. 27.5 mm disc brakes up front and 254.0 mm diameter drum brakes in rear with 550 cm² of effective rear lining area. The Servo assisted system has a dual circuit and a brake pressure regulator. Fuel tank capacity: 60 litres (13.2 gals.). Filler located in right rear panel. Lubrication every 5,000 Km, diagnosis and maintenance service every 10,000 Km.

Special body equipment and features: Cabin lined throughout. Toughened safety zone windscreens. Padded dashboard. Driver's seat can be adjusted to over 81 positions. Safety steering wheel. The steering column incorporates a flexible joint—providing additional safety. Safety door locks. Coat hooks. Heating and fresh air ventilation adjustable over wide range. Glove compartment with lid. Anchorage for three point safety belts. Self-parking two-speed windscreen wipers with pneumatic washers operated by stalk on steering column. Headlight flasher. Direct access from cab to load/passenger compartment. Two large exterior rear-view mirrors and one interior mirror.

Load compartment: Sliding door at side. Spring-loaded, full width rear door opening upward. Panels reinforced on the inside to prevent load damage. In Pick-up: additional lockable compartment below the platform.

Microbus: Fully lined throughout. Comfortable seats with vinyl upholstery. Armrests. Courtesy handles. Coat hooks. Ashtrays. Individual adjustable heating and ventilation outlets. Safety belt anchorage for all seats. Luggage compartment accessible from both inside and outside.

Dimensions/Weights/Performances:

Length: 4505 mm (with bumper rubber moulds 4545 mm)

Width: 1720 mm (1760 mm with bumper rubber moulds)

Height: Front 1395 mm, Rear 1455 mm

Ground clearance: 200 mm (laden)

Weight (kilograms)

	1600 cc Engine		1800 cc Engine	
	Unladen	G.W.	Unladen	G.W.
VW Kombi (with seats)	1,240	2,300	1,260	2,300
Delivery	1,300	2,300	1,320	2,300
Pick-up	1,300	2,300	—	—
D.C. Pick-up	1,350	2,300	—	—
Microbus (without driver)	1,360	2,250	1,380	2,250
High Topper	1,350	2,300	1,370	2,300
Pick-up (enlarged platform)	1,380	2,300	—	—

	1600 cc	1800 cc	1800 cc Auto
Maximum speed	110 Km/H (69 mph)	127 Km/H (79.5 mph)	122 Km/H (76 mph)
Fuel consumption	11.4 litres/100 Km (24.8 mpg)	12.9 litres/100 Km (21.8 mpg)	12.9 litres/100 Km (21.8 mpg)

Optimum hill climbing ability on good roads, fully laden and in first gear:
1600 cc—26% 1800 cc—28.6% 1800 cc Auto—25%

(Towing trailer not permissible with automatic transmission.) Maximum permissible trailer load for trailers for all types (manual transmission) 800 Kg.

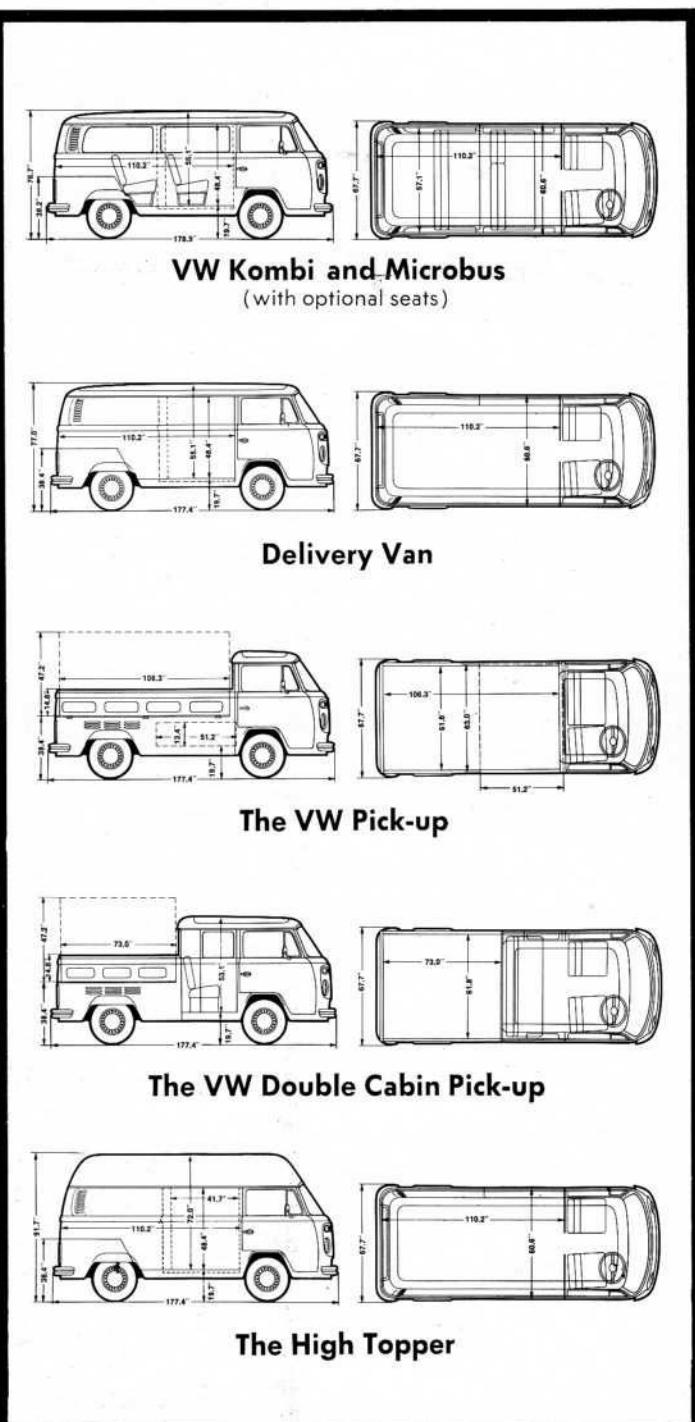
No roof loads possible for high-roofed Delivery Van. Maximum permissible roof load 1600 cc and 1800 cc (100 Kg—75 Kg for double cab).

Options at extra charge

1800 cc engine, 76 bhp—27% power increase (available with some models only). 3-speed T-bar automatic transmission (available only with 1800 cc engine—see chart).

Delivery vans—full width closed partition combined with front passenger bench seat. Spare wheel relocated under front seat.

Kombi—backrest level partition combined with front passenger bench seat. Spare wheel relocated under front seat.



Commercial Vehicle—Colour & Trim Specification							Optional Engine Availability				
Vehicle	White Crystal	Flapper Blue	Wattle	Mellow Yellow	Kalahari Tan	Citrus Red	Martini Olive	Model Range	1600 cc	1800 cc	1800 cc Auto
214	1	1	1					214 Delivery Van	x	x	x
214 M	1	1	2	2	2	2	2	214 M Delivery Van (options)	x	x	
224	2	2	2	2	2	2	2	224 Microbus (standard)	x		
224 D	2	2	2	2	2	2	2	224 D Microbus (deluxe)		x	x
234	1	1	1	1	1	1	1	234 Kombi	x	x	
234 M	1	1	1	1	1	1	1	234 M Kombi (options)	x		
264	1	1	1	1	1			264 Pick-up	x		
268	1	1	1	1				268 Double Cabin Pick-up	x		
1. Beige; 2. Alabaster											

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Volkswagen Australia Pty. Ltd. (A Division of LNC Industries Limited)



Our not-so Microbus. It seats eight.

The big thing about the new Volkswagen Microbus is that it's big. Big enough to seat up to eight people in comfort. Big enough to take 35 cubic feet of luggage at the same time. And, with the big sliding door, it's easy to get both people and luggage in and out.

But, surprisingly, the Microbus is only 14' 9" long. That's smaller than a lot of sedan cars. So parking is never a problem. In short, it's big inside and small outside and it's available in standard or deluxe versions.





VW Diagnosis



Free medical benefits.

Every new Volkswagen now comes with an amazing free extra. Volkswagen Diagnosis; free medical check-ups at 600 Km and again at 10,000 Km. It's a completely new way to service cars and scientifically designed to spot and stop little problems before they become big, expensive problems.

How does VW Diagnosis work? Very simply.

When you buy a new Volkswagen, any Volkswagen, you'll find two Diagnosis vouchers, free, in the service booklet. Drive your Volkswagen into a dealer and present a voucher. Then a specially trained expert will put your car through our diagnostic system, using the modern, mistake-proof equipment. He'll check engine, clutch, transmission, front axle and steering, brakes, tyres, wheels, electrics, body-work, the works.

And as he works he makes out a condition report, a kind of 'state-of-the-Volkswagen' thing. This shows what, if anything, needs to be done. It also shows what doesn't need doing (which saves you money and us time).

And if you need any parts, we call in our MPF Parts Micro Reader. It's like a computer listing of VW parts. If you want "one of those gizmos that fits under the gearbox", at the press of a button, the Micro Reader will show you a blow-up picture of the part, its name, price and its serial number. It's linked with our computerised parts distribution system and makes ordering of VW spares very quick, very accurate and very easy.

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