

The Beetles.



The VW 1200. The most economical Beetle.

It has an undemanding 1200 cc engine, an automatic choke, independent wheel suspension with large 15" wheels and bags of built-in safety.

Its interior and its headlining are

covered with washable plastic. The floor is laid with rubber matting. And the front footwell is fully lined.

Bumpers, wheel caps, hood handles and headlight surrounds are all

chromed. And then you'll find it has all sorts of useful things — things like an automatic switch for the headlights. The moment you switch off the ignition, the low beam goes out as well. Protects

the battery, especially in winter.

And the VW 1200 now has a towing eye at each end as well. There's no point in tempting providence.



The VW 1300. The most driven Beetle.

To spot the most important new feature in the new VW 1300, all you've got to do is drive it. It's got a more powerful engine. 52 bhp (SAE). Which makes it faster and safer than ever. And, of course, more lively.

There's another improvement you'll spot at once, too. The flow-through

ventilation. Together with the fresh air vents at the windscreen (by the way, there are now four of them) it ensures that fresh or warm air can get in fast up front — and that stale air is drawn out equally fast at the back. No noise. No draughts. And above all, no open windows.

Compared with the VW 1200, it has a good many other things to offer, all designed to make driving more pleasant. An equalizer spring on the rear axle. And inside, two armrests up front, two coat hooks, two assist straps and a grab handle for the front seat passenger. Plus a second sun visor, a door

pocket, an ashtray at the back and a fuel gauge.

But the VW 1300 still has a few items in common with the VW 1200. The automatic switch for the headlights, for example. And a towing eye front and rear. Just in case.



**And the new VW 1302 S.
The most powerful, most exciting
and most comfortable Beetle ever.**



With a more powerful engine.

The new VW 1302 S has a 1600 cc engine with an output of 60 bhp (SAE). It accelerates from 0 to 50 mph in 12.5 seconds and has a maximum and cruising speed of 80 mph plus.

(It's also available without the S for

people who don't need the extra horsepower. The VW 1302 has a 1300 cc engine producing 52 bhp.)

Now some companies would have produced the extra horsepower at the expense of engine life. But this was

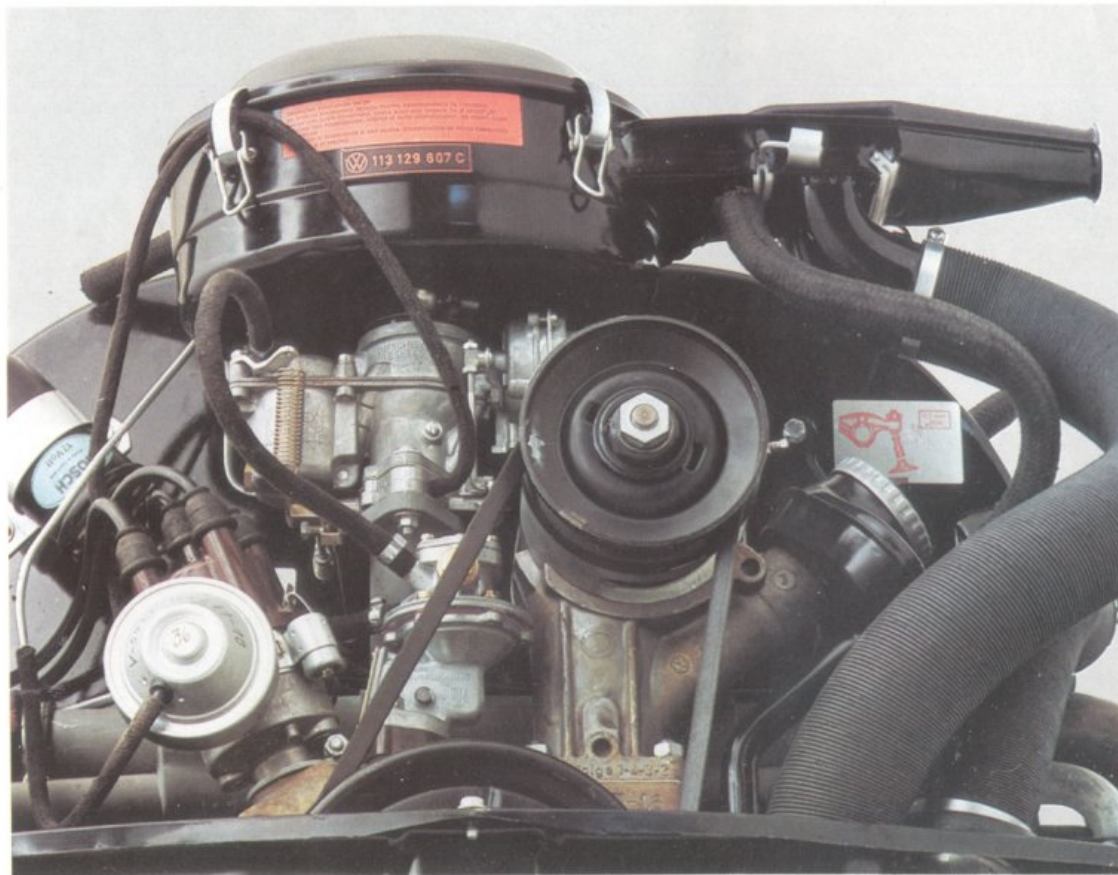
never our policy.

The new Beetle produces its output at comfortably low revs.

And although we've made various other important changes to the engine, it's still rear-mounted, still horizontally

opposed — and still air-cooled.

Because what would even a brand spanking new Beetle be without a good old, traditional Volkswagen engine.



And with a sports car chassis.

We really have taken a great deal of trouble to give the new Beetle a chassis which is worthy of its more powerful engine.

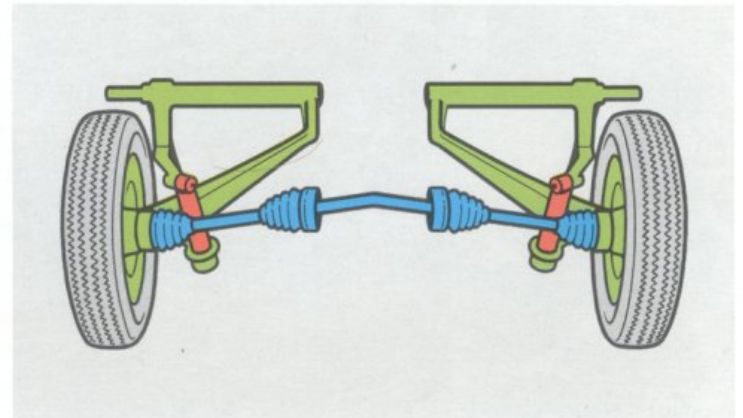
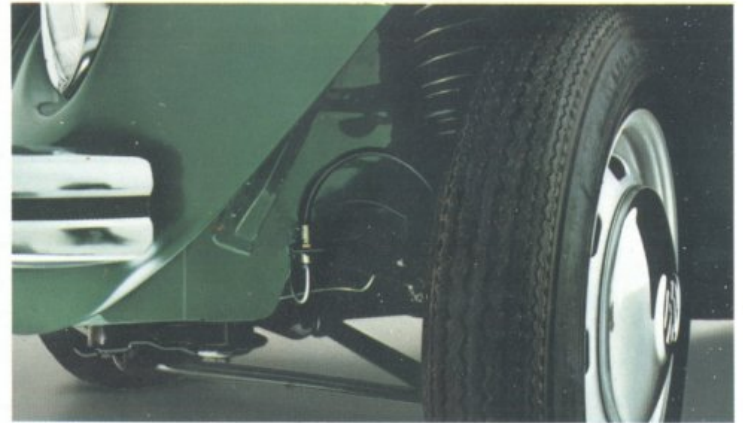
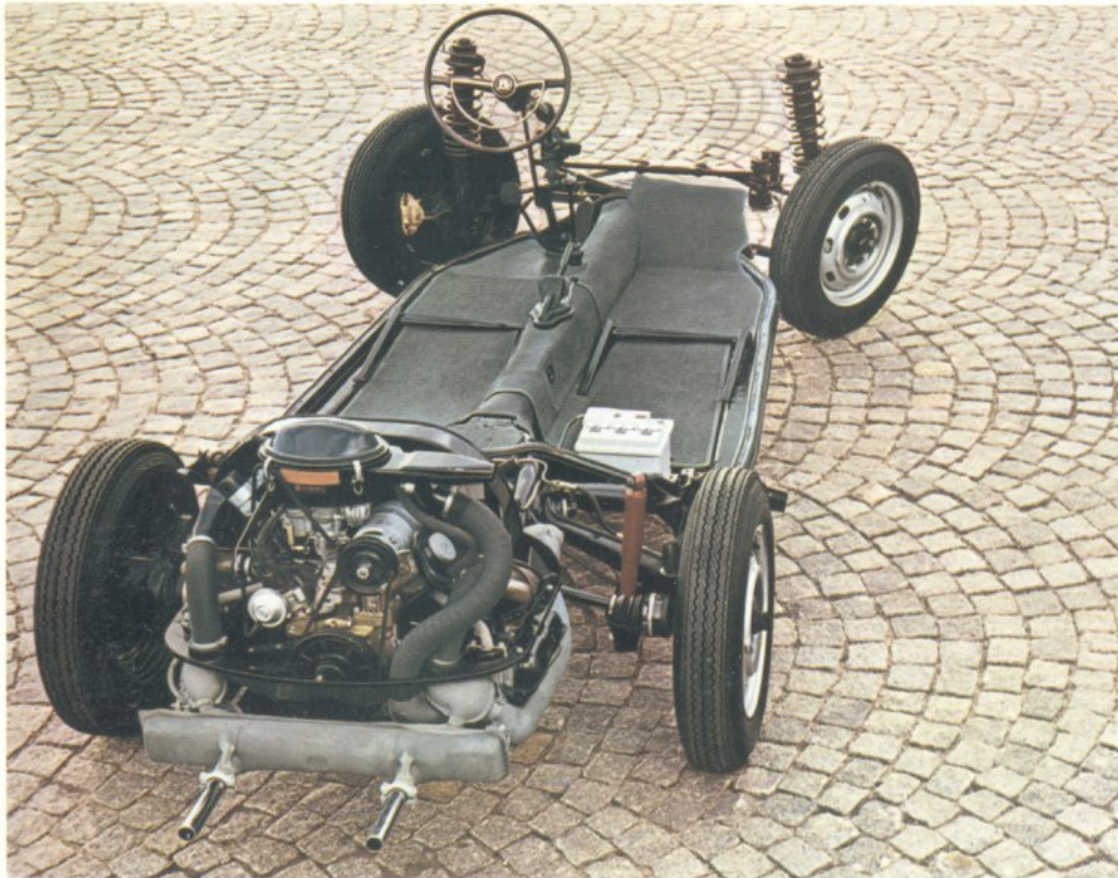
First of all, it has a completely new front axle. A so-called transverse link axle with suspension struts. Wider track. Long suspension travel. Opti-

mum suspension balance. All adding up to outstanding roadholding, precise cornering and maximum lateral stability.

Then there's the semi-trailing arm rear axle, which used only to be available in the VW Automatic. Together with the new front axle, it makes the

new Beetle the safest, most comfortable and most exciting Beetle to drive ever. After all, the new Beetle's chassis is built on exactly the same principle as the Porsche 911's. And judging by the number of races they've won, the Porsche people haven't fared badly with it by any manner of means.

But driving comfort and performance aren't the only advantages the new front axle has to offer. Another point in its favour is that it reduces the new Beetle's turning circle from 37.3 ft. to 31.5 ft. A big help when manoeuvring or parking in confined spaces.



With a new ventilation system. And a larger luggage compartment.

A total of seven outlets at the windscreen and in the instrument panel mean that there's no lack of fresh air (either hot or cold) in the VW 1302 when you need it. The flow is adjustable for each side separately.

The front and rear footwells are heated via four additional hot air out-

lets — all adjustable from the driver's seat.

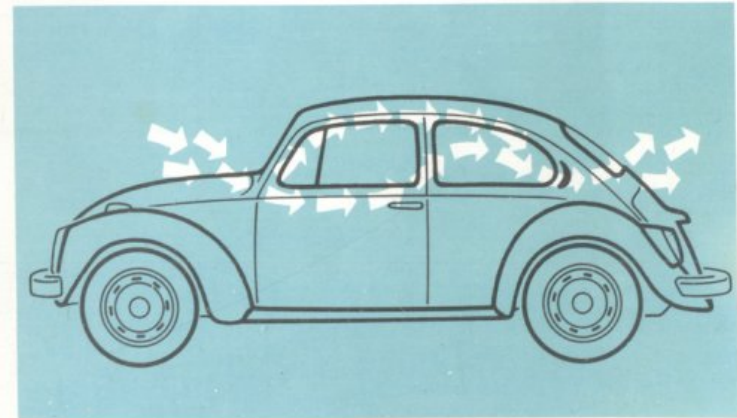
To the left and right of the rear window are the evacuation slits for the flow-through ventilation system. As fast as fresh air comes in through the vents up front, so the stale air is drawn out through the slits. No noise, no draughts.

The new front axle configuration means that the luggage compartment in the new Beetle is nearly twice as large as it is in the old one — 9.2 cu. ft.

And if 9.2 cu. ft. still isn't enough, you've got a further 4.9 cu. ft. behind the back seat. Still not enough? Then put the back seat down — it's the work

of a moment. This gives you an additional 12.7 cu. ft. — fully lined with attractive and practical PVC trim.

And if you tot up the figures, you'll find that the new Beetle has a maximum total luggage capacity of 26.8 cu. ft.



How about a test drive?

