

Opel



Opel Kadett specifications

Kadett model range

There are five Kadetts for you to choose from:

- Kadett 1.2 two-door saloon
- Kadett 1.2 deluxe two-door saloon
- Kadett 1.2 deluxe four-door saloon
- Kadett 1.2 deluxe three-door estate
- Kadett 1.2S coupé

Body

Integral construction all steel body. Impact absorbing front and rear sections. All windows of toughened safety glass. Body phosphatised and fully anti-corrosion treated. Estate with lift-up tail gate. Metallic and signal body colours available.

Interior

Four/five seat interior. Individually contoured front seats. Fully padded fascia with flush mounted control switches. Instruments include speedometer, fuel gauge, water temperature gauge and warning lights for low oil pressure, ignition, indicators and main beam. Column mounted lever controls, two-speed windshield wipers, headlight flashers, main beam indicators and windshield washer with wiper contact. Two-lever control for heater with two-speed booster fan. Twin fascia mounted fresh-air vents. Energy absorbing steering column incorporating steering column lock.

Additional standard equipment

Single headlights, twin reversing lights. Four-way emergency flashers. Full carpeting. Two-spoke safety steering wheel.

Deluxe models

Electronically controlled clock and cigarette lighter. Ashtrays in rear. Dipping rear view mirror. Convenience lights in boot and under bonnet. Hinged rear quarter windows on two-door models. Chrome tail pipe extension, exterior brightwork.

Coupé

Adjustable back rests for front seats. Heated rear windows, double side stripe on body side.

Engines

The Kadett engines are liquid cooled, four-cylinder in line overhead valve units. Steel forged crankshaft, down draught carburettor with manual choke. Automatic ignition advance by centrifugal force and vacuum. Replaceable full flow oil filter.

Engines	1.2N	1.2S
Capacity	1,196cc	1,196cc
Type	IL4	IL4
Bhp at rpm (DIN)	52 at 5,600	60 at 5,400
Bhp at rpm (gross)	61 at 5,800	65 at 5,600
Torque at rpm (ft/lb)	64 at 3,800	70 at 3,800
Compression ratio	7.8:1	9.2:1
Normal fuel	92 Oct.	98 Oct.

Transmission

Diaphragm spring type clutch. Single dry plate. Four-speed gearbox with synchromesh on all forward. Remote control gear shift, floor mounted. GM three-speed automatic transmission with floor-mounted selector optional.

Chassis

Independent front suspension of unequal length wishbones and coil springs. Telescopic shock absorbers. Torsion bar stabiliser. Live rear axle with coil springs, located by twin trailing arms and lateral track bar. Vertically mounted telescopic shock absorbers. Torsion bar stabiliser. Rack and pinion steering. Energy absorbing steering column. Dual circuit servo-assisted brakes. Discs front, drums rear. Mechanical handbrake to rear wheels. 155SR-13 tubeless radial tyres on 5Jx13 wheels (deluxe estate only). 175/70SR-13 tubeless radial tyres on 5½Jx13 sports wheels (all other Kadett models).

Electrical equipment

12 volt negative earth system incorporating 28 amp alternator (45 amp on coupé).

Kerb weight

	Saloon	Estate	Coupé
	1753 lb	1841 lb	1775 lb

Dimensions	Saloon	Estate	Coupé
Length overall, in	162.4	162.4	162.4
Width overall, in	62.2	62.2	62.2
Height overall, in	53.9	53.9	52.2
Wheelbase, in	94.3	94.3	94.3
Track front, in	51.2	51.2	51.2
Track rear, in	51.2	51.2	51.2
Turning circle dia, ft	32.6	32.6	32.6

KADETT . . . new from Opel

Clean distinctive lines, generously proportioned windows, and a low belt line typify this modern car. Attractive and clearly new, from its built-in front spoiler to its neatly styled rear lights, the result of extensive wind-tunnel testing. Inside too, the Kadett is cleanly styled and right up-to-date. It is roomy and practical, with deeply padded seats providing comfort for all the family. Both switches and controls can be easily reached by a driver wearing seat belts and under the fully padded fascia is a wide parcel shelf for all those little odds and ends. The boot is huge and will hold a total of 13.5 cu. ft. of luggage.

On the road, the driver immediately feels at ease. The excellent driving position combined with the light rack and pinion steering ensures complete control under all conditions. The totally new front axle and carefully balanced and tuned suspension give outstanding road holding and a very comfortable ride. Noise from engine, wind and road have been reduced to levels normally found in much larger cars, an achievement resulting from rigorous testing in wind tunnels and on the road.

Nippy in city traffic, quiet and economical at motorway speeds, Kadett is powered by the well proved 1.2 litre N engine which gives 58 bhp. The more powerful 1.2 litre S 65 bhp engine is standard on the Kadett Coupé and is available at extra cost on the 2-door Saloon and the De luxe 2- and 4-door Saloons and 3-door Estate.

Kadett stands apart – drive it soon and see why.



Opel Ascona specifications

Ascona model range

There are five Asconas for you to choose from:

- Ascona 19 two-door saloon
- Ascona 16S four-door deluxe saloon
- Ascona 16S three-door Voyage
- Ascona 1900SR four-door deluxe saloon
- Ascona 1900SR three-door Voyage

Body

Integral all-steel chassis with low belt line and deep glass areas. Body is impact absorbing on front and rear sections. All windows of toughened safety glass (laminated windshield on Ascona 19). Body phosphatised and fully anti-corrosion treated. Voyage with lift-up tail gate. Metallic and signal body colours also available.

Interior

Four/five seat interior. Front seats partly reclining, body contoured and shaped to give lateral support. Fully padded fascia with flush mounted control switches. Wood grain dashboard (matt black on Ascona 19) with instruments, including speedometer, electric clock, water temperature and fuel gauges. Warning lights for low oil pressure, ignition and indicators. Three levers to control infinitely variable heater/fresh-air system with two-speed blower. Four fascia-mounted fresh-air vents. Two-spoke padded steering wheel. Energy absorbing steering column, incorporating steering column lock. Front ashtray, fascia-mounted glove box. Passenger assist handles. Column mounted lever controls, two-speed windshield wipers, headlight flashers, main beam, indicators and windshield washers with wiper contact. Ascona Voyage - rear passenger seat folds flat to give substantially increased luggage area.

Additional standard equipment

Single headlights. Twin reversing lights. Four-way emergency flashers. Tachometer instead of electric clock on Ascona 19.

Deluxe models

Full carpeting. Centre console incorporating front ashtray, cigarette lighter and oddsments tray. Rear seat ashtrays, heated rear window, convenience lamps in boot, glove box and under bonnet, dipping rear view mirror, overriders, wheel trim rings, chrome-plated tail pipe extension and exterior brightwork.

Ascona 1900SR and 1900SR Voyage

Additional instrumentation, including tachometer, oil pressure gauge and ammeter. Sports steering wheel, twin halogen driving lights, sports road wheels with 5½" rims. Body coach line and SR badge on boot lid or tail gate.

Engines

The Ascona engines are liquid cooled four-cylinder, in line, high cam units. Steel forged crankshaft. Twin choke down draught carburettors with automatic choke. Automatic ignition advance by centrifugal force and vacuum. Replaceable full flow oil filter.

Engines	1.6S	1.9S
Capacity	1,584cc	1,897cc
Type	IL4	IL4
Cam position	In head	In head
Bhp at rpm (gross)	92 at 5,800	102 at 5,400
Bhp at rpm (DIN)	80 at 5,200	90 at 5,100
Torque at rpm (ft/lb)	95 at 4,200	115 at 28-3,400
Compression ratio	9.5:1	9.0:1
Normal fuel	98 Oct.	98 Oct.

1.9S engine available in Ascona 19 two-door saloon and Ascona 1900SR four-door deluxe saloon and 1900SR Voyage only.

Transmission

Diaphragm spring type clutch, single dry plate. Four-speed (all synchromesh). Remote control gear shift, floor mounted. GM three-speed automatic transmission with floor-mounted selector optional.

Chassis

Independent front suspension of unequal length wishbones and coil springs. Telescopic shock absorbers. Torsion bar stabiliser. Live rear axle with coil springs, located by twin trailing arms and lateral track bar. Vertically mounted telescopic shock absorbers. Torsion bar stabiliser. Rack and pinion steering. Energy absorbing steering column. Dual circuit servo-assisted brakes. Discs front, drums rear. Mechanical handbrake to rear brakes. 165SR-13 tubeless radial tyres on 5J x 13 wheels (Ascona 16 four-door saloon and Voyage), 185/70HR-13 tubeless radial-ply tyres on 5½J x 13 sports wheels (Ascona 19 and Ascona 1900SR and 1900SR Voyage).

Electrical equipment

12 volt negative earth system incorporating 35 amp alternator.

Kerb weight

	Ascona 19	Ascona 16S and 1900SR	Voyage
2-door		4-door	
	2083 lb	2127 lb	2194 lb

Dimensions

	Inches
Overall length	164½
Overall width	64½
Overall height	54½
Wheelbase	85½
Track front	52½
Track rear	52

ASCONA . . . compact high performance

Built for today's crowded roads - compact size combined with effortless high performance make all Asconas a joy to drive.

A sporty car but with the toughness and convenience needed for everyday driving. Toughness that has been proved by success in rallies all over Europe. And convenience designed and engineered into the Ascona by men who enjoy driving. The body is compact and cleanly styled, making the Ascona an easy car to manoeuvre, especially since the low belt line and deep windows give outstanding all-round visibility for both driver and passengers.

A refined suspension tuned to give excellent road holding and completely predictable handling makes the Ascona safe and fun to drive over every kind of road. This characteristic, the powerful dual circuit brakes with big discs at the front, the superb driving position provided by the well padded reclining seats all combine to create a feeling of confidence that can be experienced by driving the Ascona.

This model comes in various forms - as a fully equipped 1.6 litre 92 bhp 4-door Saloon or 3-door Voyage - and for the high performance conscious motorist, the 1.9 litre 102 bhp 1900 SR Saloon or Voyage. The ultimate in practical performance is provided by the Ascona 19 2-door Saloon - a 1.9 litre version created to cater for the needs of the competition minded motorist.



Opel Manta specifications

Manta model range

There are three Mantas to choose from, Manta Deluxe, Manta SR and Manta Berlinetta. The Manta Deluxe is equipped with a 1.6 litre, 92 horsepower engine, the Manta SR and Manta Berlinetta with a 1.9 litre, 102 horsepower engine. The 1.9 litre engine is optional on the Manta Deluxe.

Body

Integral all-steel chassis with low belt line and deep glass areas. Impact-absorbing front and rear sections. Curved front, rear and side screens. Body phosphatised and fully anti-corrosion treated. All windows of toughened safety glass. Metallic and signal body colours also available. Matt black bonnet and side stripes optional on Manta SR.

Interior

Four/five seater interior. 11.5 cubic foot boot. Seats partly reclining, body contoured and shaped to give lateral location. Comprehensive fascia padding with flush-mounted control switches. Wood fascia, with instruments including speedometer, clock, water temperature and fuel gauges. Warning lights for low oil pressure, ignition, hand brake and indicators. Three levers to control infinitely variable heater/fresh air system with two-speed blower. Four fascia vents with 360° mobility. Direct air vents to lower sections of car. Centre console incorporating cigarette lighter, glove box and front ashtray. Steering column lock. All models amply supplied with ashtrays, grab handles, glove and parcel compartments. Column mounted lever controls, headlamp flashers, main beam, indicators and windshield washers with wiper contact and two-speed wipers.

Additional standard equipment

Twin headlights. Twin reversing lights. Four-way emergency flashers. Convenience lamps in boot, glove box and under bonnet, dipping rear view mirror, overrides, wheel trim rings, chrome tail pipe extension, exterior brightwork, heated rear window.

On the SR

Additional instrumentation including tachometer, oil pressure gauge and ammeter. Twin halogen headlights, twin tail pipe extension, sports road wheels with 5½" rims. All black interior and sports steering wheel. Seat belts.

On the Berlinetta

Instruments as Deluxe model except tachometer instead of electric clock. Sports steering wheel and padded gear lever knob. Twin halogen headlights. Vinyl roof cover, colour-keyed to exterior finish. Overrides with full width rubber inserts on front and rear bumpers.

Engines

The Manta engines are liquid cooled four-cylinder, in line, high cam units. Steel forged crankshaft. Twin-choke down draught carburettor with automatic choke. Automatic ignition advance by centrifugal force and vacuum. Replaceable full flow oil filter.

Engines	1.6S	1.9S
Capacity	1,584cc	1,897cc
Type	IL4	IL4
Cam position	In head	In head
Bhp at rpm (SAE)	92 at 5,800	102 at 5,400
Bhp at rpm (DIN)	80 at 5,200	90 at 5,100
Torque at rpm	95 at 4,200	115 at 28-3,400
Compression ratio	9.5:1	9.0:1
Normal fuel	98 Oct.	98 Oct.

1.9S engine available in Manta SR and Berlinetta – optional on Manta Deluxe.

Transmission

Diaphragm spring type clutch, single dry plate. Four-speed (all synchromesh). Remote control gear shift, floor mounted. GM three-speed automatic transmission with floor mounted selector optional.

Chassis

Independent front suspension of unequal length wishbones and coil springs. Telescopic shock absorbers. Torsion bar stabiliser. Live rear axle with coil springs, located by twin trailing arms and lateral track bar. Vertically mounted telescopic shock absorbers. Torsion bar stabiliser. Rack and pinion steering. Energy absorbing steering column. Dual circuit servo assisted brakes. Discs front, drums rear. Mechanical handbrake to rear brakes. 165SR-13 tubeless radial tyres on 5J-13 wheels (Manta Deluxe models). 185/70HR-13 tubeless radial ply tyres on 5½J×13 sports wheels Manta SR and Berlinetta – optional on Deluxe.

Electrical equipment

12 volt negative earth system incorporating 45 amp alternator.

Kerb weight

Manta Deluxe	Manta SR and Berlinetta	Additional for automatic transmission
2118 lb	2139 lb	48 lb

Dimensions	Inches
Overall length	171
Overall width	64½
Overall height	53½
Wheelbase	95½
Track front	52½
Track rear	52

MANTA . . . elegant and exciting

In these days of roads crowded with thousands of cars, all much alike, the Manta Coupé is a refreshing alternative. Its high performance and individual character, combined with space and comfort make it ideal for the young family.

Elegant styling featuring a purity of line that makes it outstanding wherever it goes. Inside there is space enough for the whole family, while within its graceful rear styling there is a boot big enough for all their luggage.

Not only elegant and practical, the Manta is also an exciting car to drive, with vigorous acceleration, quiet and effortless high speed cruising, superb cornering, completely predictable handling and powerful brakes, making the Manta safe and fun to drive on motorways or country roads.

Manta De luxe – 1.6 litre 92 bhp – a family sports car. The Manta SR – the most sporty Manta – powered by a 102 bhp 1.9 litre engine. The Berlinetta – the most luxurious – also powered by the 1.9 litre engine. Three different models, each with its own character, all of them elegant and exciting.



Opel Rekord specifications

Rekord model range

The Rekord range in the U.K. consists of the following right-hand drive models: 2-door deluxe coupé (model 12), 4-door deluxe saloon (model 17), 5-door deluxe estate (model 67)

Standard equipment

Multi-control ventilation and heating system with two-speed blower, two rotary air nozzles in fascia panel and two additional outlets to passenger foot wells. Halogen head-lights with asymmetric passing beams including direction indicator lamps. Two-speed electric windscreen wipers, windscreen washer with wiper contact. Facia panel padded. Woodgrain instrument panel with matching speedometer with odometer, electric clock, fuel gauge and temperature gauge. Control warning lights for oil pressure, direction indicator, high beam, charge control, emergency flashers and parking brake. Rotating switch for parking lights, head-lights and instrument panel lights. Push-button switch for heated rear window. Push-button switch for emergency flashers on steering column. Heater control illuminated. Combination lever on steering column for two-speed windscreen wiper, turn single lights, parking light, high beam and optical overtake signal and windshield washers. Combined steering and ignition lock. Glareproof safety interior rear view mirror. Two padded sun visors with vanity mirror on passenger sun visor. Fully reclining front bucket seats. Rear seat back with foldable centre armrests (model 12 and 17 only). Ventilated vinyl upholstery, cloth available at extra cost. Tunnel console with ashtray and illuminated cigarette lighter and oddments tray. Pockets in front doors, door armrests front and rear, passenger assist handles. Coat hooks, vinyl headlining, fully carpeted floor. Light in the glove box, engine and luggage compartment. Self-locking boot lid, spare wheel upright at luggage compartment side. Two rear light units including tail light, stop light, front single lamp and reversing lamp. Lockable tank filler cap, towing hooks, front and rear. Polyurethane bumper guards. Chrome plated tail pipe extension. Wheel trim rings. 45 amp alternator. An electrically heated rear window. Brightwork around radiator grille, window frames, head-lamps, wheel arches and side sills.

Engines

The Rekord engine is a liquid cooled four-cylinder in line high cam unit. Hydraulic valve lifters. Steel forged crankshaft. Twin choke down draught carburettor with automatic choke. Automatic ignition advance by centrifugal force and vacuum. Replaceable full flow oil filter.

Engine	195H
Capacity	1,897cc
Bore	83mm
Stroke	69.8mm
Compression ratio	9.8:1
Bhp at rpm (DIN)	97 at 5,200
Bhp at rpm (gross)	107 at 5,200
Torque at rpm (ft/lb)	124 at 3,800
Normal fuel	98 Oct.

Transmission

Diaphragm spring type clutch, single dry plate. Four-speed (all synchromesh), remote control gear shift, floor mounted. GM three-speed automatic transmission with floor mounted selector optional.

Chassis

Independent front suspension on unequal length wishbones with coil springs. Telescopic shock absorbers. Torsion bar stabiliser. Live rear axle, coil springs located by twin trailing arms. Lateral track bars. Vertically mounted telescopic shock absorbers (model 12 and 17). Torsion bar stabiliser. Recirculating ball steering. Energy absorbing steering wheel. Dual circuit servo-assisted brakes. Discs front, drums rear. 175SR-14 tubeless radial tyres by 5J x 14 wheels.

Weights

	4-door		5-door
	Coupé	Saloon	Estate
Kerb weight, lb	2381	2403	2547
Max. gross weight, lb	3307	3406	3717
Max. load (incl. driver), lb	926	1003	1168
Max. weight of trailer with brakes, lb	2205	2205	2205

Dimensions

Wheelbase, in	105	105	105
Overall length, in	181	181	182
Overall width, in	68	68	68
Max. height (kerb weight), in	54.6	56	57

REKORD . . . an international success

Many reasons have made the Rekord an international success: its European concept combines years of experience with knowledge gained from the most modern market research techniques. Its styling is clean and attractive, featuring large windows and a low belt line, and the discreet use of bright metal. Beneath its timeless lines is a technically sophisticated design, the result of refined engineering and continuous testing. Yet another reason for the Rekord's success is its ruggedness and reliability.

Inside and out, the Rekord is carefully built. Its functional interior with deeply padded seats, hard wearing carpets and practical facia fulfils all the demands of the discerning driver. A powerful 1.9 litre 107 bhp engine, servo assisted dual circuit brakes, and balanced suspension create a feeling of confidence and ensure a minimum of fatigue even on the longest journey. Quality engineering and workmanship have made the Rekord a success from the Arctic to the Mediterranean.

There are three models from which to choose, each powered by the rugged cam-in-head 1.9 litre engine, and all very well equipped. There is the roomy 4-door De luxe Saloon, sporting 2-door Coupé and practical 5-door De luxe Estate, all of them powerful, elegant and superbly comfortable.



Opel Commodore specifications

Commodore model range

The luxurious Commodores are produced in coupé and 4-door saloon versions. Both have luxury appointments and powerful six-cylinder engines. For those requiring even more power, the Commodore GS Coupé and GS Saloon are available, both giving really outstanding performance.

Standard equipment

Multi-control ventilation and heating system, with two-speed blower, two rotary air nozzles in instrument panel, left and right, swivel-type nozzles, centre instrument panel. Halogen headlamps with asymmetric passing beam including direction indicator lamp. Two-speed electric windscreen wipers, windscreen washer with wiper contact. Two-tone horn. Instrument panel, padded. Fuel gauge, temperature gauge and lamps to indicate charging (red), oil pressure (red), emergency flasher (red), turn signals (green), parking brake (red), and high beam indicator (blue). Speedometer with odometer and trip odometer. Electric clock. Combined turning and pull button for headlamps. Turning button for infinitely variable instrument lighting. Switch symbols, illuminated. Heater controls, illuminated. Illuminated glove compartment. Pushbutton for emergency flasher on steering column. Combination lever at steering column for two-speed windscreen wipers, turn signal lights, parking light, high beam and optical overtake signal. Combined steering and ignition lock. Glareproof safety interior rear view mirror. Two padded sun visors. Fully reclining front bucket seats. Tunnel console with ashtray, and illuminated cigar lighter. Rear seat back with foldable centre armrest. Pockets in front doors. Soft armrests front and rear. Assist handle at roof rail, rear; left and right. Coat hooks. Vinyl headlining. Floor carpeting. Automatic engine and luggage compartment light. Self-locking boot lid. Spare wheel upright at luggage compartment side. Two rear light units including tail light, stop light, turn signal lamp and reversing lamp. Lockable tank filler cap. Towing hooks, front and rear. PVC-insert in front and rear bumpers, polyurethane bumper guards. Tail pipe extension chrome-plated. Wheel trim rings. 45 amp alternator, electrically heated rear window, leatherette roof cover.

Commodore GS/2.8 - additional equipment

Radiator grille, black with GS-lettering. Two halogen pencil beam driving lamps. Three-point seat belts for front seats. Four clock-shaped instruments: fuel gauge, temperature gauge, voltmeter, oil-pressure gauge. Tachometer. Sports road wheels with 6" rims. Gas filled shock absorbers. Twin tail pipe extension chrome-plated. Removable headrests. Ventilated front disc brakes. Limited slip differential.

Engines

The Commodore engines are liquid cooled six-cylinder in line high cam units. Hydraulic valve lifters. Steel forged crankshaft. Twin choke down draught carburetors with automatic choke. Automatic ignition advance by centrifugal force and vacuum. Replaceable full flow oil filter.

Engines	2.5S	2.8HC
Number of cylinders	6	6
Bore	87mm	92mm
Stroke	69.8mm	69.8mm
Capacity	2,490cc	2,784cc
Bhp at rpm (SAE)	136 at 5,600	158 at 5,300
Torque at rpm (SAE)	142 at 4,500	174 at 4,000-4,400
Compression ratio	9.5:1	9.5:1
Number of carburetors	1 twin choke	2 twin choke
2.5H engine available on GS models only		

Transmission

Diaphragm spring type clutch, with single dry plate. Four-speed (all synchromesh). Remote control gear shift, floor mounted. GM three-speed automatic transmission with floor mounted selector optional.

Chassis

Independent front suspension on unequal length wishbones and coil springs. Telescopic shock absorbers (gas filled on GS models). Torsion bar stabiliser. Live rear axle, coil springs located by twin trailing arms. Lateral track bars. Vertically mounted telescopic shock absorbers (gas filled on GS models). Torsion bar stabiliser. Recirculating ball steering. Power assistance optional. Energy absorbing steering column. Dual circuit servo assisted brakes. Discs front (ventilated on GS models) drums rear. 175HR-14 tubeless radial tyres on 6Jx14 wheels (Commodore models). 175HR-14 XAS radial tyres on 6Jx14 sports wheels (GS models).

Electrical equipment

12 volt negative earth system incorporating 55 amp alternator.

Kerb weight

Saloon	Coupé	Saloon GS	Coupé GS
2646 lb	2591 lb	2690 lb	2635 lb

Dimensions

	Inches
Overall length	181.4
Overall width	68.0
Overall height	55.5
Wheelbase	105.0
Track front	55.5
Track rear	55.1

COMMODORE . . . the ultimate Opel

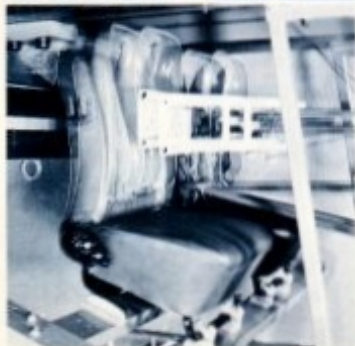
A classic car. The result of years of research, development and careful refinement made only after a great deal of thought and rigorous testing.

Opel have made the Commodore a car that will stand out on the roads of Europe for many years to come. A masterly combination of tasteful elegance, refined engineering and stimulating high performance. Commodore's smooth classic styling is utterly European, pleasingly free of unnecessary gimmicks. Its deep windows and low belt line provide excellent all round visibility for both driver and passenger.

In the six-cylinder Commodore, comfort is a matter of course and it is matched by impeccable handling and road holding and really impressive power. There are two Commodores to choose from, both available as either a spacious 4-door Saloon or as a Sporting 2-door Coupé. The luxury Commodore powered by a 2.5 litre 136 bhp engine or the high performance Commodore GS with its 2.8 litre 158 bhp engine.

They were designed for the driver who values performance and engineering excellence more than superficial gimmicks. Drive a Commodore soon. Only in this way can you experience the feeling of well being that this great car provides.





An unusual attitude towards design

Opel has the largest car styling unit in Germany. But good design is not simply a matter of styling. It comes from a constant and very close liaison between the styling unit and the various engineering departments.

The result is a range of cars which are aesthetically very pleasing and superbly practical. Because in effect, we build the car around you – this is why an Opel feels right the minute you get into it.

It starts with the seating, designed by people we consider to be real experts in this field; design engineers working hand in hand with test drivers. But a comfortable seat is of no use unless everything else fits into place as well.

Our composite man, Oscar, is very carefully structured to represent some 80 per cent of the motoring population (the adjustability of the seats covers the remaining 20 per cent).

Once he is seated we position the controls around him according to a principle known as applied relationships. Using this technique we can place the steering wheel, pedals, hand brake and dashboard controls in exactly the right position for him as a driver – so that everything can be reached with maximum ease and safety.

And when he is comfortable we know you'll be comfortable with an uncanny feeling of balance between you and the car you are about to drive.

Ruthless component testing

Opel has one of the world's most outstanding component assessment laboratories. In which are some 600 machines running day and night for the sole purpose of testing things to destruction. This multi-million pound investment is the embodiment of one of our most basic philosophies – that before we accept any new part, component or material for use in a car, we must be able to tell our engineers what its life expectancy is, so that any part which does not come up to our rigorous pre-determined standards of quality and life span can be automatically rejected.

So when you buy an Opel you have every right to expect superior quality, not only from the major mechanical components but from everything else in the car.

One of our machines will have sat on the approved seat design, none-too-gently, over 100,000 times. Your cigarette lighter – should keep on working. We have a machine that lights twelve of them at once – 20,000 times. Windows are wound up and down 25,000 times, sun visors have to withstand 10,000 movements. Suspension springs have to survive free hanging to full compression in an off-centred configuration, 250,000 times – and once we find the parts which can survive our laboratories we start testing them all over again, just as thoroughly, in use around our proving ground.



Europe's largest proving ground

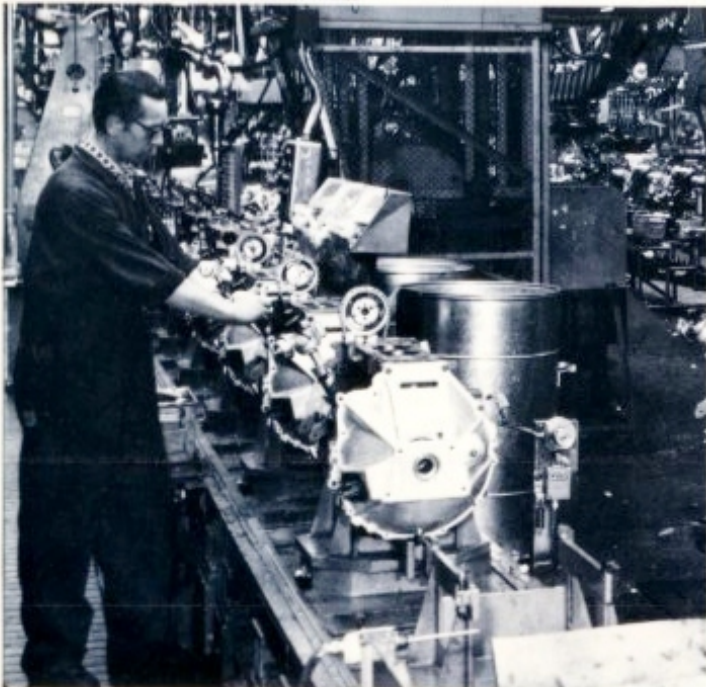
Our 640-acre proving ground at Dudenhofen is used to re-create every conceivable driving condition. There is a three-mile banked high speed circuit with several brake testing areas and a 7½-mile long durability testing section; a simulated stretch of mountain pass with a gradient of up to 30 per cent; an area for testing acceleration and noise level, a log road, a skid pad, a torture track, a cross-country section, a wet weather circuit and lots more.

Over this, 24 hours a day, seven days a week our cars cover between them some 4½ million tortuous kilometres every year.

The purpose of this proving ground, as with laboratory component testing, is to try to get fatigue failure, only this time under more realistic conditions. By integrating proving ground results and laboratory destruction tests a full scatter of random everyday conditions is obtained. This testing is continued throughout the production life of all our cars to ensure that our standards of quality are always met.

But we don't stop at Dudenhofen. For extended handling tests we use the Hockenheim and Nurburgring race circuits. Wheels and tyre testing is carried out all over Germany and in the mountains of Italy. Cold weather testing is done in Northern Sweden, hot weather evaluation in places as far afield as South Africa and Arizona in the United States, and testing our brakes we use two of Europe's most awesome mountain passes – the Grossglockner in Austria, the longest pass in Europe – and the Stelvio Pass in Italy, the steepest pass in Europe.

As we said, when you buy an Opel you should expect value for money because at every stage in the design and testing of our models we make sure that it is we, and not you, who act as the guinea pig.



OPEL 1866 - 1973

Russelsheim has been the home of Opel since 1866 when Adam Opel built his first sewing machine. During the years that followed the company became the largest producer of sewing machines in Europe and expanded into the production of bicycles. In the year 1898, the first production motor car was built - the four horse power system Lutzmann and by the year 1928 Opel had become the most popular car manufacturer in Germany with a 37 per cent share of the German market. This was later to rise to an incredible 42 per cent.

By the end of the Second World War, Opels Brandenburg plant was under Russian control and half of the Russelsheim plant was in ruins. In May 1945 enough rubble was cleared to enable the production of spare parts to commence and by 1948 production had started on the first pre-war Opel, the Kapitän. Now, thirty years later, the Russelsheim plant is General Motors second largest manufacturing unit anywhere in the world with an acreage somewhat greater than the principality of Monaco.

With the introduction of the Kadett in 1962, a brand new manufacturing plant was opened at Bochum in the Ruhr and this was later supplemented by an ultra-modern assembly plant at Antwerp. During 1972 these combined plants produced 877,963 cars and trucks. *Motor* sums up Opel in this way: "It is so refreshing to meet top automotive men who are not only supremely competent at their particular jobs but who also are enthusiastic about cars . . . the management . . . not only skilled in all the latest production techniques but are determined to build reasonably priced cars that are fun to drive. This unique alliance of manufacturing and driving knowledge in top management will make future Opels of interest to a far wider circle of customers . . ."

Our engineers concern to produce cars, which, first and foremost they will enjoy driving, has resulted in a rare integration of talent. Although the evolution of a car takes place in many different departments at the same time, there is at Opel an unusual kind of co-ordination between one group of experts and another - because they are all working towards a common goal.

The result is a range of cars which are functional, exciting and extremely roadworthy.

As *Motor* concludes . . . "Opel in fact may well emerge as the top European car producing company in the near future." That was in April 1971. Last year Opel became number one in Germany.



Opel in the United Kingdom

As a part of the General Motors organisation Opel products are sold and serviced in almost every major European country through a network of nearly 7,000 Opel dealers.

It was in 1967 that Opel was once again introduced to the United Kingdom market, after an absence of nearly 30 years. The Vehicle Division of General Motors Ltd. is responsible for the marketing of Opel products in this country and have from the beginning, set high standards of qualification for Opel Dealers. There are now some 200 dealers located in almost every major city and town throughout the U.K. and new dealers are being appointed almost weekly. Each of these dealers is equipped with the most modern service equipment and a selection of special tools designed to enable him to provide first class service for your Opel.

At the head office of the Vehicle Division of General Motors Ltd. we have a fully equipped Service Training Centre where specialist service training is provided for the service personnel of all U.K. Opel dealers, thus ensuring that your car will be maintained to the high standards set by Opel.

Each dealer, as a condition of appointment, carries a substantial stock of Opel parts, which in turn is backed by a comprehensive parts stock carried by G.M. Parts Operation. Here, computerised stock control and close liaison with Opel in Germany, ensure that every conceivable part can be quickly despatched to dealers throughout the country.

Opel. A quality product built in Germany - backed by General Motors, the worlds largest car manufacturers, and marketed in the U.K. through a network of Quality Dealers.



Your Opel dealer is:

General Motors reserves the right to change specifications at any time without notice. Every attempt has been made to ensure the accuracy of this brochure and specification, but it is for guidance only; no part is intended as an offer, nor shall any statement be considered legally binding. In accordance with statutory regulations, all Opel cars are fitted with front seat belts at extra cost.

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