

**Now with automatic transmission.
For those who kept the faith.**





The 1973 VW Station Wagon automatic.

Now even the little lady from Pasadena is into it.

Volkswagen finally did it.

The 1973 VW Station Wagon is now available with optional automatic transmission.

Now *anyone* who ever wanted to drive our bus but couldn't take the shifting—can get into the wagon scene.

First, there's that huge sliding side door. You get the feeling of *walking* into the wagon rather than folding yourself in half and sliding in. You and your guests spread out with plenty of lounging room.

Then there's visibility. You see over the car ahead—not through its rear window. And with eight giant windows and three rear view mirrors, all 'round vision is virtually complete.

Then there's our newest power plant (in the rear for greater efficiency). Plenty of reserve for every driving situation.

And, as our little lady from Pasadena (who is always getting closer to the sand dunes at the beach than she should) will tell you, nothing grips and goes like a VW. Again, rear engine traction.

For 1973 we've beefed up the bumpers (note the reinforcing structure *behind* the front bumper). Made the directionals more visible in front. Improved heating and ventilating controls inside. And made available, in deference to the luxury lovers, the automatic shift. It's just touch and go.

Like all VW's the Station Wagon is conscientiously built (you won't find spare parts sitting on the back seat). And like all VW's it is solidly built: Welded and unitized body and chassis.

Disc brakes up front, drums in the rear. Dual braking system. (If one set fails, a back-up helps stop you.) Radial tires are standard equipment.

And we back this reliability with the only 24 month 24 thousand mile Station Wagon warranty in America.

Would you want your mother to drive any other kind of wagon?



Volkswagen passes a Buick?

On August 3, 1972 a VW Station Wagon, going full bore on the Taconic Parkway in N.Y. state, was reported to have passed a heavily laden Buick on a steep incline.

Of course, it's true, the Buick had slowed momentarily to admire the scenery. But, giving credit where it is due, we must mention the new, more powerful 1700cc air-cooled engine our bus now boasts.

At the top end it delivers 10 mph more speed (75 mph). At the low end it delivers more power for those steep inclines and heavy loads.

Lest, however, you think we've gone power crazy, you'll be pleased to know that the 1973 engine is also one of the cleanest engines we have ever developed.

Now you can breathe more easily.



Everyone's into it. Mostly for the same reason. Space.

No question about it. If you have the group, we have the bus for it. Want to haul the rock band to the school dance? The ball team to a game? The garden club to a garden? The family to a picnic?

With up to nine seats (or 176 cubic feet of total cargo space) the VW Station Wagon is a spacious solution to your mass transit problems. There are a few other problems we solved too.

Like radiators that boil over and freeze up. And exposed drive shafts that waste power and floor space. And chrome bumpers that add little to the wagon but price. And eight cylinders that get you there no faster. On about twice the gas.

We took those problems out a long time ago.

But then we designed *in* the conveniences that counted.

Conveniences like 4-wheel independent suspension. And a 4 cylinder *air*-cooled engine (about 18 mpg). And a wheelbase just about the same as the Beetle's. Which means parking just about anyplace a Beetle can. And a giant opening side door. We once got a baby elephant through it. And an optional sliding sunroof if the ceiling isn't high enough. And—if you prefer shifting for yourself—4-speed synchromesh transmission.

But there's another reason why our bus has become so popular. We build it with care.

Look the Station Wagon over. Check the fit of the doors. Note the way the rubber molding hugs the windows—a leaky VW is a true rarity. Run your hand over the interior lining for wrinkles (there are none). Try to find raw metal where someone indifferently left the job unfinished. You won't.

Of course, you can't tear the box apart to check every piece. But it's a safe bet that if workers on part of the production line show care, workers on all parts do.

Translated into owner benefits, that means you have a much more dependable, trouble free vehicle while you own it. And an uncommonly good return on your investment when you sell it.

Shrewd investor, you.



But no one is into it more than our Computer

Like every new VW, the Station Wagon comes with an intricate network of probes and sensors monitoring vital and not-so-vital parts. When our diagnostician plugs into this network—through a socket in the engine compartment—your bus literally tells all to our Computer Diagnosis System.

This in turn is compared by the computer to our factory standards. And the results are printed out—in plain English—for your inspection.

In about 30 minutes you'll know everything of any importance about your wagon before we service it.

To get to know your bus better, we give you four free sessions with the computer. By taking advantage of them, the benefits in time and money—not to mention peace of mind—can be considerable.

It's a little like computer dating. The more you know, the happier your relationship.



**But if, instead,
you are into
the nature thing.**

**We can show you
a thing or two.**

For all its virtues, our Station Wagon does have a few shortcomings. You can't wash dishes in it for instance. And six-footers will find the 4 foot 11 inch bench seat something less than ideal for sleeping.

But if the compulsion to rough it is uncontrollable, you might consider our Campmobile. It's everything a Station Wagon should be. And then some.

First of all, like any good home, it should have a kitchen. So we built in work counters and sink and ice box and food storage bin and kitchen table.

And it must have a dining room. So we built in plenty of space for kids. And even romping room for the family dog.

And storage space is a must. So you'll find bins and cabinets, and even a hanging closet with a dressing mirror.

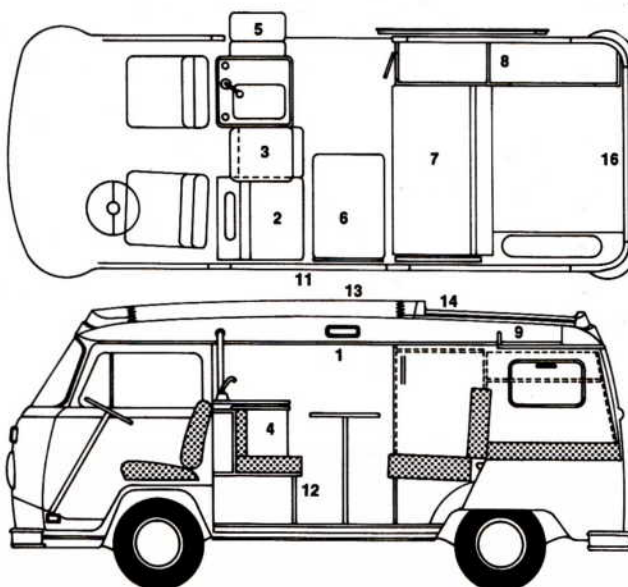
For privacy, curtains all around. Sleeping accommodations for two adults and up to three children. (The dog goes under the table.) An optional pop-top gives 6 foot plus standing room when pitching camp—and space for the 3rd child's hammock.

And if you need an extra bedroom or play room for the kids (you know it's going to rain) there's an optional tent, complete with its own floor and screens.

Best of all, in the city our Campmobile serves as a perfectly respectable station wagon. With room for five passengers and plenty of cargo space.

After all, it wouldn't be a Volkswagen if you didn't get just a little more for your money.

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|--------------------------------|------------------------------------|
| 1. Lamp | 9. Ceiling Shelf Cabinet |
| 2. Front bench seat | 10. Children's hammock (not shown) |
| 3. Jump seat stool | 11. Louvered windows |
| 4. Icebox cabinet | 12. Electrical receptacle |
| 5. Catchall cabinet | 13. Pop-up top (optional) |
| 6. Dinette table | 14. Roof rack (with pop-up top) |
| 7. Rear bench seat | 15. Tent (optional) (not shown) |
| 8. Clothes closet/linen closet | 16. Mosquito net |



Home is where you pitch it.

It wouldn't be home if it didn't have the basic comforts. So we got down to the basics.

Like a 110 volt electric receptacle for your TV and electric razor. And insulated wood paneling for that lodge-in-the-country effect. And screens in windows. Vinyl flooring. And a reading lamp.

There's only one feature that doesn't go with the Campmobile. Your Volkswagen dealer. Instead, he's there when you arrive.

With over 1200 dealers coast to coast, you are never far from the man with the know how. But so you can have the know where, we provide a nationwide dealer list with every Campmobile.



SPECIFICATIONS—MODEL YEAR 1973

Engine

Type	4 cycle, air cooled, rear mount
No. Cylinders	4 cyl. opposed
Bore	3.54 in.
Stroke	2.59 in.
Displacement	102.5 cu. in.
	AUTOMATIC
SAE Net HP	63/4800 rpm 59/4200 rpm.
Max. Torque, SAE Net.	81 ft. lbs./3200 rpm—83 ft. lbs./3200 rpm
Compression ratio	7.3 :1
Carburetion	Twin downdraft, auto. choke w/combined idling circuit

Transmission & Differential

Type	Fully synchronized, transaxle
No. Speeds	4 forward, 1 reverse
Gear ratios 1-4	3.78/2.06/1.26/0.82/R-3.78
Final Drive	5.375 :1
Clutch	Single disc, dry. Diaphragm type

Chassis & Suspension

Frame	Unitized, with box-shaped side and cross members
Independent Suspension—	
Front:	Torsion bars, trailing arms and stabilizer
Rear:	Torsion bars, trailing & diagonal arms
Service brake	Power assisted. Disc front. Limiting valve rear
Parking brake	Cable operated, rear
Rim size	5½ J x 14 steel
Tire size	185 SR 14 (211—2319 — 185 SR 14ZX)
Steering	Roller type

Electrical System

Rated voltage	12 Volt (55A alternator)
Battery	12 V/45 Amp./h.
Ignition	Battery

Dimensions

Wheelbase	94.5 in.
Track, front	54.6 in.
Track, rear	56.6 in.
Length	179.0 in.
Width	69.3 in.
Height (unloaded)	(221-76.4) (231-76.7) (2319-80.0) 211-77.0
Ground clearance (loaded)	7.3 in.
Turning circle (approx.)	40.4 ft.

Weights

Gross vehicle weight	3141 lbs.
Payload	1885 lbs.

Performance

Top speed	78 mph. with Automatic 75 mph.
Fuel consumption (DIN 70030)	18 mpg
Acceleration 0-60 mph	31.5 sec.

24 Month/24,000 Mile Warranty

All you have to do is maintain and service your vehicle in accordance with the Volkswagen Maintenance Schedule. Any factory part found to be defective in material or workmanship within 24 months or 24,000 miles, whichever comes first (except for normal wear and tear on service items), will be repaired or replaced by any U.S. or Canadian Volkswagen Dealer free of charge.

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