

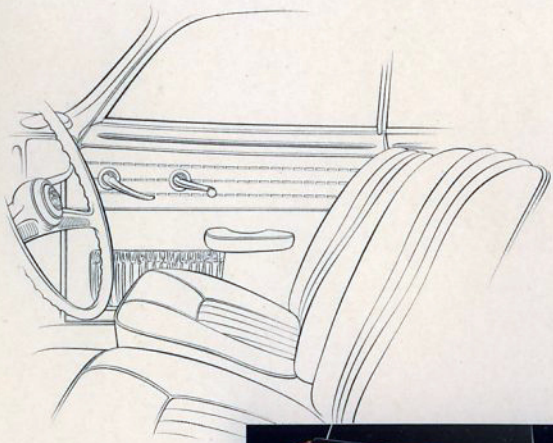




Every flowing, graceful line . . . every breath-taking detail . . . every magic touch of luxury and comfort of the beautiful Karmann-Ghia Coupe has a truly "Continental" accent. And with good reason: Ghia of Turin, Italy — one of Europe's most renowned designers — conceived this striking and original automobile! Karmann of Osnabrück — Germany's foremost custom-body builder, world-famous for painstaking workmanship and attention to detail — interpreted Ghia's unique, thoroughbred design! Finally, the distinctive body was mounted on a sturdy Volkswagen chassis with the rugged Volkswagen engine as its heart — the same ultra-reliable engine that's proven itself the world over in more than a million VW's!

The result? Superb beauty and smartness combined with utmost comfort and dependability — the Karmann-Ghia Coupe; beauty that can take abuse day-after-day, year-in-year-out — and like it! For example, this spirited, lively car can be driven at full throttle for just as long as you like. Its top speed and its

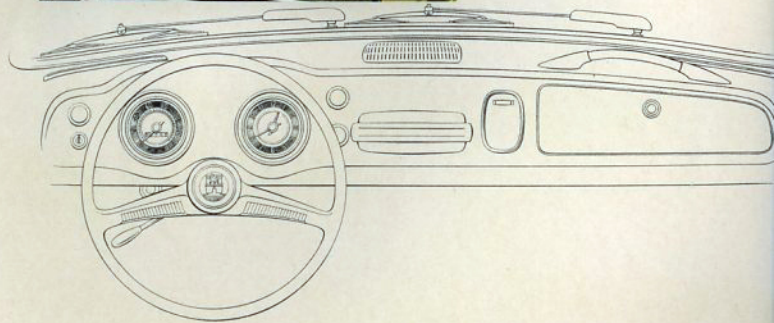
recommended cruising speed are the same — well over 70 miles per hour! Of course, the Karmann-Ghia, like all Volkswagens, is very economical to operate. Even at sustained cruising speeds you get a king-size 32 miles per gallon. Maintenance costs are phenomenally low, too — 75,000 miles without any major repairs is common! And completely complementing Karmann-Ghia's low cost of operation is its delightful ease of handling. Here you are master. Compact, highly-maneuverable, the ground-hugging Karmann-Ghia responds instantly to a touch on the wheel . . . almost makes driving in congested city traffic a pleasure . . . permits effortless parking . . . lets you gobble-up mile after magnificent cross-country mile in relaxed, contented comfort. Truly, here's the automobile connoisseur's dream come true — rare beauty, ease of handling and common-sense economy all in one perfect car! Don't you think YOU should take a look at this masterpiece of Continental styling and engineering — soon?

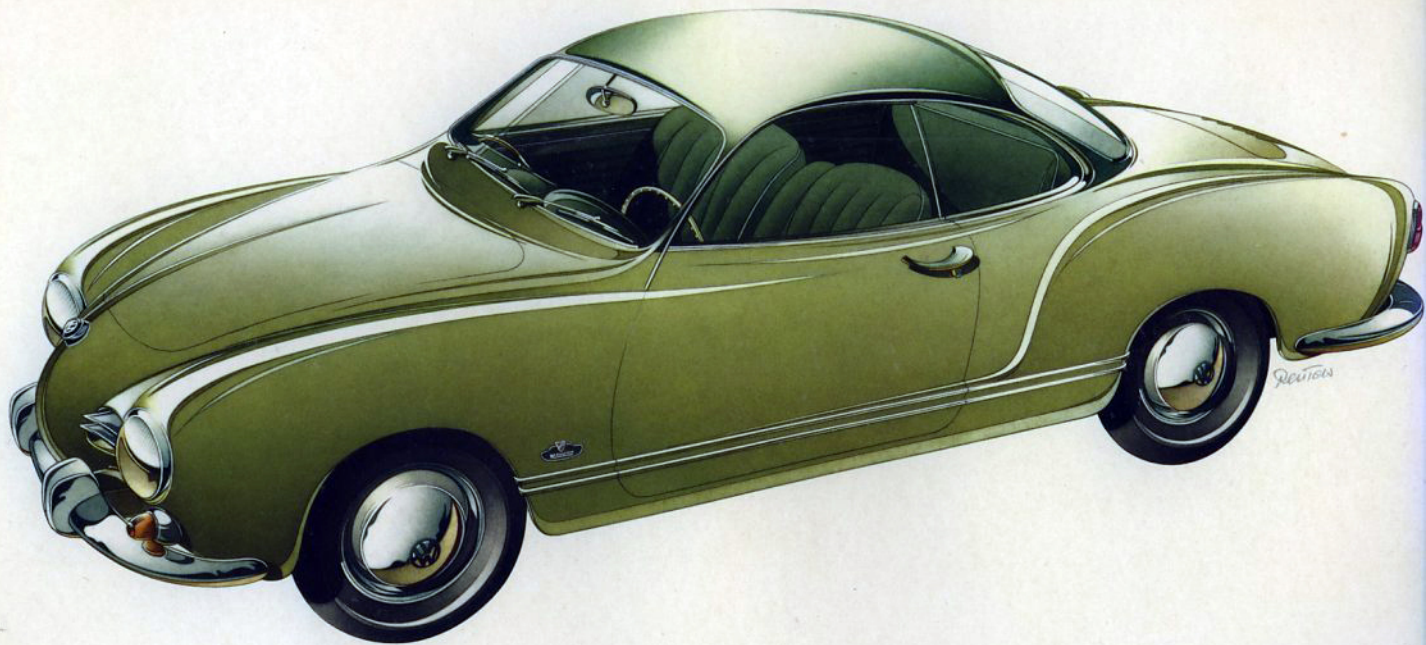


Both inner door panels are protected by twin rub moldings in sparkling chrome and are fitted with big pockets and handy pulls. The door pull on the passenger's side serves as a convenient arm rest.



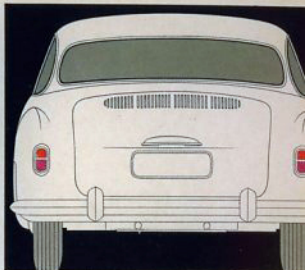
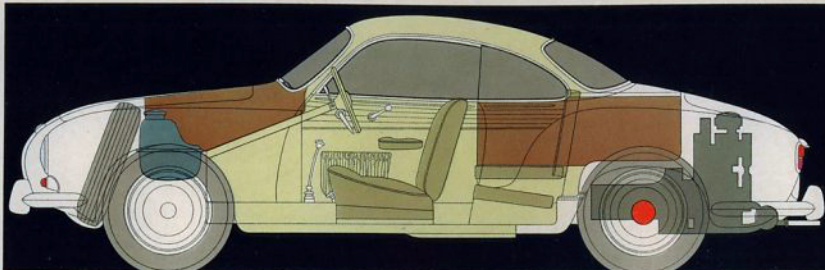
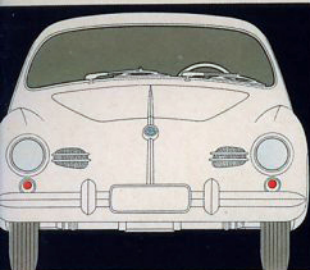
The back of the upholstered seat folds down. It thereby provides a platform which more than doubles the capacity of the storage compartment and still holds the luggage firmly in place.





Beauty is definitely not just "skin deep" with the Karmann-Ghia • Take a good look at this truly personal car and see why • You'll find that top-notch engineering skills and careful consideration have been lavished on each detail • Notice, for instance, how snugly the extra-wide doors fit; open and close one — you can actually hear the difference • Note, too, the splendor, the last-forever durability of the finish — no run-of-the-mill paint job this • Ease yourself into one of the two deeply upholstered "bucket-type" front seats • See how easy they are to adjust — forward and backward, up and down •

Feel the way they allow you to seat yourself in the most comfortable position in relation to the steering wheel and foot controls • Check, too, the small bench-type jump seat in the rear which can, on occasion, accommodate two additional passengers • Notice, when it's not in use, how the back folds down, doubling the capacity of the large storage compartment in the rear • Up front, under the hood, you'll find another spacious storage compartment • In fact, study every remarkable detail of this custom coupe — you'll agree it's the last word in smartness, luxury and engineering perfection



Engine	4-cylinder, 4-cycle, overhead-valve, VW engine, rear-mounted, air-cooled, horizontally opposed; bore 3.031 in. (77 mm.), stroke 2.520 in. (64 mm.), displacement 72.740 cu. in. (1192 c. c.), S. A. E. h. p. 36 at 3700 r. p. m., compression ratio 6.6 to 1
Carburetor	Downdraft carburetor with acceleration pump
Cooling system	Air cooling by fan automatically controlled by thermostat
Lubrication	Pressure lubrication with oil cooler in air stream of fan
Transmission	Synchromesh on 2nd, 3rd, and 4th gears
Power transmission	Through spiral bevel gear, two-pinion bevel differential gear and swing axle shafts to rear wheels

Chassis	Tubular center section forked at rear and welded-on platform
Front axle	Independent suspension of wheels through trailing arms; 2 laminated transverse torsion bars protected in tubes
Rear axle	Independent suspension of wheels through swing axle shafts mounted on trailing arms; one torsion bar on each side protected in transverse frame tube
Shock absorber	Front and rear; double-acting hydraulic telescopic type
Foot brake	Hydraulic, operating on all 4 wheels (Lockheed)
Wheelbase	94.5 in. (2400 mm.). Turning circle approx. 36 ft. (11 m.)

Track	Front: 50.8 in. (1290 mm.), rear: 49.2 in. (1250 mm.)
Weights in lbs. (kgs.)	Unladen weight 1786 (810), payload 661 (300), permiss. total weight 2447 (1110)
Overall dimensions	Length 163 in. (4140 mm.), width 64.2 in. (1630 mm.), height 52.2 in. (1325 mm.)
Fuel tank capacity	10.6 U. S. gal., 8.75 Imp. gal. (40 liters) incl. 1.3 U. S. gal., 1.1 Imp. gal. (5 liters) reserve
Performance	Average fuel consumption 32 m. p. g. (U. S.), 38 m. p. g. (Imp.), 7.5 l/100 km. Max. and cruising speed over 70 m. p. h. (115 km./h.)
Climbing ability	1st gear 18.5° (34%) 2nd gear 9.5° (17%) 3rd gear 6° (10.5%) 4th gear 3° (5.5%)

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