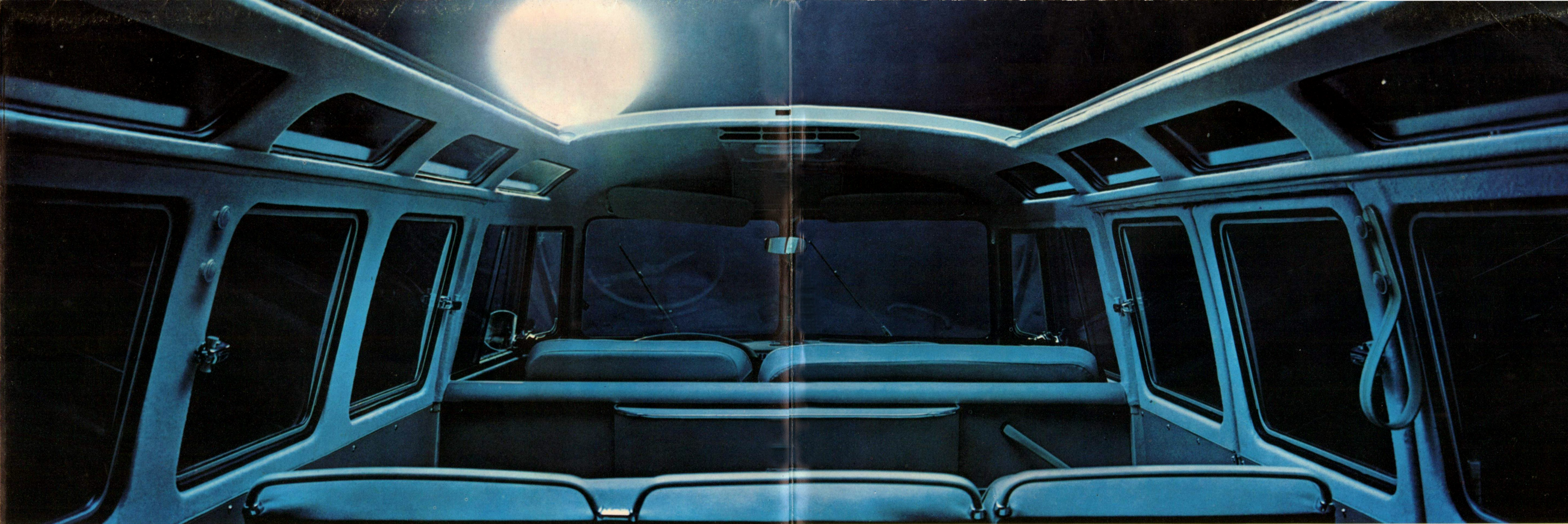




Spacious



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The Volkswagen Station Wagon is a space vehicle. It has space to seat 8 adults. With headroom, legroom and elbowroom to spare. Space enough to stow all their luggage out of their way. Space enough to load 1,632 pounds of stuff when both center and rear seats are removed.

Where did all this space come from?

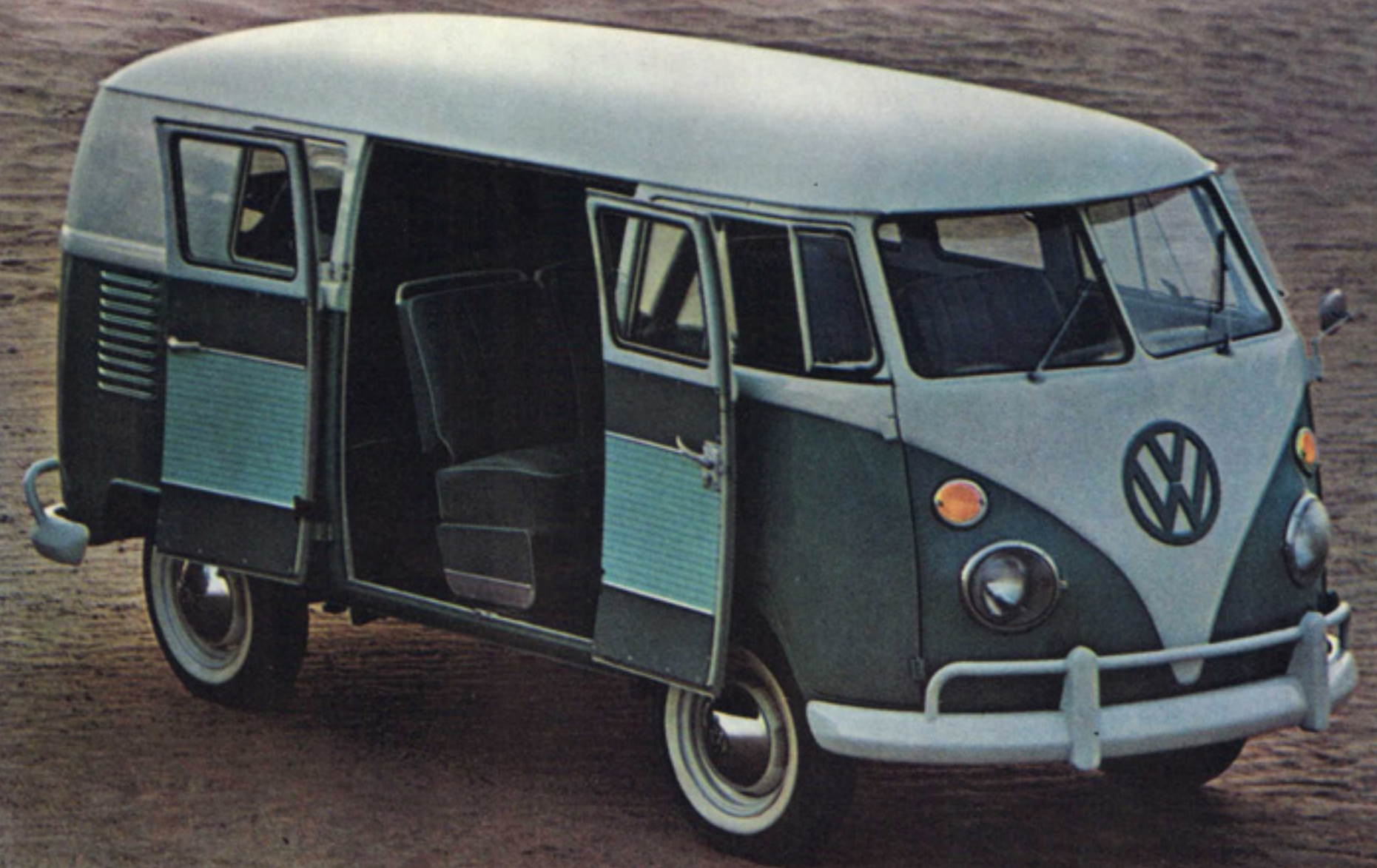
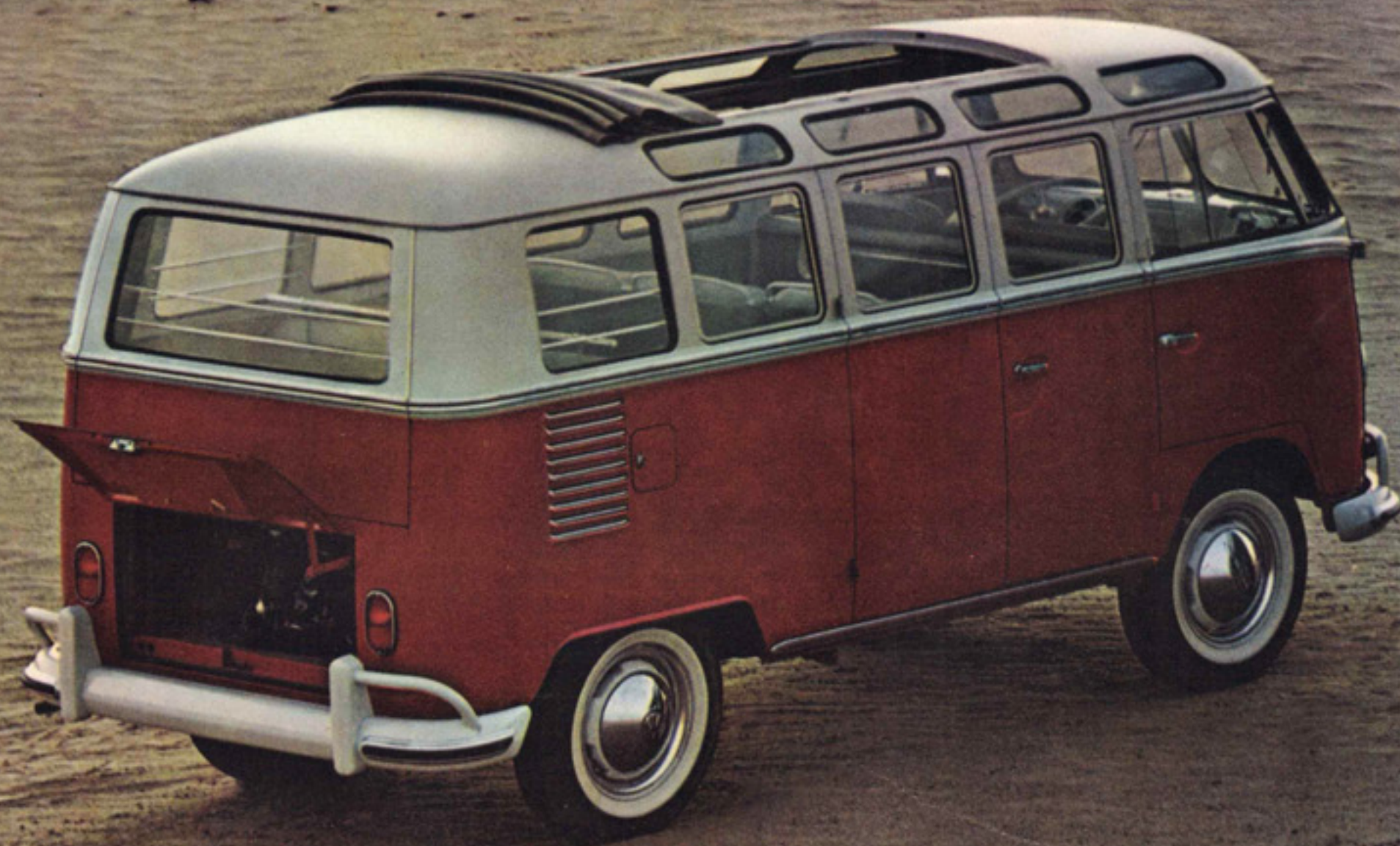
It came from not following the old station wagon formula. (To take a sedan and stretch it. Result: an oversized sedan.)

isn't it?

VW engineers made their wagon differently. They started with nothing—empty space—and surrounded it with glass and steel. What they produced looks like a box outside.

And looks like this photograph inside.

The fact is that the VW Station Wagon's 170 cubic feet of usable space is nearly twice that of the largest conventional wagon. The surprise is that outside, the VW is a good four feet shorter.



Which down-to-earth Volkswagen Station Wagon is for you?

The De Luxe (above) or the Standard (right)?

Neither one has a hood in front because the engine's in back. This accounts for the VW's boxy shape, a remarkably practical design that makes the VW Station Wagon only nine inches longer than the Volkswagen Sedan. And able to park in almost any Volkswagen Sedan-size space.

Both the De Luxe and Standard models share other practical Volkswagen virtues. They're powered by VW's unusually efficient air-cooled engine. They have the same superb VW traction in mud, snow, sand, ice. They average about 24 miles on one gallon of regular gas.

What makes the De Luxe de luxe are some features you won't find in the Standard. (Or in any other station wagon.)

The De Luxe comes fitted out with a sliding sunroof, all-around windows, glare-absorbing skylight windows, carpeted luggage compartment, a rail to secure the luggage, a modest chromium trim. The Standard does not. (Although you can get the sunroof as an optional extra.)

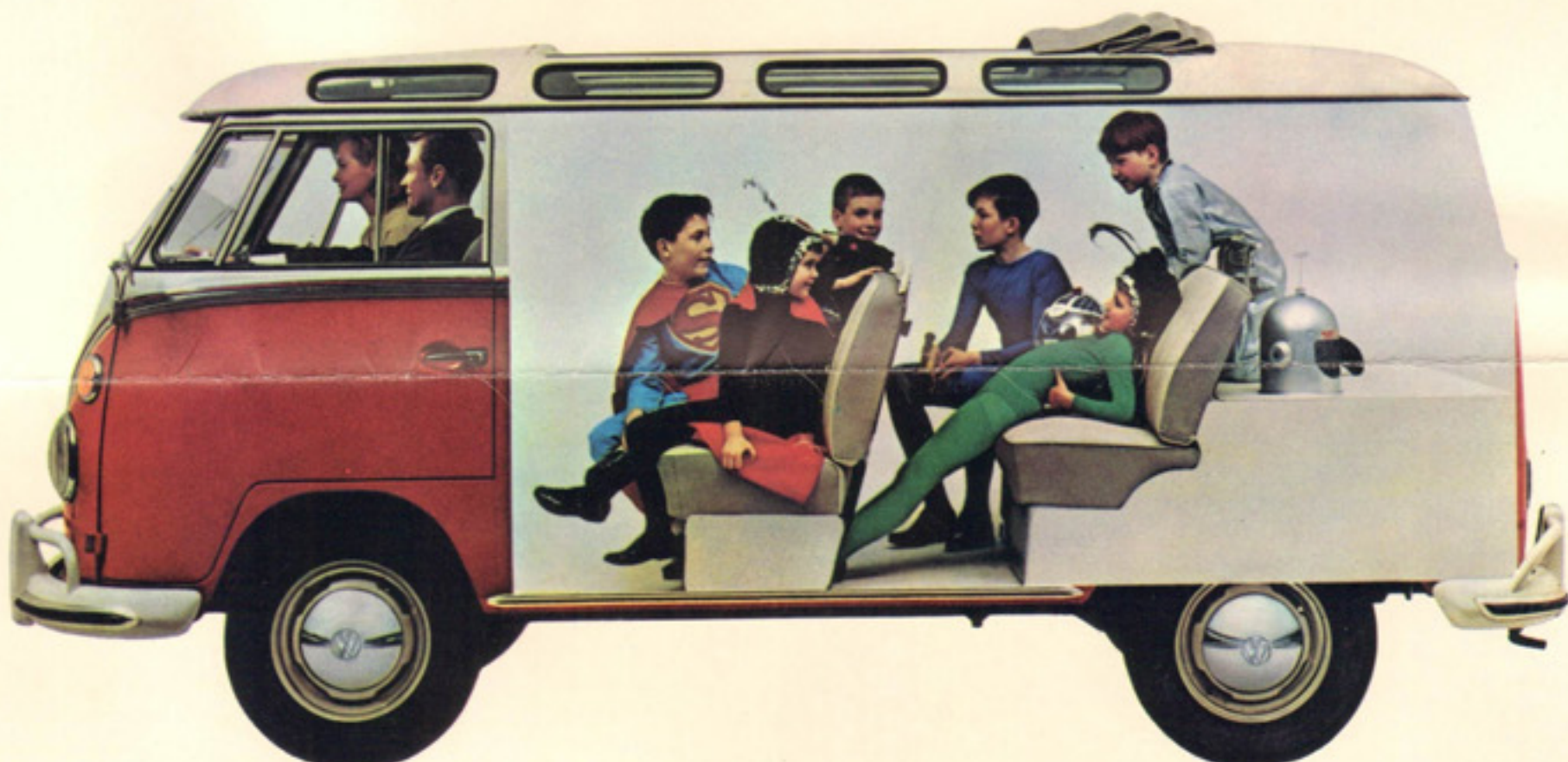
De Luxe or Standard, the Volkswagen Station Wagon is like no other station wagon in this world. You can see for yourself when you open this fold.



The 38" x 54" sliding sunroof is covered with a waterproof vinyl outside, and lined inside with leatherette. Locked tight, the sunroof keeps heat in, keeps rain, snow, cold and noise out.

Opening the sunroof is a breeze. Just slide it back until you have all the fresh air and sun (or moon and stars) you feel up to, then stop it in its steel tracks.

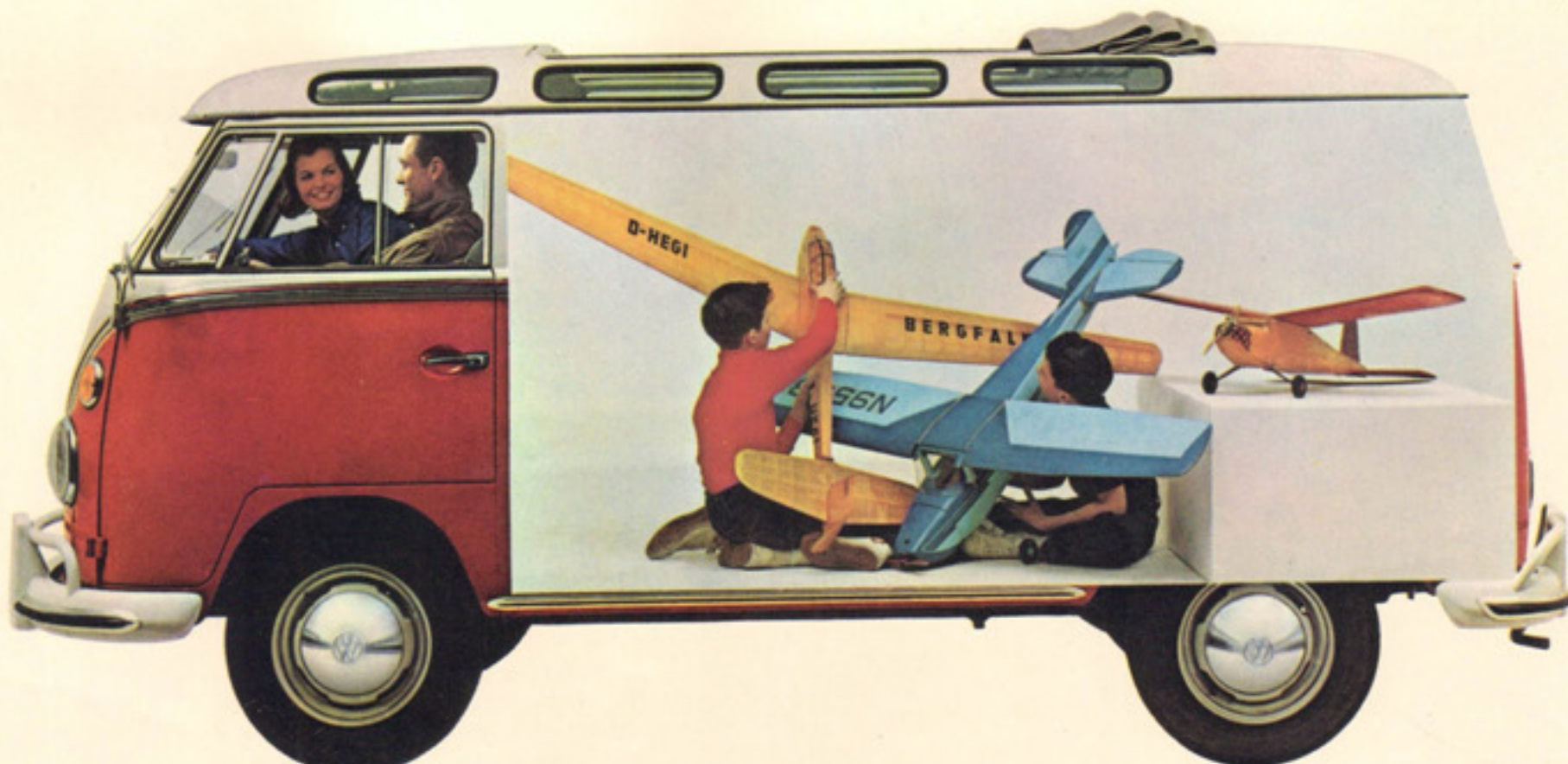
Not only does the sunroof let good things in but it lets big things out. Loads too tall for any other wagon can stand upright in the VW when the roof's open and the center seat is removed.



Seats-for-eight are standard equipment in the Volkswagen. You get seats for (1) the driver (2) a navigator alongside (3, 4, 5) three passengers in the middle, and (6, 7, 8) three backseat drivers.

You can also order a seven-passenger arrangement with a two- instead of a three-passenger center seat. You can even order the VW without any seats in the passenger compartment.

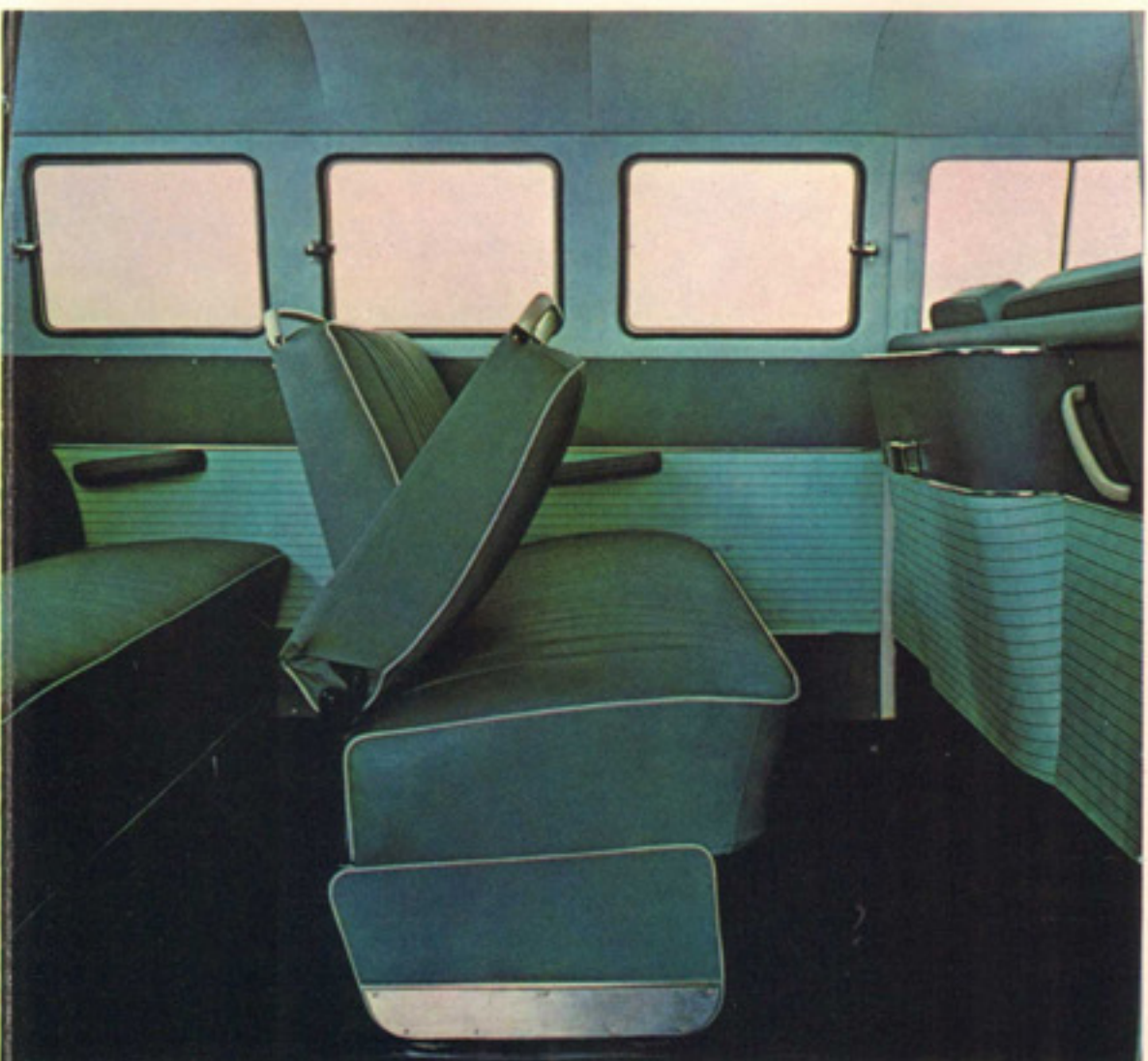
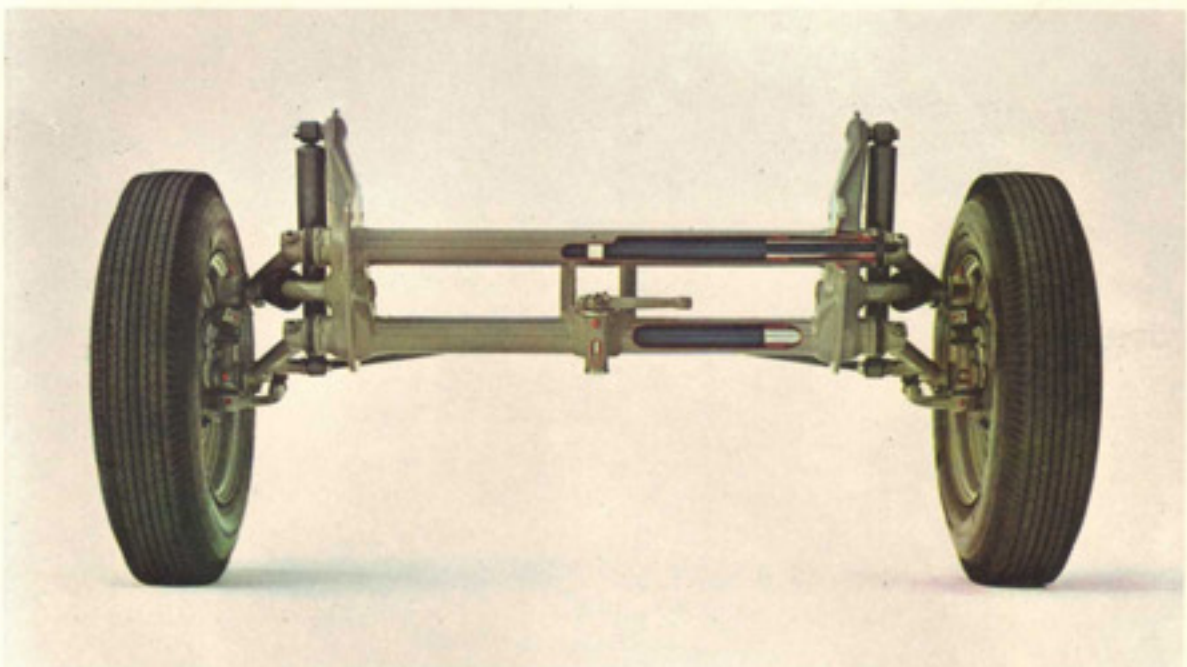
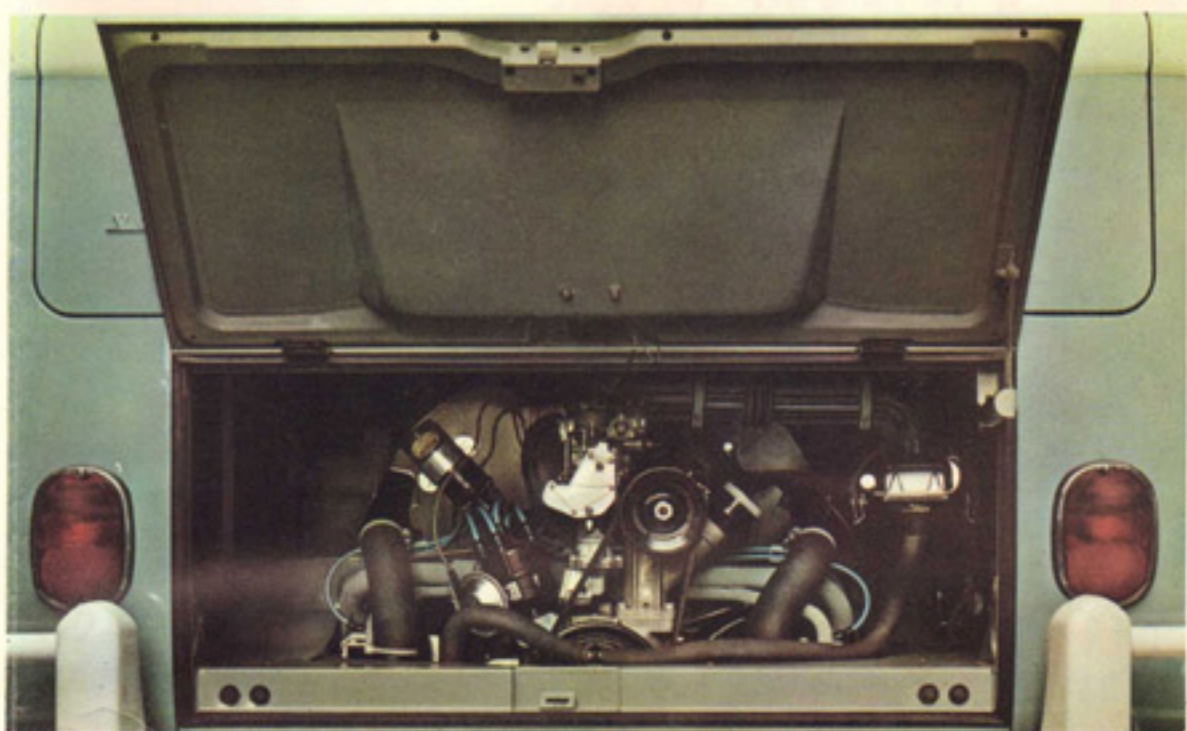
An optional extra that makes sense for families with small children is an aisle between the two front seats. It permits you to go from the cab back to the passenger compartment without having to stop and open the doors.



Most station wagon seats fold down to get out of your way when you load. But they still take up valuable space.

The Volkswagen's seats get out of the car.

The center and rear seats are anchored in place by 4 screws each. All you do to un-seat the seats is to un-screw the screws. That leaves you with 170 cubic feet of space, larger than any conventional station wagon.



There's space in the Volkswagen's 28-cubic-foot luggage compartment for 16 average-size pieces of hand luggage. You load through the 48.4" x 28.7" back door.

Once you load the VW, you don't have to unload to get the spare tire. It's stored behind the front seat. And you don't have to unload to get at the engine. It has a back door of its own. But you'll seldom have to open it.

The Volkswagen engine is cooled by air. Not water. So you never have to add water in summer or antifreeze in winter. There's nothing in the engine to boil or freeze.

For the same reason, you never have to check for rust and leaks in a radiator, water pump, water hoses and connections. The Volkswagen engine is built without them.

An oil cooler keeps oil circulating at the proper temperature and viscosity so you hardly ever have to buy oil except for regular changes. And then, five pints—not quarts—fill it.

The Volkswagen engine is a short-stroke engine. The pistons travel a shorter distance per mile of road than those in most engines. This reduces engine friction, extends engine life.

Every VW engine is hand-assembled, bench-tested and run in at the factory. So, you don't have to break it in. You can push it to top speed the first day without any ill effects.

A Volkswagen ride is unusually smooth because of the VW's 4-wheel independent suspension. Each wheel is hung independent of its paired wheel. No rigid axles join them together. Instead, the wheels are joined by torsion bars: two laminated bars of tempered steel in front; two solid-steel rods in back.

When road shock relays from wheel to torsion bars, the bars react like springs, twisting on themselves and accepting the jolt. But refusing to pass it along to the opposite wheel.

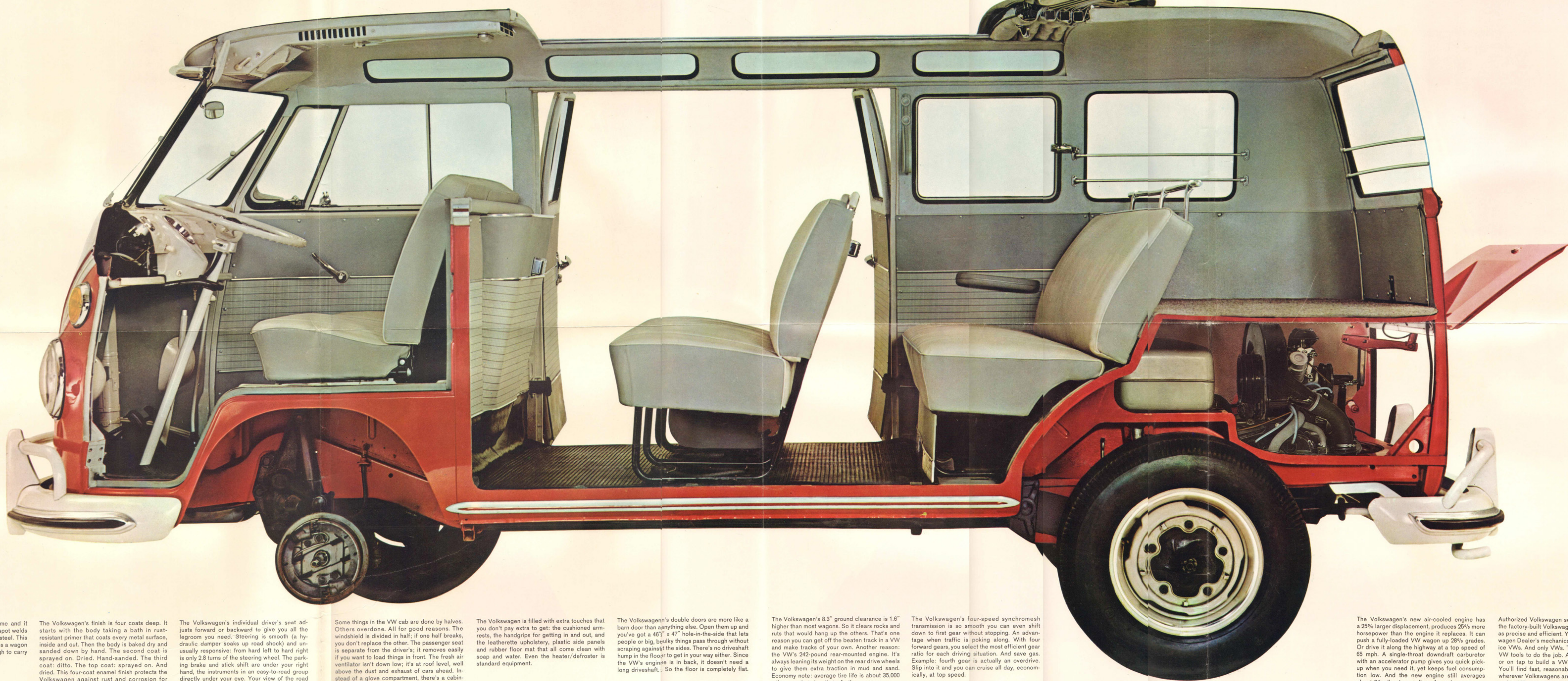
When the bars untwist, they release their springing power. Keep the body on the level. Keep everybody in their seats.

It isn't a back-breaking chore for backseat passengers to get in and out of the Volkswagen. A center-seat backrest flops down out of the way to let them pass.

That kind of convenience is the last thing they expect in a station wagon, but the first thing they notice when they get into a VW.

Look into the VW and see for yourself: it's full of pleasant surprises that can turn your thinking about station wagons completely around.

You may go into the VW thinking it's the last wagon you'd ever want to buy. That's O.K. with us. Lots of Volkswagen Station Wagon owners used to feel the same way.



The Volkswagen doesn't have a frame and it isn't bolted together. Instead, 15,982 spot welds join the body into one solid piece of steel. This welded, single-unit construction makes a wagon of exceptional strength, strong enough to carry better than $\frac{3}{4}$ of a ton with no strain.

The Volkswagen's finish is four coats deep. It starts with the body taking a bath in rust-resistant primer that coats every metal surface, inside and out. Then the body is baked dry and sanded down by hand. The second coat is sprayed on. Dried. Hand-sanded. The third coat: ditto. The top coat: sprayed on. And dried. This four-coat enamel finish protects the Volkswagen against rust and corrosion for years. Even if you never bring it in out of the rain.

The Volkswagen's individual driver's seat adjusts forward or backward to give you all the legroom you need. Steering is smooth (a hydraulic damper soaks up road shock) and unusually responsive: from hard left to hard right is only 2.8 turns of the steering wheel. The parking brake and stick shift are under your right hand, the instruments in an easy-to-read group directly under your eye. Your view of the road ahead is total, unobstructed by a hood.

Some things in the VW cab are done by halves. Others overdone. All for good reasons. The windshield is divided in half; if one half breaks, you don't replace the other. The passenger seat is separate from the driver's; it removes easily if you want to load things in front. The fresh air ventilator isn't down low; it's at roof level, well above the dust and exhaust of cars ahead. Instead of a glove compartment, there's a cabin-width shelf under the dash that holds three times as much.

The Volkswagen is filled with extra touches that you don't pay extra to get: the cushioned armrests, the handgrips for getting in and out, and the leatherette upholstery, plastic side panels and rubber floor mat that all come clean with soap and water. Even the heater/defroster is standard equipment.

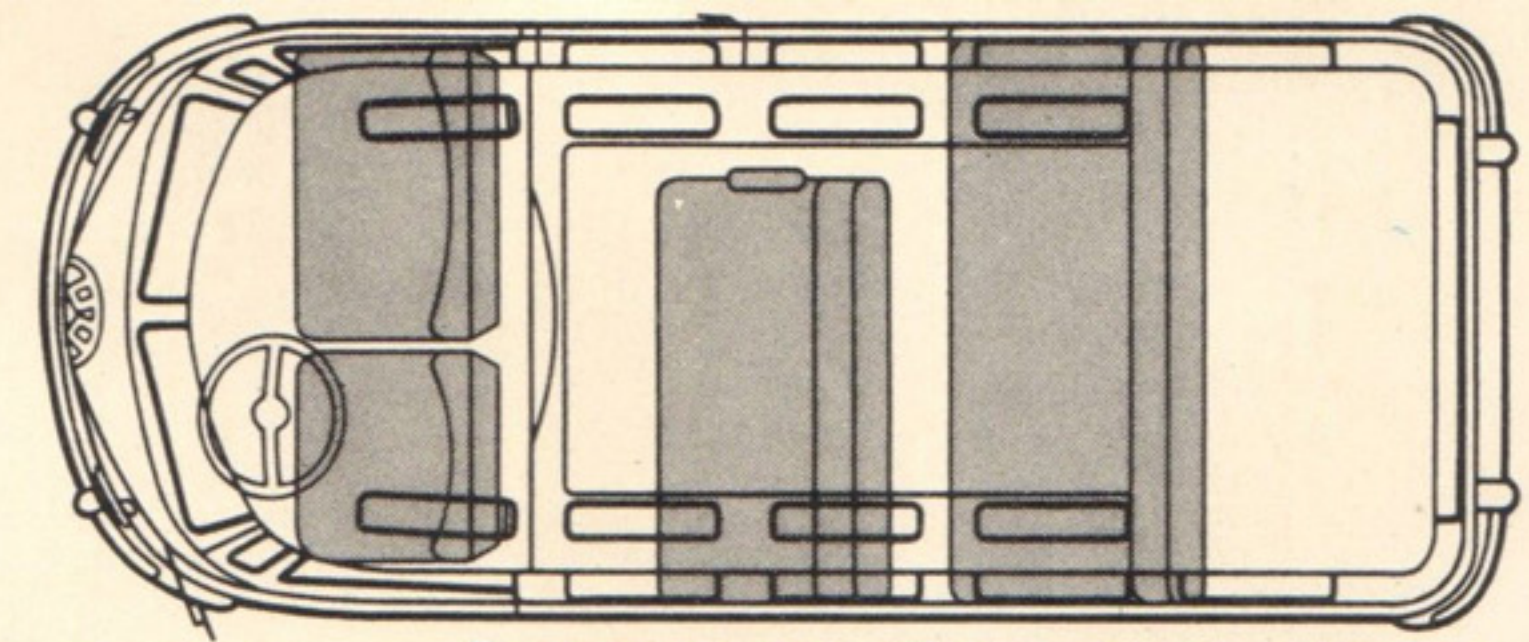
The Volkswagen's double doors are more like a barn door than anything else. Open them up and you've got a 46" x 47" hole-in-the-side that lets people or big, bulky things pass through without scraping against the sides. There's no driveshaft hump in the floor to get in your way either. Since the VW's engine is in back, it doesn't need a long driveshaft. So the floor is completely flat.

The Volkswagen's 8.3" ground clearance is 1.6" higher than most wagons. So it clears rocks and ruts that would hang up the others. That's one reason you can get off the beaten track in a VW and make tracks of your own. Another reason: the VW's 242-pound rear-mounted engine. It's always leaning its weight on the rear drive wheels to give them extra traction in mud and sand. Economy note: average tire life is about 35,000 miles, nearly twice that of other wagons.

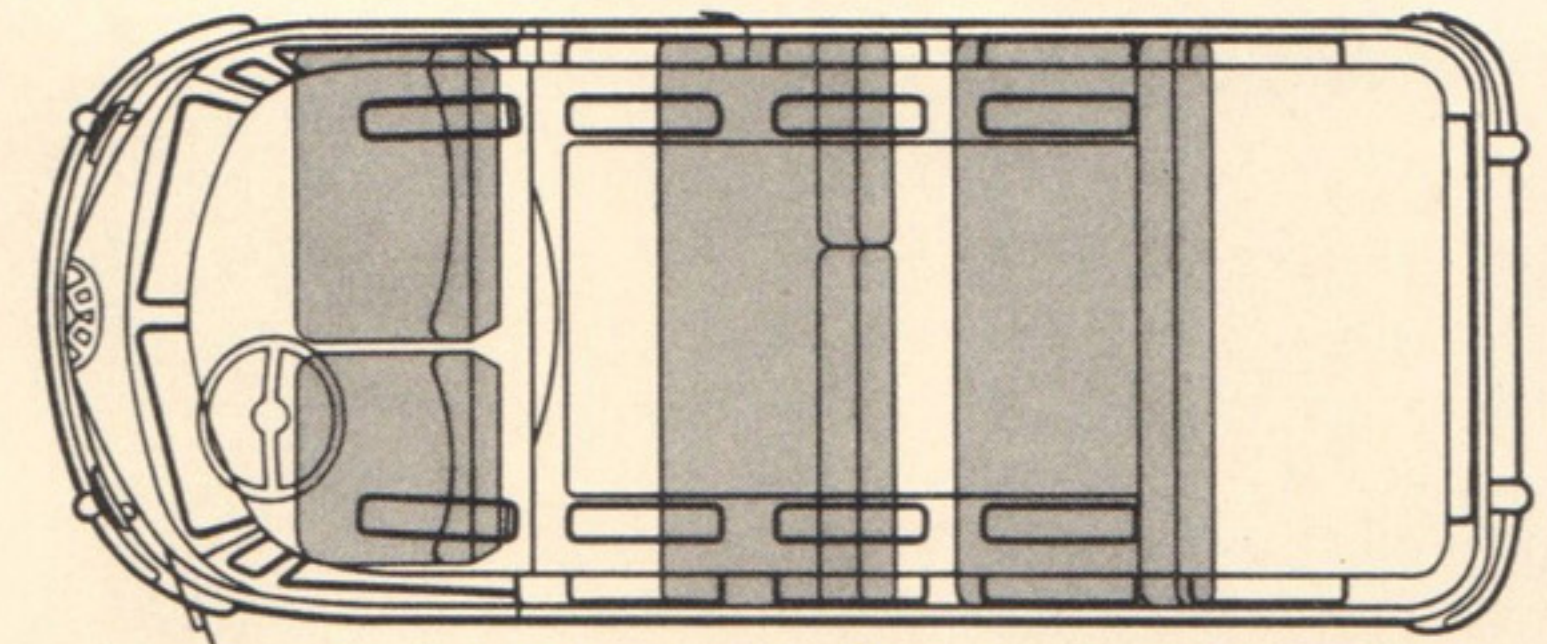
The Volkswagen's four-speed synchromesh transmission is so smooth you can even shift down to first gear without stopping. An advantage when traffic is poking along. With four forward gears, you select the most efficient gear ratio for each driving situation. And save gas. Example: fourth gear is actually an overdrive. Slip into it and you can cruise all day, economically, at top speed.

The Volkswagen's new air-cooled engine has a 25% larger displacement, produces 25% more horsepower than the engine it replaces. It can push a fully-loaded VW wagon up 28% grades. Or drive it along the highway at a top speed of 65 mph. A single-throat downdraft carburetor with an accelerator pump gives you quick pick-up when you need it, yet keeps fuel consumption low. And the new engine still averages about 24 miles to a gallon of regular gas.

Authorized Volkswagen service picks up where the factory-built Volkswagen leaves off: it's just as precise and efficient. Your Authorized Volkswagen Dealer's mechanics are schooled to service VWs. And only VWs. They have 250 special VW tools to do the job. And the parts on hand or on tap to build a VW from the ground up. You'll find fast, reasonably priced VW service wherever Volkswagens are sold: in all 50 States, and in 135 countries around the world.



7-passenger seating arrangement



8-passenger seating arrangement

ENGINE Type: 4-cylinder, 4-stroke, rear engine. Cylinder arrangement: 2 pairs horizontally opposed. Piston displacement: 91.10 cu. in., Bore 3.27 in., Stroke 2.72 in. Compression ratio: 7.8. Valves: Overhead type. Maximum S.A.E., B.H.P.: 50 at 3900 rpm. Mean piston speed: 1720 ft./min. at 3800 rpm. Lubrication: Pressure lubrication gear pump and oil cooler. Fuel feed: Mechanical fuel pump. Carburetor: Downdraft carburetor Solex 28 PICT with automatic choke and accelerator pump. Air cleaner: Oil bath type. Cooling system: Air cooling by fan.

CLUTCH Type: Single disk, dry.

TRANSMISSION Type: Four speeds, synchronized. 1st 3.80:1, 2nd 2.06:1, 3rd 1.22:1, 4th 0.82:1, Reverse 3.88:1.

FINAL DRIVE Power: Transmitted through a spiral bevel gear via swinging half axles and spur reduction gears to rear wheels. Ratio: 5.21.

CHASSIS Front suspension: Two laminated torsion bars. Rear suspension: One round torsion bar on each side. Shock absorbers: Front and rear: double-acting hydraulic telescopic type. Steering: Ross steering, hydraulic steering damper. Turning circle: Approx. 39 ft. Foot brake: Hydraulic type, operating on all wheels. Parking brake: Mechanical, operating on rear wheels. Wheels: Drop-center rims, 5JK x 14. Tires: 7.00 x 14, tubeless, low profile. Wheelbase: 94.5 in. Tread: Front 54.1 in., rear 53.5 in. Fuel tank capacity: 10.6 U.S. gals.

PERFORMANCE Fuel consumption: According to DIN 70 030* 25 mpg (U.S.) Max. and cruising speed: 65 mph. Climbing ability: 1st speed 28%, 2nd speed 14.5%, 3rd speed 7.5%, 4th speed 4%.

*Consumption plus 10% with half the payload at a steady $\frac{3}{4}$ of top speed on level road.

STANDARD EQUIPMENT FOR DE LUXE STATION WAGON: Sliding sunroof (also available without sunroof); Glare-absorbing skylights (also available without skylights); Electric clock; Inside rear view mirror; Padded sun visors; Chromium plated door fittings; Assist strap and three clothes hooks in the passenger compartment; Durable carpet in luggage compartment; Rear bench rail to secure luggage; Rubber mouldings on bumpers; Chromium plated waist-line moulding, louver mouldings, rim embellishers.

STANDARD EQUIPMENT (ALL MODELS): Tools and jack under the driver's seat; Spare wheel.

OPTIONAL EXTRAS (ALL MODELS): Whitewall tires; Hinged side windows; Electrically operated roof ventilator; Split front seat; Second outside mirror; Retractable step; Both models also available without seats in passenger compartment; 12V. System.

WEIGHTS IN LBS. (ALL MODELS): Payload 1632; Gross weight 4189.

OVERALL DIMENSIONS (in inches)

Standard and De Luxe	
Length	168.9
Width	68.9
Height	75.8
Road clearance	8.3
Side door clear width	46.1
Side door clear height	47.2
Rear door clear width	48.4
Rear door clear height	28.7

Luggage compartment
27.6 x 57.1 x 31.5 in. = 28 cu. ft.

