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 VW engine as its heart — the same ultra-reliable engine that’s proven itself the world over in more than one and a half million Volkswagens! 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?
In the rear, bench-type jump seat cushioned with foam rubber; storage compartment and deep, full-width parcel tray behind backrest.

Wide doors—fitted with big pockets—provide easy entry and exit.
The two upholstered "bucket-type" front seats are independently adjustable.

The back of the upholstered rear seat folds down. It thereby provides a platform which more than doubles the capacity of the storage compartment.

KARMANN Thia
Beauty is definitely not just "skin deep" with the Karmann-Chia. 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.

Feed 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-cyl., overhead-valve, VW engine, rear-mounted, air-cooled, horizontally opposed; bore 3.031 in. (77 mm), stroke 2.252 in. (64 mm), displacement 72.740 cu. in. (1192 cc.). S.A.E. h.p. 36 at 5700 r.p.m., compression ratio 6.6 to 1.

Carburator
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
Synchronesh 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 absorbers
Front and rear: double-acting hydraulic telescopic type.

Foot brake
Hydraulic, operating on all 4 wheels (Lockheed).

Wheelbase
94.50 in. (2400 mm). Turning circle approx. 36 ft. (11 m.)

Tires
5 tubeless super balloon tires 5.60 x 15

Track
Front: 56.8 in. (1439 mm), rear: 49.2 in. (1250 mm)

Weights in lbs.
Unladen weight 1785 (810), payload 651 (300), permissible total weight 2417 (1110)

Overall dimensions
Length 163 in. (4140 mm), width 94.2 in. (1300 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 16.5\(\%\) (34\%), 2nd gear 9.5\(\%\) (17\%), 3rd gear 6\(\%\) (12\%), 4th gear 3\(\%\) (6\%)