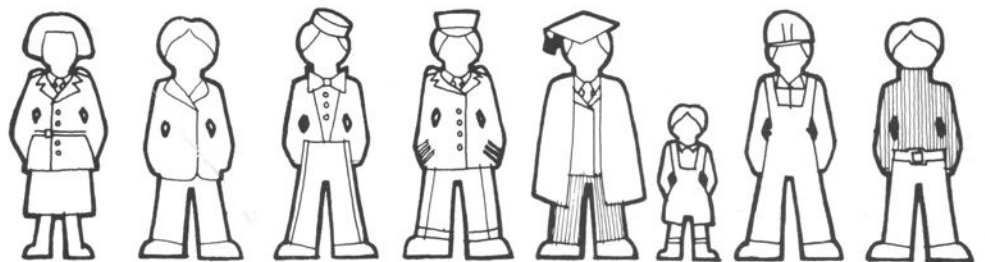




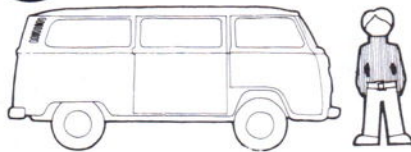
Devon

12 Seater Bus



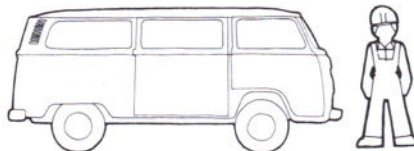
for people who work for people

Devon 12 Seater Bus...



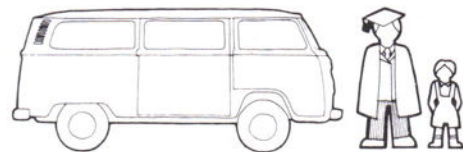
Personnel Bus

We have to move our people around a lot. Our Devon Bus saves us using four cars. Capacity is a big factor but its economy is also important and it all adds up to greater efficiency.



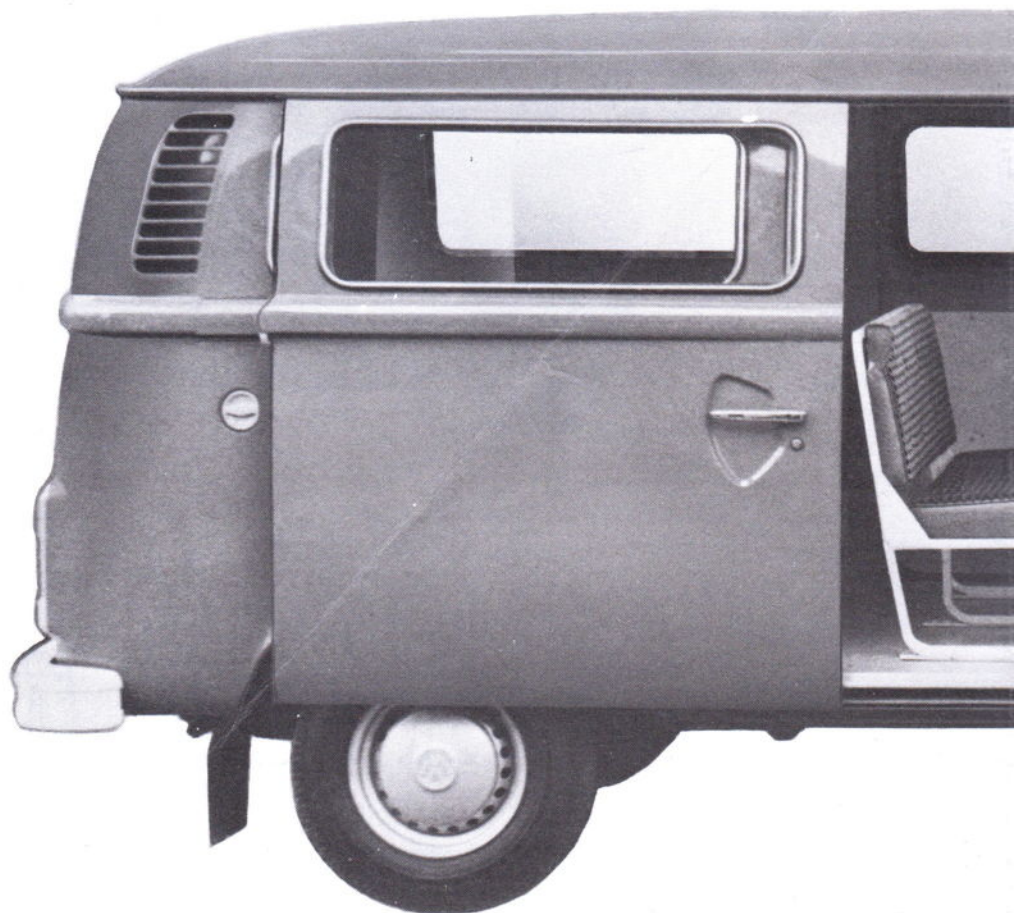
Site Bus

The Devon Bus is the ideal vehicle for getting my men to and from building sites. Reliable easy starting in winter saves time. It doubles as a site transporter too whenever it is needed.

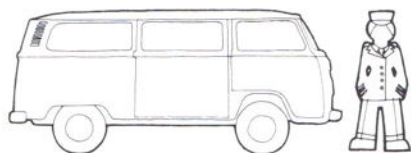


School Bus

Our Devon Bus is probably our biggest luxury as well as a necessity. We no longer have to rely on others to take our sports teams to away games. For educational visits to museums or other places of interest it's ideal. It drives and parks like a car and takes all the gear for the children too. We wouldn't be without our Devon Bus I can tell you!

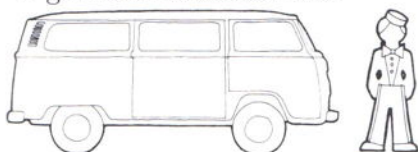


for taking people places.



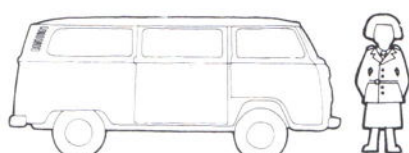
Crew Bus

When you have to get aircrews and equipment to a plane, it is of utmost importance that the vehicle is reliable – our Devon Bus is certainly that! For moving staff to any part of the airfield it's our No. 1 vehicle. We also use it for airport hotel transfers and as a general runabout too.



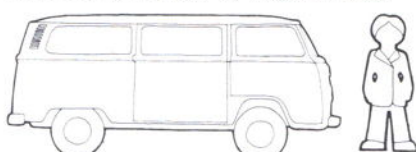
Hotel Courtesy Bus

Hotels like ours build their reputation on service and courtesy. A Devon Bus is a must for conveying guests to and from stations, airports and town. And it never says no to being a handy runabout for luggage and odd jobs.



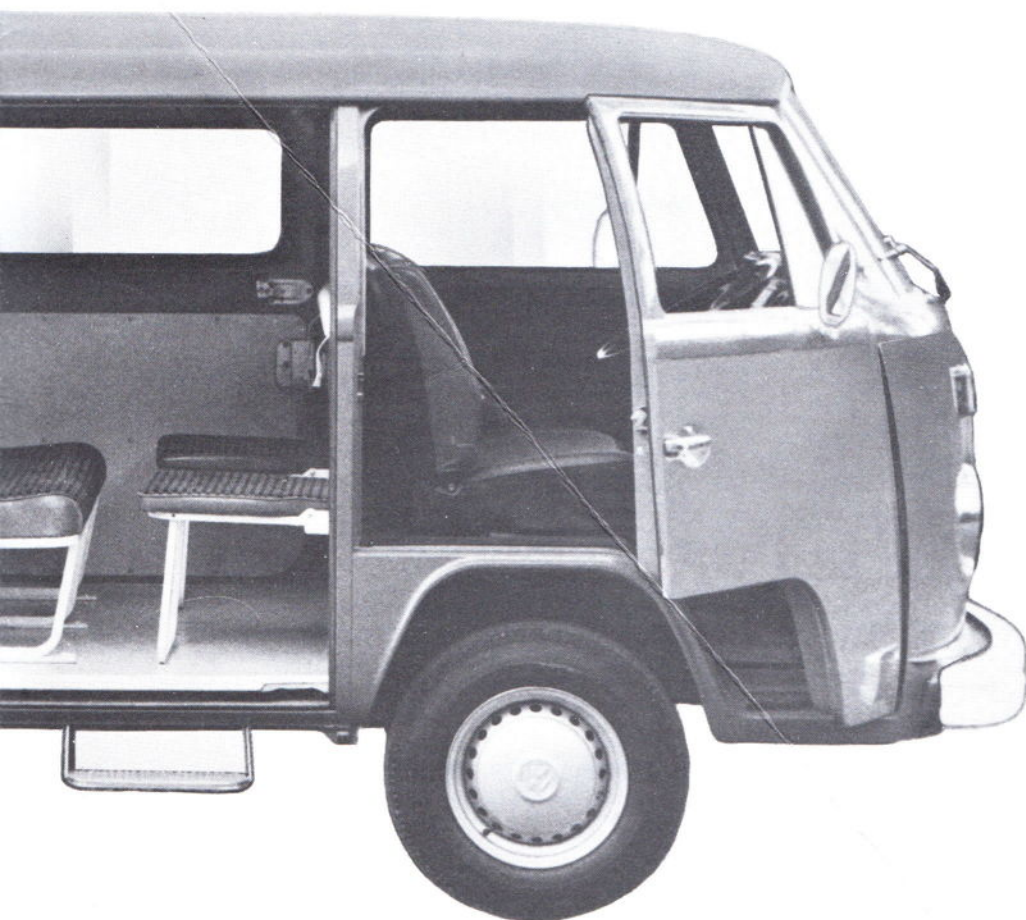
Welfare Bus

Associations, Clubs, Nursing Homes, Hospitals . . . There is no end to the uses to which the Devon Bus can be put, for taking people places in comfort. Its economic performance puts it in a class of its own – and it parks just like a car. Our lady drivers say the Devon Bus is wonderful.



Hire Bus

Our car hire company would not be without its Devon Bus fleet. They mean trouble free hiring at worthwhile profit. We find an all-year round demand but our winter Devon Bus business is specially valuable to us.



**Devon
Conversions**
official converters of
the 12 Seater Bus for
Volkswagen (GB)
Limited



Devon 12 Seater Bus. Specifications

Engine

Air cooled, 4 cylinder, 4 stroke, horizontally opposed, rear mounted, petrol.

	1600cc	2000cc
Bore	85.5mm	94.0mm
Stroke	69.0mm	71.0mm
Cubic Capacity	1584cc	1970cc
Compression ratio	7.5:1	7.3:1
Output — kW	37 kW	51 kW
— DIN	50 bhp	70 bhp
— S.A.E. net	48 bhp	67 bhp
At	4000/min	4200/min
Maximum Torque — Nm	108 Nm	143 Nm
— DIN	10.8 mkg	14.3 mkg
— S.A.E.	74.5 lb.ft.	98.6 lb.ft.
At	2800/min	2800/min
Fuel Rating (RON)	91	91

Filling Capacities

Fuel tank	13.2 gals imperial (including 1.1 gal reserve)
Engine	4.4/6.2 pints (1600cc/ 2000cc) including filter
Gearbox/ Final Drive	
— Manual	6.2 pints
— Automatic	See Handbook

Transmission

Description: Manual — Baulk synchronised four speed gearbox and hypoid bevel gear final drive in common alloy housing. Common lubrication for transmission and final drive. Double joint axle. Single dry plate clutch. Automatic — Hydrodynamic torque converter and planetary gear train with three forward gears and one reverse. Final drive in separate housing, and separate lubrication. Double joint axle.

Dimensions and Data*

Gross Vehicle Weight	1 Ton
Maximum permissible load — Front axle	5070
— Rear axle	2227
	2866

1600cc engine

Kerb weight	2634
Payload	2436

2000cc engine

Kerb weight	2679
Payload	2391

External dimensions

Front track	54.9
Rear track	57.3
Ground clearance	7.9
Overall length	177
Overall width	67.6
Overall height	77

Internal dimensions

Rear door width	48.4
Rear door height	28.7

Permissible trailer weight (braked)	
1600cc:	2205lbs
2000cc Manual:	2645lbs
2000cc Automatic:	1323lbs
(See note 1.)	
Permissible trailer load (unbraked)	1323lbs
Maximum nose weight	110lbs
Maximum roof load	220lbs

Note 1: Towing with automatic transmission models only possible when ex factory towing bracket fitted. Maximum gradient 16%.

Note 2: Use only roof racks supported by rain channel and distribute load uniformly.

Gear ratios (Gradeability)	1600cc	2000cc	2000cc Auto
1st	3.78:1 (26%)	3.78:1 (28.5%)	
2nd	2.06:1 (13%)	2.06:1 (14.5%)	(Forward
3rd	1.26:1 (7%)	1.26:1 (7.5%)	Range 25%)
4th	0.82:1 (3.5%)	(4.5%)	
Reverse	3.78:1 (26%)	3.28:1 (28.5%)	(Reverse
			Range 18%)
Final Drive	5.43:1	4.57:1	4.36:1

Suspension

Independent all round with torsion bars.

Front: Twin cranked trailing arms. Rear: Semi trailing arms.

Steering

Worm and roller with hydraulic damper

Number of turns, lock to lock	2.8
Turning circle: Kerb to kerb	37.2ft (11.34m)
Turning circle: Wall to wall	40.4ft (12.31m)

Electrical system

Voltage	12 volts
Earth	Negative
Battery	45 amp/hr
Alternator	50 amp/700W (1600cc) 55 amp/770W (2000cc)

Braking system

Type front	Disc Dual circuit system with brake pressure regulator
Type rear	Drum on rear wheels
Handbrake	Mechanical on rear wheels
Size front	10.94 ins
Size rear	9.92 ins
Note:	9in diameter servo fitted as standard on 2000cc model.

Body

All steel self-supporting unitary construction.

Wheels and Tyres

1600cc: 7.00 x 14 8PR

2000cc: 185R 14C radial

Wheel: 5 1/2 J x 14.

Performance

	1600cc	2000cc	Auto
Maximum speed	68mph	79mph	76mph
Fuel consumption (DIN)**	24.8mpg	22.6mpg	21.2mpg

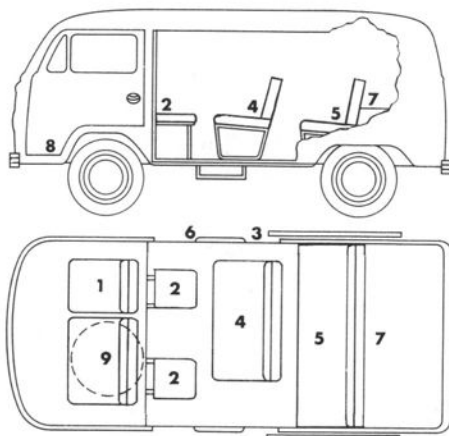
*All weights in lbs and dimensions in inches. Payload figures include weight of full tank of fuel, oil and all standard equipment.

**German Industrial Standard DIN 70030: measured at 3/4 max. speed. On level dry surface (max.

gradient=1.5%); all tyres at correct pressure; at half max. permissible weight; max. wind speed=6.7 mph; over approx a 6 mile distance.

With the above conditions operative the vehicle is driven, first in one direction and then immediately back again.

A number of European countries are starting to use the new international units for technical measurements.



Exterior Colours:

Marino Yellow
Taiga Green
Pastel White
Neptune Blue
Light Grey

Layout

- 1 Front seats accommodate 3 persons including driver.
- 2 2 foldaway single seats which give easy access from either side.
- 3 VW sliding doors on both sides of vehicle.
- 4 Forward facing bench seat for 3 persons with access to rear.
- 5 Forward facing bench seat for 4 persons.
- 6 Fixed step on both sides.
- 7 35 cubic foot luggage platform.
- 8 Access step to cab on both sides.
- 9 Spare wheel located under front seat.

TRADE DESCRIPTIONS ACT 1968

Whilst every effort is made to ensure the accuracy of descriptions and specifications in this brochure, changes and alterations may be inevitable due to circumstances beyond our control. We therefore reserve the right to make such changes and alterations at any time without prior notice being given.

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Member of the Renwick Group