

A new Volkswagen idea: the 1500 and 1500 TS





The idea behind the VW 1500.

As the VW 1200 (the car affectionately referred to as a beetle by many people) continues to roll along writing its own success story, we thought it would be a good idea to offer a larger Volkswagen—the Volkswagen 1500. After all, families with three, four or more additions need extra room, comfort and power in an automobile. But the important thing to remember is that the VW 1500 is an entirely new Volkswagen while incorporating many of the engineering principles that make the VW 1200 so popular with Canadians. You may have the 1500 in a Sedan or Station Wagon, with or without a sun-roof—and a choice of two engines.

Have you driven a VW 1500 yet? To get a feeling for this car, you have to slip behind the wheel yourself. Drive over paved roads. Drive over rough roads. Drive up hills. And down hills. Every kind of road. Only then do you truly know the VW 1500.

If you really appreciate performance, ask your local VW dealer about the VW 1500 TS. It's got the bigger 66 bhp dual carburettor engine and moves from 0 to 50 mph in just 12 seconds. A real live one.

By the way, the VW 1500 won Canada Track and Traffic Magazine's Golden Wheel Award as best imported sedan of the year.

Introducing the VW 1500 Station Wagon.

If you've been pondering a station wagon, you'll be pleasantly surprised by the VW 1500 Station Wagon. Why? Because it is slim and trim. Looks compact beside conventional wagons. However, when you drive it, you realize that a station wagon doesn't have to be large and lumbering and subject to rattles.

Look around inside and you find that the interior seems to be just right. The 1500 Station Wagon offers the same space and comfort for passengers and driver as the 1500 sedan. Plus all that room in the rear for excess baggage. This is where you pile all the toys, food, deck chairs, tennis rackets, barbecue, what have you, when you take the family on a weekend outing. (There's also a trunk up front.)

The VW 1500 Station Wagon also has the optional TS engine.

And good looks.

Is it for you?





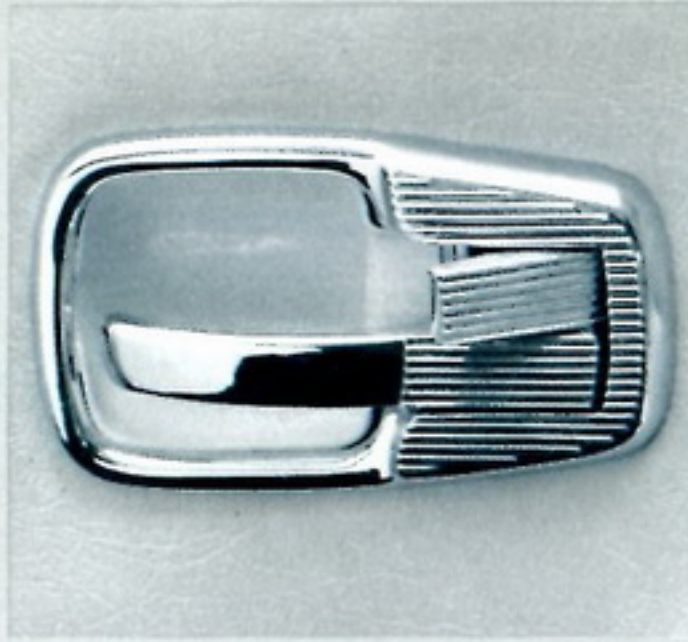
Room for five people and room for luggage too.

The VW 1500 Sedan is 166" long, 63" wide and 58" high. Not a big car, not a small car. An in between car. Some people tell us it is the size a compact should be. It's hard to visualize just how big the VW 1500 is unless you see it in person. We can tell you that it's small enough to manoeuvre well in traffic, park easily, and keep running on very little gas money.

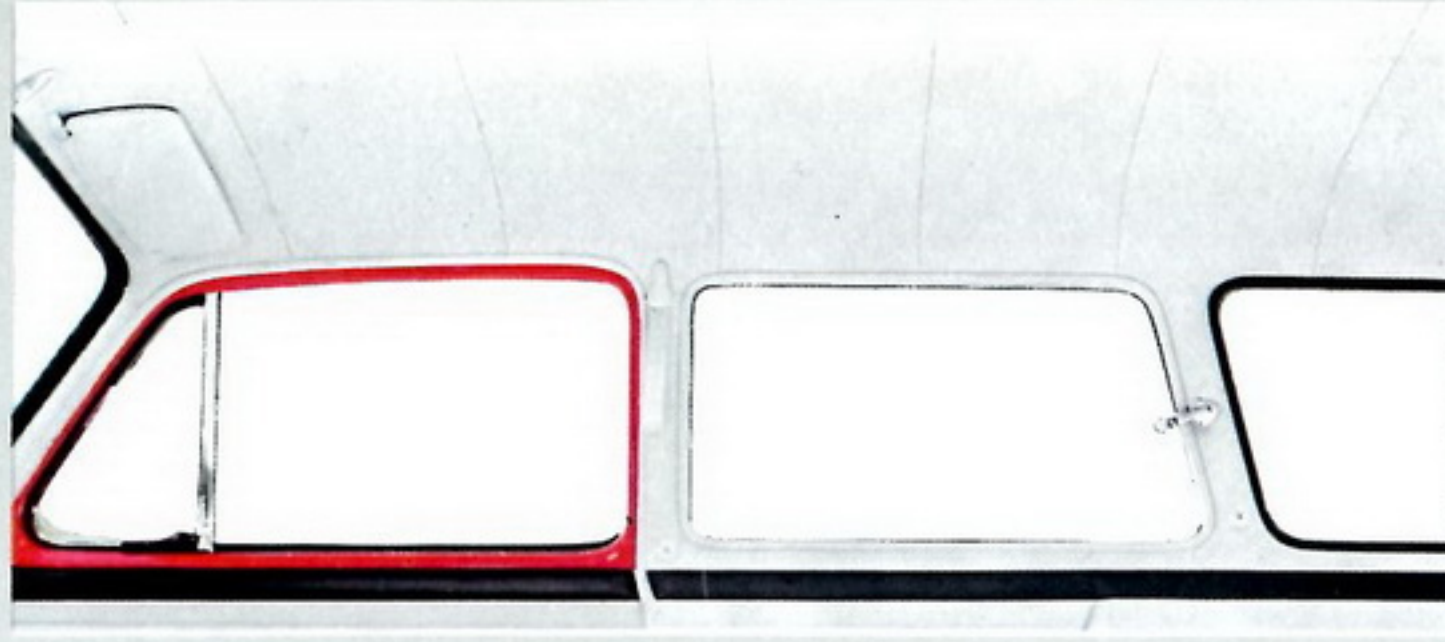
Yet it's roomy inside. This cutaway view gives you a good idea of the VW 1500's interior size. A family of five can travel in comfort with two up front in fully adjustable bucket seats and three in the back. And the temperature inside is always "just right". On frosty winter mornings you get instant heat from an auxiliary gas heater which warms up the car in less time than it takes to go a city block. During summer driving you keep cool and relaxed by switching on the fresh air ventilation system.

What about luggage? No problem here. As you can see, there's one trunk at the front and another at the rear thanks to the 1500's flat engine design. What other car can boast two trunks?

And quality workmanship inside.



You can see how well a car is built from the details. Notice this inside door handle which is recessed for safety and its unique locking lever.



The car roof from inside. You quickly notice the neat and tidy leatherette which brightens the interior of the car. And don't worry about the children. A

damp cloth easily removes finger smudges and stains. This way the interior of the car continues to look new.



Just an assist strap and a clothes hook? No, a little more. They are flexible and are an example of the quality and emphasis on safety inside.

And quality workmanship outside.



Right headlight. Fit? Perfect! (Left one, the same. Of course.) Both are the standard seal beam type. Easily replaceable should the unit be punctured by a flying stone.



What's so special about this exterior mirror? It's double jointed. It can't snap off when bumped—it just gives way.



The outside door handles are styled to the car. They are practical, easy to operate—and made of highly rust resistant chrome plated steel.



Three divided sections for the turn indicators, tail and brake lights. (Fastened with a rubber strip and chrome ring.)

The 1500 Station Wagon has room for five people too, and even more space for luggage.

Looking at the interior of the VW 1500 Station Wagon, you immediately notice that it has the same seating arrangement as the 1500 sedan—room for a family of five.

Glancing to the left, you see the same front trunk (room for 2 full size suitcases plus sundry miscellaneous items).

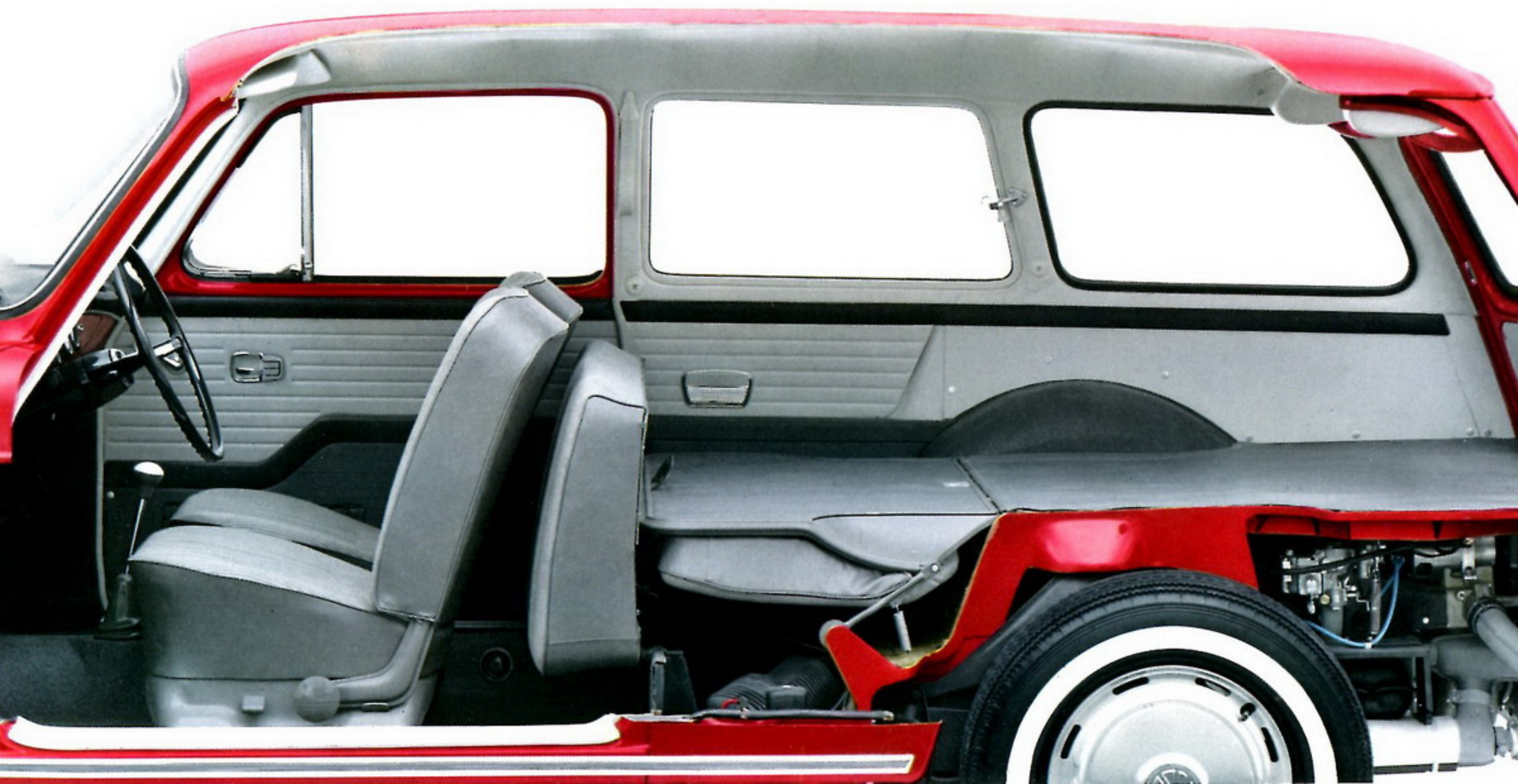
Moving to the back, there's additional space for luggage. We were able to provide this extra area through unique engine design. The engine (in the rear of course) is only 15" high!

And this rear luggage area is easy to get at through a wide back door which opens with the press of a button. And you don't have to fasten it or hold on to it. Balanced on torsion bars, the door stays up all by itself. Just another one of the many features that make the VW 1500 Station Wagon such a delight to own.

And if you need even more luggage space, as you do for a holiday trip, then you can have it. The rear seat folds down to form a flat platform from the rear door to the back of the front seat. Add two sleeping bags and you're all set for some camping.



And still more space for luggage.
(Just fold down rear seat.)





Comfort and Safety

for driver and passenger.

The two front bucket seats are wide, deeply upholstered and extremely comfortable. Each can be adjusted to 49 different positions—even while you are on the move.

The instrument panel is covered with a non-reflecting material (prevents eye glare).

The instruments are arranged for easy reading. The safety-designed steering wheel with recessed hub fits your hand well and is pleasant to handle.

The lever on the steering column (not visible) is the combination switch for the turn indicators and the high and low beam.

The levers for operating the horn are on the two spokes of the steering wheel—can be operated in a flash.

All instruments are framed in padded nacelles to eliminate reflection in the windshield. Directly in front of the driver: the speedometer with odometer. On the left: fuel gauge with turn indicator lights, battery, oil pressure, parking lights and high beam indicators. Next: the light switch. First position puts on the parking lights and fully extended gives you your low beams. Far left: the switch for the windshield wipers and windshield washers.

Rheostat control of the instrument panel lighting and wiper speed is obtained by turning the knobs.

To the right of the speedometer: the electric clock. It keeps on going and going and going—like the car itself. Then the ashtray with its practical cover—a smoker's idea.

The three levers next to the ashtray control fresh air outlets at the windshield and underneath the dashboard. The right and left levers control fresh air jets at the windshield while the one in the centre opens the floor outlet.

The glove compartment is neatly lined and large enough for all the odds and ends you like to have handy—from your lighter to your camera. Directly above is the stylish grab handle which is part of the dashboard—upholstered too. Made of vinyl for safety.

A sun visor on the left, a sun visor on the right. Each padded with foam rubber. Each folds down and pivots sideways.

And in the back? A comfortable rear seat, well cushioned with large backrest, seating three passengers.

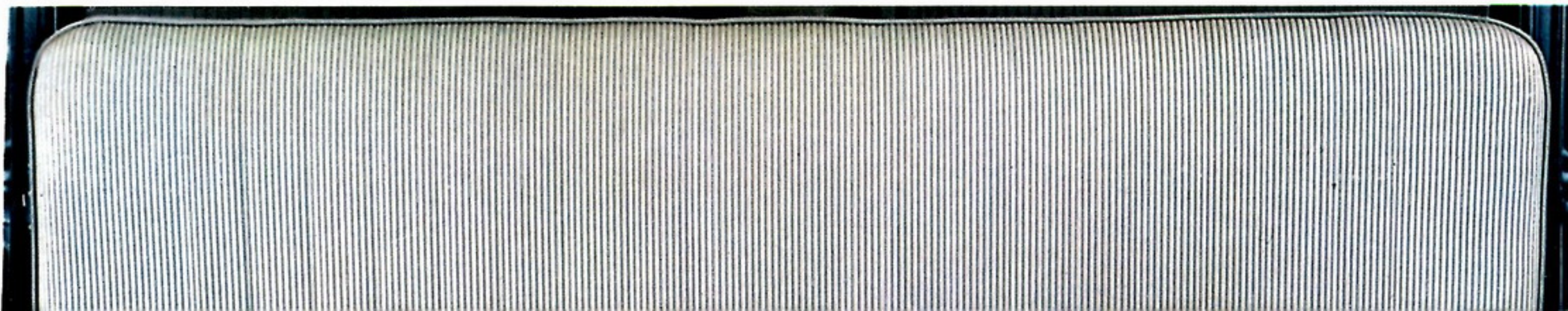
For comfort when travelling there are also assist straps and clothes hooks. Ashtrays (one on each side) and wide armrests. Draft-free ventilation through hinged quarter windows. Door pockets on both sides and safety belt mounting points both in front and in the back.

Wherever you look: Everything is solid. Shows good taste. Is comfortable.

Comfort and Safety

**for the three passengers
in the back, too.**

(And as you know, an extra large luggage compartment in the Volkswagen Station Wagon.)







In the rear the air-cooled engine.

The VW 1500 series offers two engine options. You can get the VW 1500 with a 54 horsepower engine, or if you are keen on high performance, the 66 horsepower twin carburettor TS engine.

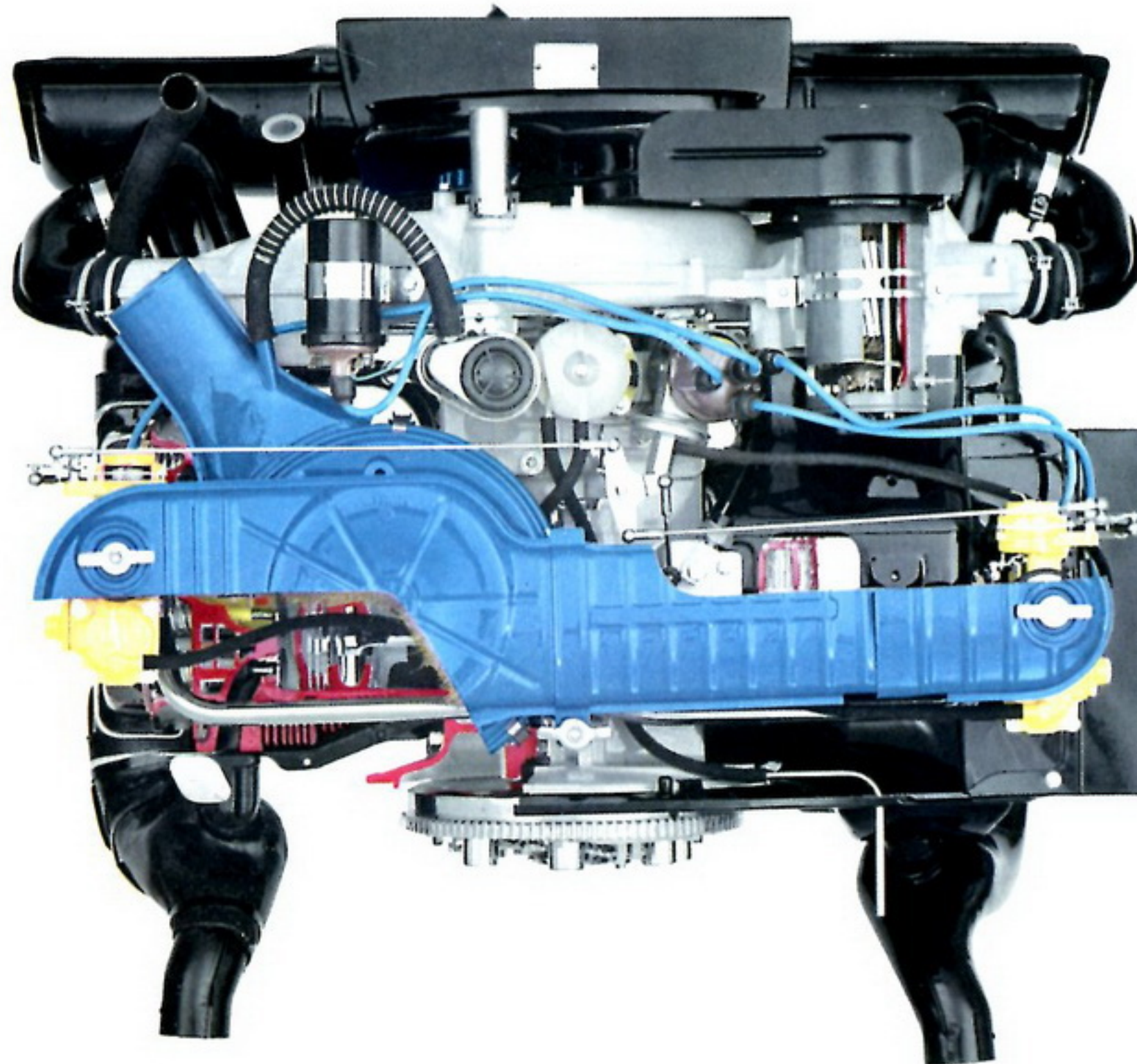
In principle, however, they are the same. Both are air-cooled—can't freeze, can't boil.

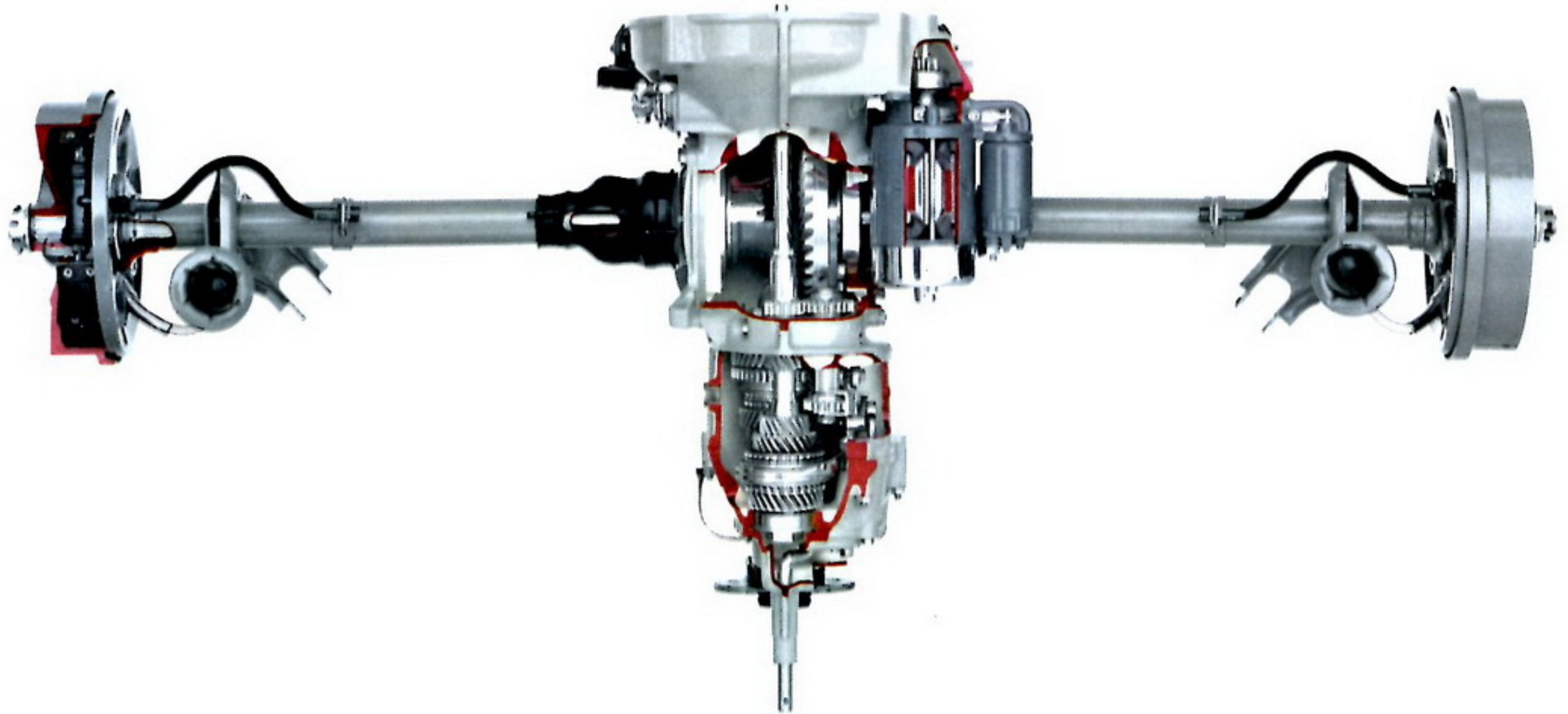
Both are very flat—thus giving enough room for a luggage compartment in the rear.

Both are powerful, responsive and robust—unaffected by sudden changes in weather or temperature.

Both have short piston travel and are low-revving—good for long life.

Both are of light metal alloys—maximum power and response with minimum weight.





Engine, gearbox and rear axle form a compact unit on the Volkswagen 1500 Sedan and Volkswagen 1500 Station Wagon models (as with every Volkswagen model). That's why the VW doesn't need a drive shaft. Result: the engine's power is transmitted directly to the drive wheels, without loss of power.

The gearbox is fully synchronized from first to fourth gear. Gear changing is incredibly easy and exact. Gear ratios are ideally chosen, reducing the amount of gear changing necessary.

For example, with the 66 bhp TS engine, you can drive in third

gear from 15 to 55 miles an hour and in fourth from 25 to top speed.

Because the engine is low revving, you can accelerate to maximum speed in any gear. That is tremendously important in accelerating and passing.

And what benefit do you get from the Volkswagen rear-engine being mounted immediately over the drive wheels? The wheels give much better traction, and therefore keep gripping on icy or slippery surfaces or on especially steep hills.

**And the gearbox
and drive wheels, too.**

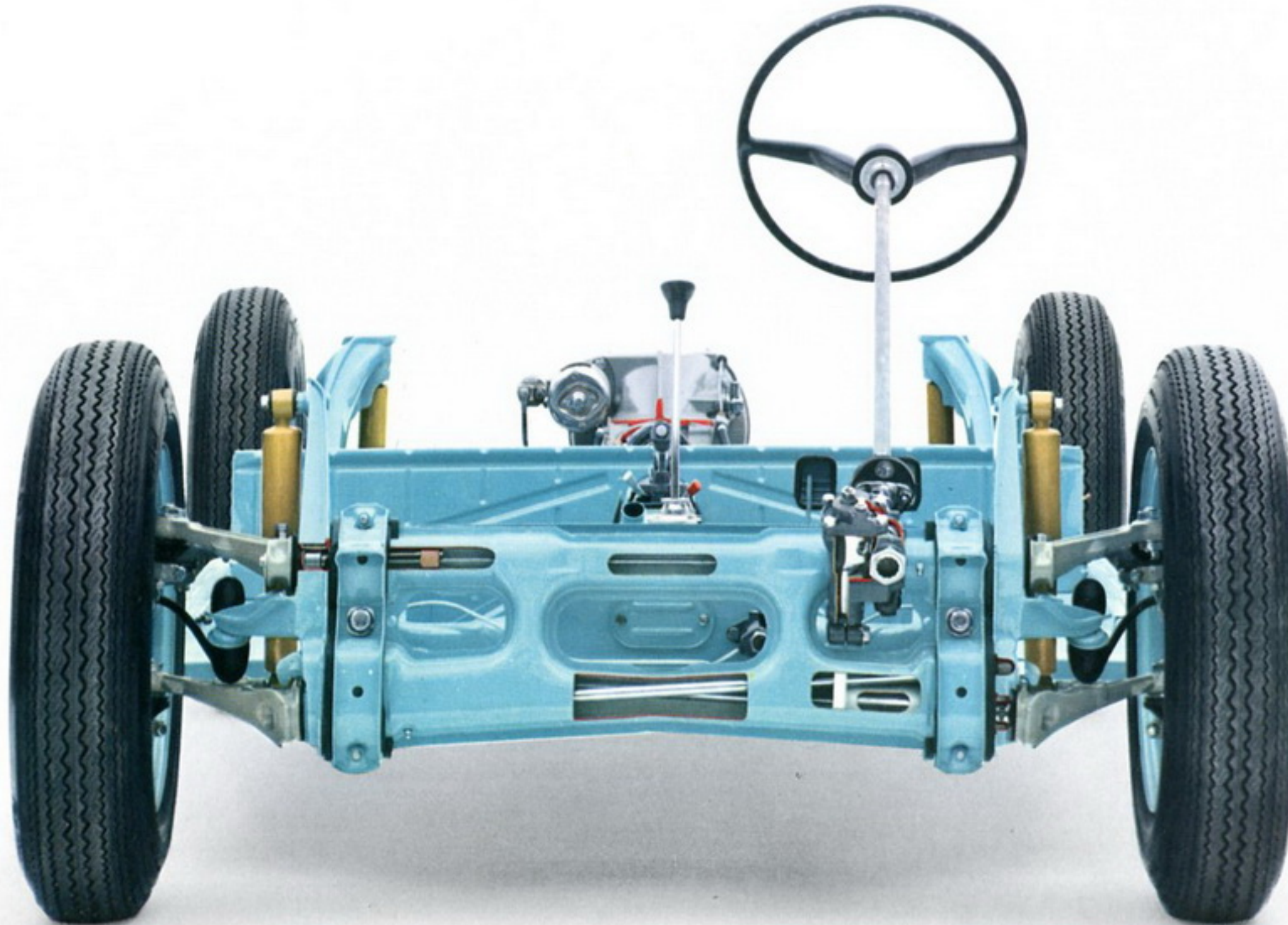
Up front: independent suspension and torsion bars.

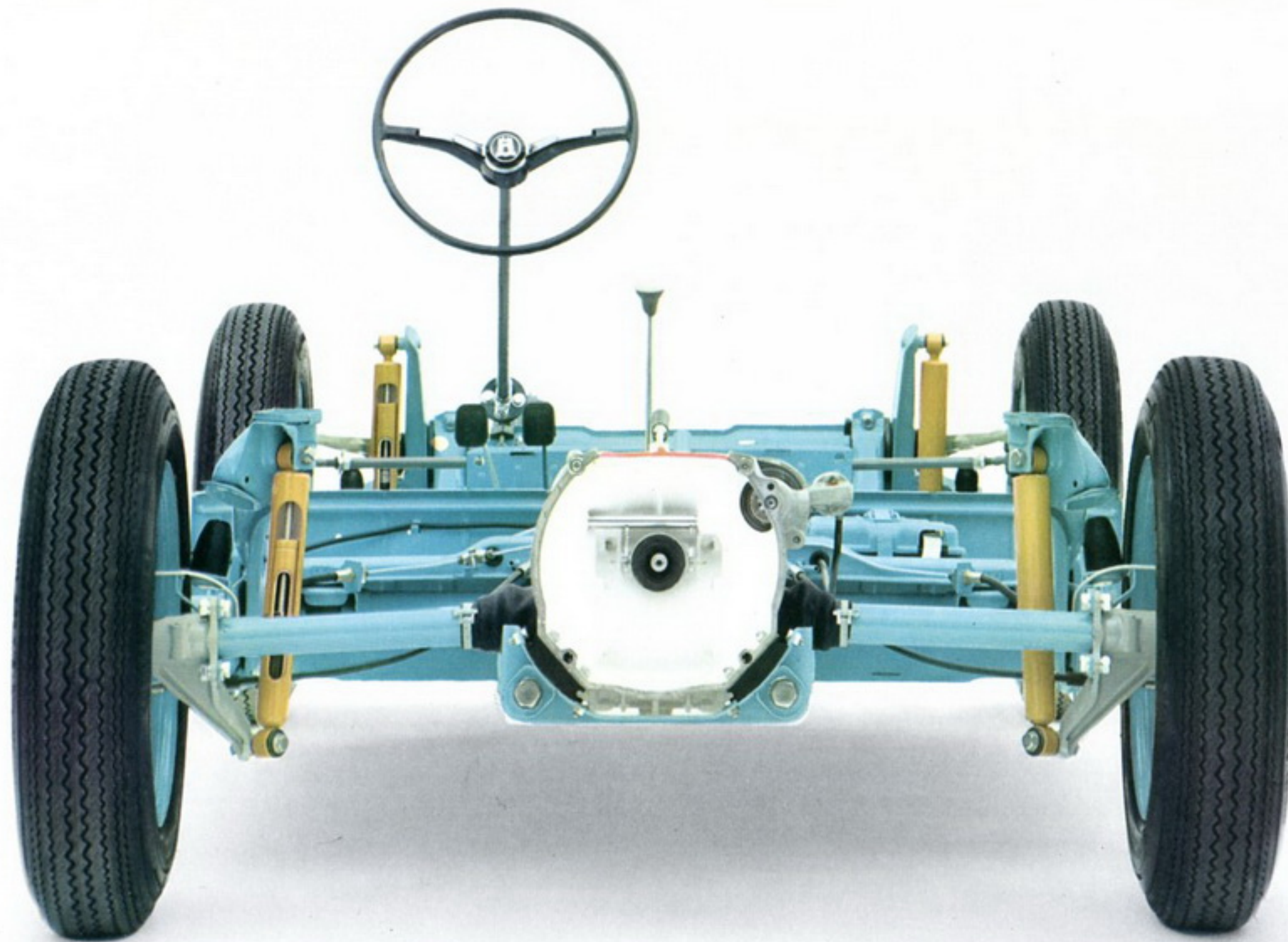
What does independent suspension mean?

It means that jolts cannot be transmitted from one wheel to another. Each wheel absorbs road shocks independently. That's why both wheels always remain in firm contact with the road surface—and even on the roughest roads you always have direct control over the car.

What is torsion bar suspension? Torsion bars, mounted and protected in transverse tubes. They flex at each successive roadway bump and then rebound instantly.

A further torsion bar—the stabilizer—prevents sway when cornering. Moreover, a hydraulic steering damper keeps road shocks from the steering wheel.





The same principles of suspension apply to the rear wheels: both are independently suspended by divided torsion bars.

Large, telescopic, hydraulic shock absorbers (on all four wheels) make for an even smoother ride.

In addition, there are rubber buffers on all four wheels which smooth out the bumps on rough roads.

By the way, did you notice the extra large, low-section (6.00—15) tires? They also contribute to a smoother ride, because they simply go over bad roads without trouble. And they have fewer revolutions per mile than smaller tires.

Not only a more comfortable ride, then, but less wear and tear on your tires.

And at the rear: torsion bars and independent suspension, too.

Technical Data

Volkswagen 1500 Sedan

Engine

Flat four cylinder, four stroke in rear of car. Bore and stroke 83 x 69 mm (3.27 x 2.72 in.) Capacity 1493 cc (91.09 cu. in.) Compression ratio 7.8:1. Output 54 bhp (SAE) at 4200 rpm. Maximum torque 83.2 ft./lbs at 2800 rpm. Mean piston speed at 3800 rpm 1720 ft./min. Pressure feed lubrication with oil cooler, oil capacity of crankcase 4.4 pints.

Thermostatically-controlled air cooling by fan. Side draft carburetor with automatic choke, accelerator pump and oil bath air cleaner. Automatic pre-heating of intake air and mixture.

Electrical System: Battery 6 V, 88 Ah. Generator 200 W. Self-cancelling flashing indicators. Self-parking windshield wipers, pneumatic windshield washer. Adjustable windshield wiper speed. Interior light with door contact switches. Rheostat-controlled instrument panel lighting. Lever-operated horn. Ignition-starter switch with non-repeat lock.

Parking lights which go out automatically when the ignition is switched on. Automatic illumination of rear luggage compartment. Headlight flasher. Curved front flashing indicators. Extended tail light housings. Chrome-plated reflector housings. Partially chrome-plated licence plate housing with the emblem "S". Additional TS Crest at rear on TS models.

Transmission: Power transmitted via a dry single plate clutch, fully synchronized four speed gearbox, differential and swinging half shafts to the rear wheels. Ratios 1st to 4th

gears: 3.80:1/2.02:1/1.32:1/0.89:1 reverse 3.88:1; final drive ratio 4.125:1. Oil capacity (refilling quantity) of gearbox and differential 4.4 Imp. pints.

Chassis: Central tube frame, forked at the front, rubber-mounted sub-frame at rear as well as with welded-on platform. Independent wheel suspension, two trailing arms and swinging half shafts at the rear. Torsion bar suspension with rubber springs. Four telescopic shock absorbers. Stabilizer on front axle. Rubber-mounted front axle, both axle tubes also rubber-mounted additionally to dampen side shocks. Rear axle located in rubber-mounted sub-frame. Self-centering roller steering with hydraulic steering damper; turning circle approximately 36.5 ft.; 2.8 turns of steering wheel from lock to lock. Hydraulic brakes, two leading shoes in front; effective braking surface 149 sq. in.; easily accessible transparent brake fluid reservoir under the hood, mechanical handbrake acting on the rear wheels, lever situated between the front seats. Tubeless low section tires 6.00-15. All joints and bearing points of chassis maintenance-free, except for two grease nipples on the front axle torsion arms. Fuel tank under the hood, capacity 8.8 gallons, fuel reserve indicated by fuel gauge.

Dimensions, Weights, Performance: Wheelbase 94.5 in. Track front / rear 51.6/53.0 in. Overall length / width / height 166.3/63.0/58.0 in. Elbow room front / rear 53.2/53.9 in. Unladen weight / payload 1940/882 lbs. — permissible total weight 2821 lbs.

Maximum and cruising speed 78 mph — 3950 rpm. Climbing ability (with two occupants) from 1st to 4th gear 1 in 2.2 (45.5%) / 1 in 4.2 (23.5%) / 1 in 7.1 (14.0%) / 1 in 13.3 (7.5%).

Acceleration from 0 to 50/0 to 62 mph 15/25 sec.

*Fuel consumption: (DIN 70 030) 35 mpg.

Volkswagen 1500 Station Wagon

Height, unladen 57.7 in. Elbow room at rear 51.6 in.

Dimensions of load compartment with rear seat in position

Maximum length	42.5 in.
Maximum width	46.1 in.
Maximum height	31.9 in.
Area	11.8 sq. ft.
Volume	24.7 cu. ft.
plus front luggage compartment	6.5 cu. ft.
	31.2 cu. ft.

with rear seat folded down:

Maximum length	65.7 in.
Maximum width	48.0 in.
Maximum height	31.9 in.
Area	19.4 sq. ft.
Volume	42.4 cu. ft.
plus front luggage compartment	6.5 cu. ft.
	48.9 cu. ft.

Unladen weight (including 165 lbs. for driver): payload 2171/827 lbs. — permissible total weight 2998 lbs.

Climbing ability with half / full payload in 1st gear: 1 in 2.5/1 in 3 (40/34.5%); 2nd gear: 1 in 5/1 in 6 (20/17.5%); 3rd gear: 1 in 8.3/1 in 10 (12/10%); 4th gear: 1 in 15.4/1 in 20 (6.5/5.5%).

Volkswagen 1500 TS Sedan

Compression ratio 8.5:1. Output (SAE) 66 bhp at 4800 rpm. Maximum torque 83.17 ft./lbs at 3000 rpm. Mean piston speed at 4200 rpm 1902 ft./min. Two down draft

carburettors with individual automatic chokes, accelerator pumps as well as common oil bath air cleaner.

TS Dimensions and Weights as in VW 1500. Performance as follows:

Maximum and cruising speed 85 mph — 4250 rpm.

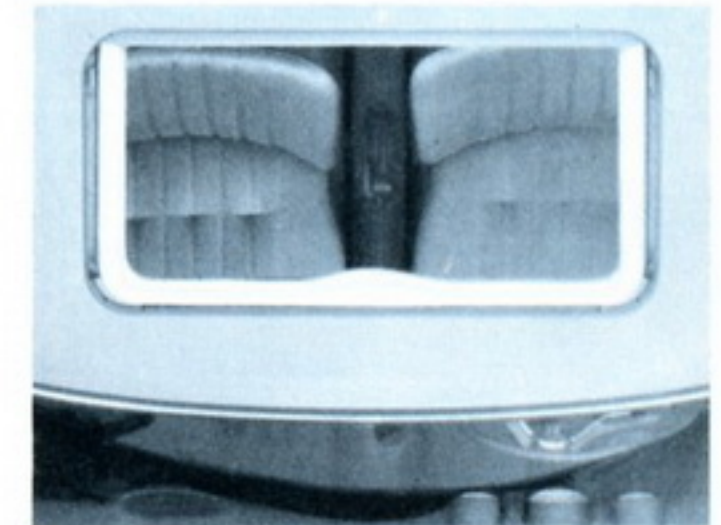
Acceleration from 0 to 50/0 to 62 mph 12/21 sec.

*Fuel consumption: (DIN 70 030) 35 mpg.

*) with half load at a constant $\frac{3}{4}$ of top speed plus 10%

Volkswagen 1500 Station Wagon TS

Same as Volkswagen 1500 Station Wagon but with technical data, equipment and trim as in Volkswagen 1500 TS Sedan.



WHAT IS IT?

It's the sliding sunroof which is available on both VW 1500 Sedan and Station Wagon. Can you imagine how enjoyable a sunroof is? Whether you're off to the corner store or on the road to faraway places, you get a steady refreshing breeze. And plenty of sunshine. If it becomes too windy or turns to rain, you close the steel panel by simply turning a handle. (You can shut the sunroof even while driving. There's nothing to it.)

Here's one car with a hole in the roof that we think you'll be interested in. Try it.