

# VW KEWER-BEETLE





We don't change our car outside each year to make it look different.

We change it to make it work better, last longer, run cheaper and more enjoyable to drive. And we do it all the time, not just to fit an official model year.

We change more than the car. We change its service support system so that running a Volkswagen is not like running an overdraft.

And year by year we've made the Beetle more than a Beetle. The same basic engineering and design, but the way you want it: in the VW 1300, the 1600L, the 1600 Super Bug and the sporty SP 1600.

This year all the Beetles have lockable engine compartments, ashtrays at the back and a new hooter. In three exciting new paint colours: Sapphire Blue, Royal Red and Arctic White.

Whether you're looking for extra-low initial price . . . or for a high degree of luxury . . . or for sports performance – you're sure to find what you want. In the exciting new Beetle range.

Ons verander nie die buitekant van ons motor elke jaar net om dit anders te laat lyk nie.

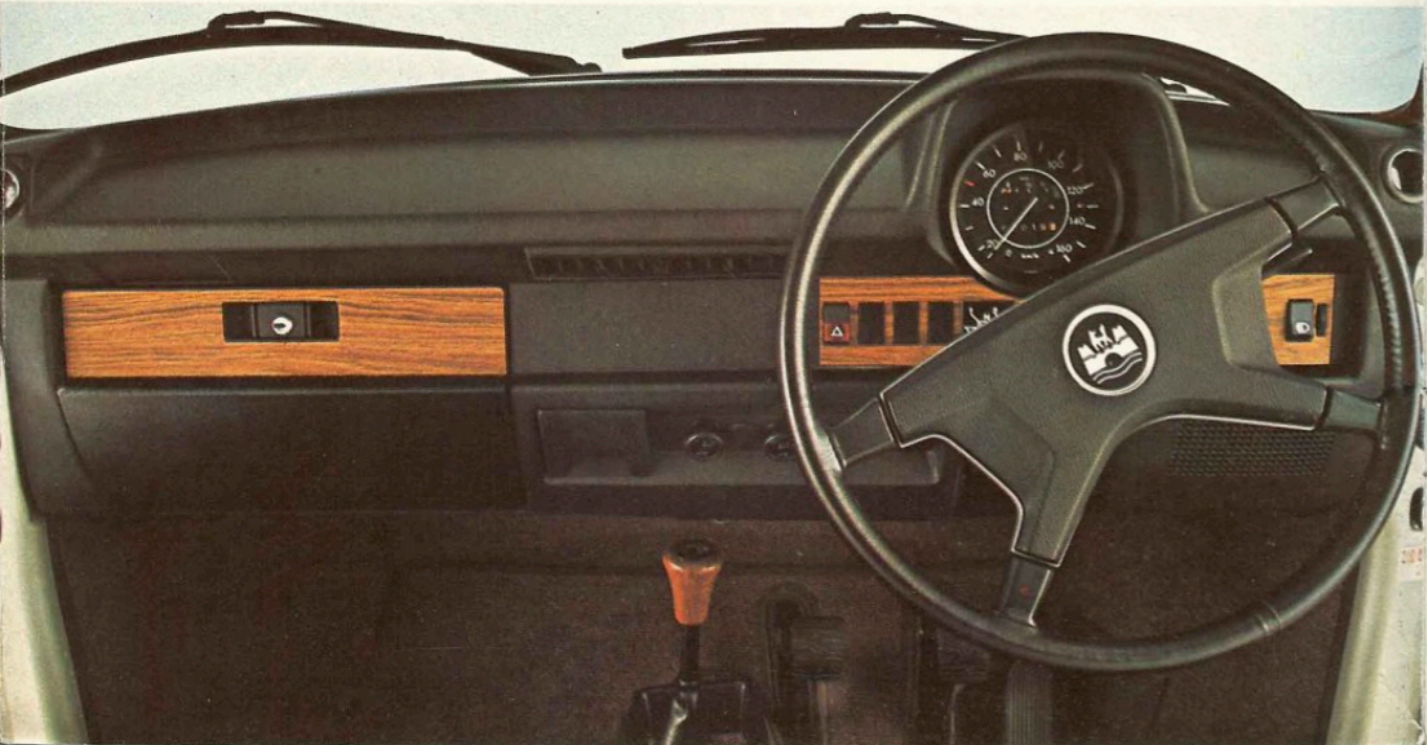
Ons verander dit binne om dit beter te laat werk, langer te laat hou, goedkoper te laat loop en genotvoller te bestuur. Ons strewre nie na die beste mode nie, maar na die beste model.

Ons verander meer as die motor. Ons verander ook die instandhoudingstelsel om die loopkoste van ons Volksie altyd laer te kry.

En jaar na jaar maak ons die Kewer meer Kewer. Dieselfde basiese ingenieurswerk en ontwerp, maar soos u dit wil hê in die VW 1300, die 1600L, die 1600 Super Bug en die sportiewe SP 1600.

Vanjaar het al die Kewers sluitbare enjinkompartemente, asbakkië agter en 'n nuwe toeter. In verf van drie opwindende nuwe kleure – Sapphire Blue, Royal Red en Arctic White.

Of u nou 'n ekstra-lae koopprys . . . hoëgraadse weelde . . . of sportprestasie verlang – u sal dit bepaald vind in die treffende nuwe Kewerreeks.



## The evolutionary VW 1600 Super Bug

This one does look a bit different. A lot of people want it this way so we raked the windscreen and wrapped it around. Built in a padded wood grain dash with hooded instrument cluster and improved headrests. Added 14 inch road wheels and fitted wide 165 ply tyres, for superb road-holding and ride and re-styled the interior from the floor up.

The Super Bug is maybe a bit of a show-off with its low-slung seats covered in imported Bilboa cloth. The head restraints stand out as extra safety items. You notice deep side pockets, tinted windows – and enjoy the wider, wrap-around view.

But although it catches the eye, the Super Bug is right there when it comes to Volkswagen common sense. While putting on the Ritz, it also has three-point safety belts.

## Die evolusionêre VW 1600 Super Bug

Hierdie een lyk wel ietwat anders. Omdat baie mense dit so wil hê, het ons die voorruit 'n omloop en 'n helling gegee. 'n Gestoffeerde houtvlam-instrumentpaneel ingebou, met 'n kap oor die instrumentegroep en verbeterde kopleunings. Loopwiele van 14 duim en aangepaste breë 165-straallaag-bande vir 'n voortreflike padhouvermoë en rit. En 'n nuwe styl binne van die vloer af op.

Met ander woorde, die Super Bug is 'n rapsie spoggeriger. Met sy laaggeboude sitplekke met ingevoerde Bilboa-weefstof oorgetrek. Sy breër uitsig alle kante toe. En sy getinte vensters en diep deursakke. Die kopleunings is ekstra veiligheidskenmerke.

Maar sy spoggerigheid maak hom geensins minder goed nie. Hy is nog steeds dieselfde Kewer met dieselfde betroubaarheid, dienlikheid en deugde wat vir hom wêreldroem besorg het. En vir sy trotse besitter is daar ook



And you can put that 'Super' in front of 'reliable' and all the other solid performance virtues that have made the Beetle a world beater.

At 80 km/h you'll go 100 kilometres on 6,8 litres of petrol, giving you a tank range of over 580 km. (That's CAR magazine's figure, not ours\*). And coasting along like this, our lazy-revving short stroke engine gets an extra lease on a life already famous for longevity.

Everyone knows that Beetles are strong on engineering. The Super Bug adds its own special thing. Style.

\*The fuel consumption figure quoted was obtained by CAR magazine under test conditions at sea level, on a VW 1600 Super Bug. The actual consumption you get may be higher, or lower, depending upon how and where you drive, the condition of your car, and the optional equipment you have.

driepunt-veiligheids gordels.

Teen 80 km/h kry u 'n brandstofverbruik van 6,8 liter per 100 km sodat u met 'n tenkvol oor die 580 km ver kom (en dis die CAR-tydskrif se syfers\*, nie ons s'n nie). En teen dié gemaklike snelheid sal ons laespoed-, kortslag-enjin wat reeds vir sy duursaamheid bekend is, nog langer hou.

Ons almal weet dat Kewers ingenieurskundig sterk staan. Die Super Bug voeg hier nog iets besonder by. Styl.

\*Die genoemde brandstofverbruiksyfer is deur die CAR-tydskrif by seevlak behaal in toetse op 'n VW Super Bug 1600. Die werklike brandstofverbruik wat u kry, mag hoër of laer wees, na gelang van hoe en waar u ry, die toestand van u motor en die opsonele toerusting wat u het.





## The Sporty SP 1600 Beetle

The SP 1600 Beetle puts it all together. All the legendary economy, reliability, and toughness of the Beetle, plus all the excitement and fun and sheer zest that motoring is all about.

Just looking at it sets the pulse racing. Front end spoiler, low profile 185-14 radials on wide 5½J Rostyle wheels, halogen headlights, three tremendous colours: Sunburst Yellow, Arctic White and Silver Cloud Metallic – all with matt black accents. Low and solid on the road.

But the excitement is more than skin deep, so slide into the posture-contoured seats with tartan cloth inserts and headrests, feel the leather padded steering wheel, run your eye over tachometer, oil pressure gauge, voltmeter, check the deep pile carpeting and tunnel tray, get the luxury feel from tinted windows, use the cigar lighter, sit back . . . and live a little.

Behind you is a tough 1600 motor with twin Solex carburetors and a free-flow exhaust system, to give you the most efficient Beetle ever. Power is up 15% but engine efficiency coupled with the spoiler (which cuts drag by 7%) keep fuel consumption low – CAR magazine got 7,6 litres per 100 kilometres.

Some things we didn't change. Overall operating economy; reliability; a full 12-month guarantee no matter how many kilometres you cover; nationwide VW service; low cost service and parts – the same old Beetle story. In today's economy climate it's the most beautiful story ever told.

Test drive one soon. And prove to yourself that economy motoring doesn't have to be dull.



## Die sportiewe SP 1600 Kewer

Die SP 1600 Kewer omsluit alles in een. Die legendêre besparing, betroubaarheid en taaieheid van die Kewer plus al die opwinding, pret en genieting wat motorry 'n mens bied.

Net een kyk na hom laat die pols klaar vinniger klop. Drukvin voor, laeprofieltipe 185-14-straallaagbande aan breë 5½J Rostyle-wiele, halogene kopligte, drie geweldige kleure: Sunburst-geel, Arctic White en Silverwolk Metalliek – algar met matswart beklemtonings. Staan ook laag en stewig op die pad.

Maar dis nie blote uiterlike vertoon nie. Sak gerus binne neer en laat u oë wei oor die postuur-sitplekke met panele van tartanweefstof en die kopleunings, die leegestoffeerde stuurwiel, die tagometer, oliedrukmeter, voltmeter, sigaretaansteker, die langpooltapyt en boggelstandertjie, die weelderig getinte vensters, sak agteroor . . . en sug van lekkerte.

Agter u is 'n kragtige 1600-enjin met tweelingtipe Solex-vergassers en 'n vryvloei-uitlaatstelsel om u die allerdoeltreffendste Kewer te gee. Sy krag is nou 15% groter, maar enjindoeltreffendheid plus die drukvin (wat die windweerstand met 7% verminder) hou die brandstofverbruik laag. Die CAR-tydskrif het 7,6 liter per 100 km gekry.

Sekere dinge bly egter onveranderd. Totale bedryfsbesparing; betroubaarheid; 'n waarborg vir 'n volle 12 maande, hoe ver u ook al ry; landwyse VW-versiening; diens en onderdele teen lae koste – dieselfde ou geliefde hoedanighede wat in die huidige ekonomiese klimaat tog soveel werd is.

Gaan toetsry een spoedig. En oortuig uself dat 'n besparende motor nie noodwendig oninteressant is nie.





## Total operating economy is what counts

Millions of people have enjoyed the sheer fun of owning and driving a Beetle. And the pleasure has been sweeter because it didn't guzzle petrol and give trouble. Even the tyres lasted longer. Add the fact that Volkswagen has the best service record in the world and what have you got? Total Operating Economy that stretches your rand in a world of shrinking value.

For instance, it has been calculated by experts in the motor field that a Beetle 1300 costs 4,86 cents per kilometre less to run than the average small car\*. This means that, if you average 15 000 km per year, you can save around R730 every year. You can pay the HP instalments on a new fridge and a new stove – all for the same cost as running an average small car.

Your money buys more when you get the Bug.

\*This figure was derived mathematically from statistics quoted by the AA and PHH Services, an independent Fleet Consultant.

## The service is as good as the car

You get more than a car when you buy a Beetle. You get a back-up system that has no equal. And the peace of mind that goes with it.

There are over 230 VW dealers throughout South Africa. Each has a workshop with factory trained staff and highly efficient, specialised equipment to make sure that the prices aren't fancy.

In the same way that we've had years and years practice at making the Beetle perfect, our dealers have had years and years experience at servicing them. The result is an overall efficiency that brings the servicing costs down to rock-bottom.

Thus, it's no accident that two surveys\* have shown that twice as many motorists voted VW service best compared to its nearest rival. Or that a TECHNICAR survey showed Beetle servicing costs to be 19% below average.

\*Surveys conducted by Pegasus Research & Market Research Africa.



## Totale bedryfskoste dié oorweging

Daar's vandag miljoene mense wat die voorreg smaak om 'n Kewer te besit en te bestuur. Behalwe sy rygenot is daar ook die min brandstof en aandag wat hy vereis. Selfs sy bande hou lank. Tel daarby die feit dat Volkswagen die beste versieningsrekord in die wêreld het, en wat kry u? 'n Totale bedryfsbesparing wat u rand lekker lank rek in 'n wêreld van krimpende waardes.

Deskundiges op motorgebied het byvoorbeeld bereken dat 'n Kewer 1300 se loopkoste 4,86 sent per kilometer laer is as dié van 'n gemiddelde klein motor.\* Dit beteken dat as u gemiddeld 15 000 km per jaar ry, u elke jaar sowat R730 kan bespaar. Of genoeg om die huurkoopaaimeente op 'n nuwe yskas en 'n nuwe stoof te betaal.

Vir u geld kan die Kewer u soveel meer lewer.

\*Hierdie syfer kom van statistieke wat bekend gemaak is deur die AA en PHH Services, 'n onafhanklike vlootadviseur.

## Die versiening is so goed soos die motor

U kry meer as net 'n motor as u 'n Kewer koop. U kry 'n rugsteuningstelsel sonder gelyke. En gemoedsrus.

Daar is meer as 230 VW-handelaars dwarsdeur Suid-Afrika. Elke een het 'n werkwinkel met 'n fabriek-opgeleide personeel en hoogs doeltreffende, gespesialiseerde toerusting om die koste laag te hou.

Ons het jare en jare se ondervinding agter die rug in die vervolmaking van die Kewer en ons handelaars het jare en jare van ondervinding agter die rug in versiening. Die gevolg van dit alles is 'n bedrewenheid wat die versieningskoste so laag maak as wat kan kom.

Dit is dus geen toeval nie dat twee aparte opnames\* onthul het dat dubbel soveel motoriste vir die VW-versieningsdiens stem as vir sy naaste mededinger. En dat 'n opname deur TECHNICAR aangetoon het dat die Kewer se dienskoste 19% benede die gemiddelde is.

\*Opnames deur Pegasus Research en Market Research Africa.



## The uncompromising VW 1300 and 1600 L

Beetle economy starts with the 1300. Its low initial purchase price and low fuel consumption (only 6,9 litres per 100 km) will never put you out of pocket. Yet it has all the space, driving pleasure and many of the luxury features of the other Beetles in the range, like the new woodgrain dash.

The Beetle 1600 L has a bigger power plant and all the trimmings of padded dash and steering wheel (even the hooter button is padded), Rostyle wheels and radial tyres. Both the 1600 L and 1300 have anti-dazzle rear view mirrors, pistolgrip handbrake levers and reverse lights. The 1600 L has a handy tunnel tray for parcels and whatever.

When it comes to interior space, Beetles are a lot bigger than they look. Besides the boot under the bonnet and the people space in the car, there's a big carpeted boot behind the back seat. If you fold the seat down you can turn the whole back compartment into a great hold for luggage or camping or sporting equipment.

But what really counts when you buy a Beetle is that you get everything that has made Volkswagen famous.

## VW 1300 en 1600 L – Kewers sonder kompromis

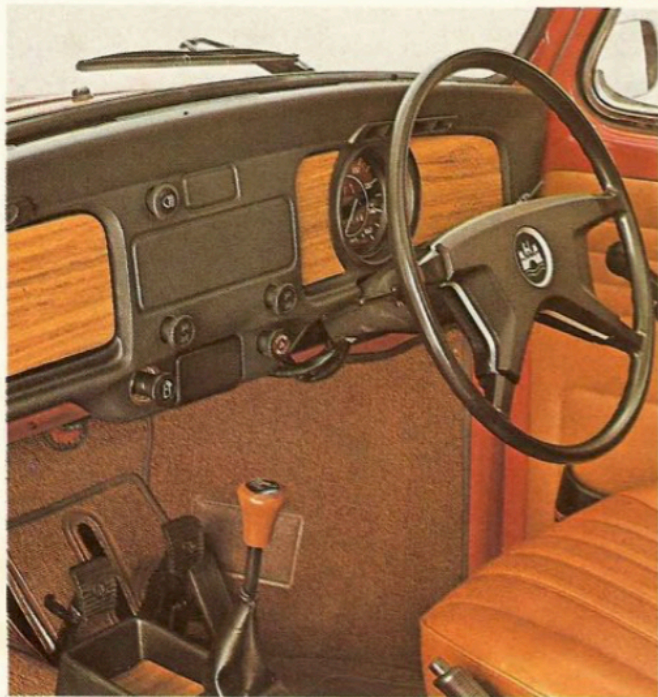
Die Kewer 1300 is die toppunt van besparing. Neem nou maar net sy lae koopprys en brandstofverbruik (slegs 6,9 liter per 100 km). Hoewel hy u al die ruimte, rygenot en baie van die weelderighede van die ander Kewers in die reeks aanbied, waaronder die nuwe houtvlam-instrumentepaneel.

Die Kewer 1600 L het 'n groter kragbron en talle bykomstighede soos 'n gestoffeerde instrumentepaneel en stuurwiel (selfs die toeter is gestoffeer), Rostyle-wiele en straallaagbande.

Die 1600 L sowel as die 1300 het blikkervry truspieëls, pistoolgreep-handremhefbome en truligte. Terwyl die 1600 L ook 'n handige boggelstandertjie vir kleinighede het.

Wat die binneruim betref, is die Kewers veel groter as wat hulle lyk. Behalwe die bagasiebak onder die voorste kap en die sitruimte in die motor is daar ook 'n groot uitgetapyte pakplek agter die agterste sitplek. As u die rugleuning afslaan, het u die hele ruim agterste kompartement vir bagasie of kampeer- of sporttoerusting.

Maar onthou een groot feit – as u 'n Kewer koop, koop u alles wat Volkswagen beroemd gemaak het





## Technical Data: VW 1300, 1600L, 1600S, 1600SP

**Brakes:** Hydraulically operated drum brakes front and rear.

**Clutch:** Cable operated single dry plate clutch with ball release bearing and torsion spring pressure plate. Diameter 200 mm

**Electrical System:** Battery 12V/36 Ah Generator 12V/50 A Ignition and lighting 12V

**Engine:** 4-cylinder horizontally opposed, air-cooled.

	VW 1600L & 1600S	VW 1300	VW 1600 SP
Displacement	1 584 cm <sup>3</sup>	1 285 cm <sup>3</sup>	1 584 cm <sup>3</sup>
Bore	85,5 mm	77 mm	85,5 mm
Stroke	69 mm	69 mm	69 mm
Maximum output – DIN at r/min	37,0 kW 4 000	32,8 kW 4 100	43,2 kW 4 200
Torque: N.m at r/min	108 2 800	88 3 000	117 3 000
Compression ratio	7,5:1	7,5:1	7,5:1
Licensing power	13,5 kW	10,9 kW	

	VW 1300 & 1600SP	VW 1600S & 1600L
Overall length	4 060 mm	4 090 mm
Overall width	1 550 mm	1 550 mm
Wheelbase	2 400 mm	2 400 mm
Overall weight (unladen)	771/780 kg	801/780 kg
Track – front	1 310/1 340 mm	1 340 mm
rear	1 350/1 380 mm	1 380 mm
Ground clearance (loaded)	150 mm	150 mm

	VW 1300 & 1600S	VW 1600SP
<b>Interior Dimensions:</b>		
Headroom front	1 016 mm	830 mm
Headroom rear	1 180 mm	830 mm
Legroom front	1 180 mm	750 mm
Legroom rear	750 mm	1 165 mm
Shoulder room front	1 165 mm	1 220 mm
Shoulder room rear	1 220 mm	1 230 mm
Hiproom front	1 230 mm	1 305 mm
Hiproom rear	1 305 mm	

	VW 1300, 1600L & 1600S	VW 1600SP
<b>Fuel System:</b>		
Fuel pump	Mechanically operated	Mechanically operated
Fuel filter	Incorporated in fuel pump	Incorporated in fuel pump
Carburettor/s	Solex 34 PICT 3	Solex H32/34 PDS1/2
Choke	Automatic	Automatic
Tank capacity	40 litres	40 litres

	VW 1300, 1600L & 1600S	VW 1600SP
<b>Lubrication:</b>		
Engine	Forced feed lubrication system with external oil cooler.	
Crankcase	2,5 litres	
Capacity: Gearbox/Final Drive	2,5 litres	

	VW 1300, 1600L & 1600S	VW 1600SP
<b>Steering:</b>		
Roller type steering with hydraulic damper to absorb road shocks.	Suspension: Independent on all 4 wheels.	
	Front: Torsion bar incorporating stabiliser and vertical telescopic shock absorbers.	
	Rear: Torsion bars with equaliser spring and vertical telescopic absorbers.	

	VW 1600L & 1600S & SP	VW 1300
<b>Transmission:</b>		
Gearbox and differential form one unit with the engine.		
Gearbox: 4 forward gears all synchromesh		
Gear ratios:	1st 3,80:1 2nd 2,06:1 3rd 1,26:1 4th 0,93:1 Reverse 3,61:1	3,80:1 2,06:1 1,26:1 0,88:1 3,61:1
Final drive ratio	3,875:1	4,375:1

	VW 1600L & 1600S & SP	VW 1300
<b>Wheels:</b>		
Type:	Roostyle wheels on all models	
Rim size:	4½ x 15 (1300 and 1600L) 4½ x 14 (1600S) 5½ x 14 (1600SP)	
Tyres:	560 x 15 tubeless (1300) 155 SR x 15 Radial (1600L) 165 SR x 14 Radial (1600S) 185/70 SR Low Profile Radial (1600SP)	

**Luxury features:** Through-flow ventilation; heater; cigar lighter (1600L/S/SP); two-speed windshield wipers; windscreen washer; carpets (1600L/S/SP); Bilboa cloth trim (1600S – extra cost option 1600L); padded dash (1600L/S/SP); vanity mirror (1600L/S/SP); variable instrument lighting; foldable rear seat backrest for enlarged luggage capacity; front vent windows; door storage compartments; 2 coat hooks; rear vent windows (1600L and S); reverse lights; storage pockets for safety belts; lockable glove box (1600S).

**Safety measures:** 3-point diagonal safety belts; 4-spoke safety steering wheel, incorporating two collapsible inserts in the column; soft, pliable control knobs; emergency flasher lights; burstproof safety door locks; padded sunvisors; automatic locking backrests of front seats; handles for rear seat occupants; safety interior rearview mirror; anti-dazzle interior rearview mirror; anti-dazzle instrumentation; safety starter switch; stalk switch for wiper/washer operation on steering column; exterior rearview mirror; front seat headrests (1600S and SP); black windshield wipers; rubber bumper inserts (1600S and L); tinted windows (1600S and SP).

*Specifications are subject to change without notice.*

## Tegniese Gegewens: VW 1300, 1600L, 1600S, 1600SP

**Remme:** Hidroliese trommelremme voor en agter.

**Koppelaar:** Kabelgewerkte enkeldroëplaatkoppelaar met koëlliontkoppelaar en wringveerdruplaat. Deursnee 200 mm

**Elektriese Stelsel:** Battery 12V/36 Ah Generator 12V/50 A Ontsteking en ligte 12V

**Enjin:** 4 silinders, horisontaal teengestel. Lugverkoeling

	VW 1600L en 1600S	VW 1300	VW 1600 SP
Verplasing	1 584 cm <sup>3</sup>	1 285 cm <sup>3</sup>	1 584 cm <sup>3</sup>
Boring	85,5 mm	77 mm	85,5 mm
Slag	69 mm	69 mm	69 mm
Maksimum lewering – DIN teen r/min	37,0 kW 4 000	32,8 kW 4 100	43,2 kW 4 200
Wringkrag: N.m teen r/min	108 2 800	88 3 000	117 3 000
Drukverhouding	7,5:1	7,5:1	7,5:1
Lisensiekrag	13,5 kW	10,9 kW	

	VW 1300 en 1600SP	VW 1600S en 1600L
<b>Buite-afmetings:</b>		
Totale lengte	4 060 mm	4 090 mm
Totale breedte	1 550 mm	1 550 mm
Asafstand	2 400 mm	2 400 mm
Totale gewig (onbelas)	771/780 kg	801/780 kg
Spoorwydte – voor	1 310/1 340 mm	1 340 mm
agter	1 350/1 380 mm	1 380 mm
Grondvryhoogte (gelaai)	150 mm	150 mm

	VW 1300 en 1600S	VW 1600SP
<b>Binne-afmetings:</b>		
Kepruimte voor	1 016 mm	830 mm
Kopruimte agter	1 180 mm	830 mm
Beenruimte voor	1 180 mm	750 mm
Beenruimte agter	750 mm	1 165 mm
Skouerruimte voor	1 165 mm	1 220 mm
Skouerruimte agter	1 220 mm	1 230 mm
Heupruimte voor	1 230 mm	1 305 mm
Heupruimte agter	1 305 mm	

	VW 1300, 1600L en 1600S	VW 1600SP
<b>Brandstofstelsel:</b>		
Brandstofpomp	Meganies gewerk	Meganies gewerk
Brandstoffilter	In brandstofpomp	In brandstofpomp
Vergasser/s	Solex 34 PICT 3	Solex H32/34 PDS1/2
Smookklep	Automaties	Automaties
Tenk	40 liter	40 liter

	VW 1300, 1600L & 1600S	VW 1600SP
<b>Smeerstelsel:</b>		
Enjin	Druksmering, met buite-olieverkoeler	
Krukkas	2,5 liter	
Kapasiteit: Ratkas/Eindaandrywing	2,5 liter	

	VW 1300, 1600L & 1600S	VW 1600SP
<b>Stuurstelsel:</b>		
Rollertipe, met hidroliesse demper om padskokke te absorbeer.	Veerstelsel: Onafhanklik aan al vier wiele.	
	Voor: Torsiestaf met stabiliseerstaf en vertikale teleskoop-skokdempers.	
	Agter: Torsiestawe met vereffensveer en vertikale teleskoop-skokdempers.	

	VW 1600L, 1600S en SP	VW 1300
<b>Transmissie:</b>		
Ratkas en ewenaar vorm 'n eenheid met die enjin.		
4 sinchroonskakelende vorentoeratte.		
Ratverhoudings:	1ste 3,80:1 2de 2,06:1 3de 1,26:1 4de 0,93:1 Trurat 3,61:1	3,80:1 2,06:1 1,26:1 0,88:1 3,61:1
Eindaandryfverhouding	3,875:1	4,375:1

	VW 1600L, 1600S en SP	VW 1300
<b>Wiele:</b>		
Tipe:	Roostyle-wiele aan alle modelle	
Velling-grootte:	4½ x 15 (1300 en 1600L) 4½ x 14 (1600S) 5½ x 14 (1600SP)	
Bande:	560 x 15 lughoudend (1300) 155 SR x 15 Straal (1600L) 165 SR x 14 Straal (1600S) 185/70 SR Laeprofiel-straal (1600SP)	

**Luukse-kenmerke:** Deurvloei-ventilasie; verwarmers; sigaretaansteker (1600L/S/SP); tweesnelheidsruitveërs; ruitspuit; tapyta (1600L/S/SP); Bilboa-kele (1600S – opsioneel teen ekstra koste 1600L); gestoofde instrumentpaneel (1600L/S/SP); smukspieeltjie (1600L/S/SP); veranderbare instrumentverligting; afslaanbare rugleuning van agterste sitplek vir meer bagasieruimte; ventilasievensters voor; bergruimtes aan deure; 2 baadjehake; ventilasievensters agter (1600L en S); trugligte; bergsakke vir veiligheids gordels; sluitbare paneelkassie (1600S).

**Veiligheidskenmerke:** Skuins 3-punt-veiligheids gordels; veiligheidsstuurwiel van 4 speke met twee meegevoegels in die kolom; sagte, buigsame kontroleknoppies; noodflitsligte; geweldbestande veiligheidsdeurslotte; opgestopte sonskars; outomaties sluitende rugleunings aan voorste sitplekke; handvatsels vir agterste insittendes; veiligheidsruisplek binne; blikkervry truspieël binne; blikkervry instrumentasie; veiligheidsaansitkasselaar; ranskakelaar vir vee/waswerking aan stuurkolom; truspieël buite; voorste sitplekke met kopstutte (1600S en SP); swart ruitveërs; rubberinvoegsel in buffers (1600S en L); getinte vensters (1600S en SP).

*Spesifikasies onderworpe aan verandering sonder kennisgewing.*

