

Why not come along and drive the VW 411 yourself.

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The new VW 411.



So you're thinking of buying a car.

Not an easy job nowadays.

There are so many cars on the market, particularly in the medium range, that making up one's mind can be quite a problem.

One method is to make a list of the characteristics you want your future car to have. And then look around and see which car best fills the bill.

It should be fast, perhaps. Comfortable. Reliable. Economical to run. Inexpensive to repair. Well made. Easy on the eye.

And above all, safe.

Then with this list in mind, have a look at the cars costing about the same as the VW 411.

And compare what you get for your money. Point for point.





The VW 411 has a 76 bhp engine. Powerful. Robust. Economical.

The 76 bhp twin carburettor engine in the VW 411 is a new design.

Its cylinders and pistons are wider than they're long. In other words, the engine's over-square. Piston travel is short and piston speed low.

All of which means that the VW 411 can thunder along for hours on end without harming the engine in the slightest. And economically into the bargain. How come?

Because the engine reaches maximum torque at 3,300 rpm. Which makes it flexible with plenty of poke at low speeds.

The VW 411 hits 50 in 160 yards or so. Maximum and cruising speed is 90 plus.

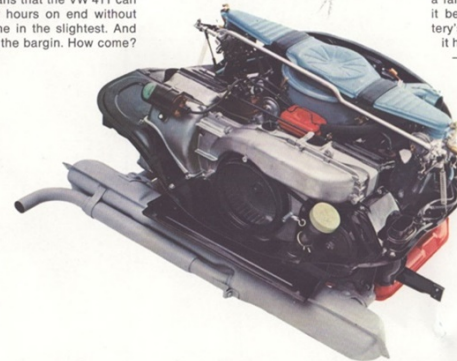
The engine is air-cooled. Because air

can't freeze or boil over and, like the best things in life, is free. (Saves expensive anti-freeze.) And on bitter cold mornings you'll be glad to be in a VW 411. One turn of the key — and away you go. Why so reliable? First of all, it has an alternator — a fairly expensive gadget, but well worth it because it makes sure that your battery's always fully charged. And secondly, it has an automatic choke. Or rather two — one for each carburettor. Result?

Lively, responsive acceleration after cold starts. So you see it's wrong to judge an engine by brake horsepower and maximum output alone.

There are any number of faster engines for people who still insist on doing so.

They eat away your bank balance faster, too.



The VW 411 is the standard version. With equipment which is far from standard.

In some cars, "standard equipment" often means a lack of comfort which would have worried a Spartan. Bare metal. No heating. No windscreen washer. None of the things which go to make driving more pleasant.

This was never our policy.

Just take a look at the VW 411. (Either the two-door or the four-door version.)

Take the instrument panel, for example. It's clearly laid out and thoroughly padded top and bottom.

It's covered with grained wood foil — doesn't wrinkle when it gets damp — tough, washable and attractive.

It has non-reflecting, round instruments. Easy to read and impossible to confuse.

And then there's the thermostatically controlled two-in-one heating system.

You simply set the temperature you want. That's all there is to it. It makes no difference how fast you're going. Or whether the engine's on or off.

How many other cars do you know

which can be heated when the engine's off?

Fresh air is supplied by a fully adjustable, flow-through ventilation system — complete with two-speed blower.

Below the rear window are 6 evacuation slits. The air flows down over the rear window and then out. Does away with fog and smoke — and helps stop condensation.

Then there's a windscreen washer and good big windscreen wipers. Two-speed and self-parking, of course.

The front seats would do many a deluxe version proud. They're adjustable, not only backwards and forwards, but up and down as well. And they're not adjustable forwards just to make room for the back seat passengers either. There's plenty of room for even the longest legs in the VW 411.

There are many other things which go to make this car a remarkable one.

The best thing to do is have a look and see for yourself.



But the "L" really does make a difference.

The VW 411 L has everything the VW 411 has — and then some. The little details which make all the difference.

Let's have a look at some of them.

The VW 411 L has the same twin halogen headlights as the VW 411. The same back-up lights. And the same turn indicators. But it also has parking lights.

It has the same split front seats, with the same adjustment range. But in the VW

411 L they're fully reclining as well. Just the thing for the front seat passenger on long trips.

And just the thing for you, too, if you feel like taking a nap en route.

It has the same instrument panel. But it also has an electric clock.

It has the same sun visors. But in the VW 411 L there's a vanity mirror on the passenger side.

It has the same back seat — complete

with central armrest. But it also has pockets on the backs of the front seats. And wall-to-wall carpeting. All that's missing are the carpet slippers.

The VW 411 L. As we said, it's the little details which make all the difference. Obviously they cost a little more.

But they're worth every penny.



There's more to VW workmanship than meets the eye.

The VW 411 may not look like a VW, but it's certainly built like one.

Workmanship is something you can't cheat on.

Once again, it's the little things which give the game away.

Take a long, cool look at the plastic interior trim in the VW 411. Beautifully fitted. Even in places where other people come unstuck. Because they don't fit any lining at all. Places like the window pillars, for example.

To give you some idea of what VW workmanship means, here's another example.

We even paint the insides of the shock absorbers. What the eye can't see, the heart don't care about? Ours does.

Another good example is the paintwork. A single tiny spot where the paint's a bit

thin and what do you get — rust. Which is why we paint electrophoretically.

In the dip, the car body and the paint particles are charged electrically. The body positive, the particles negative.

This sets up a magnetic field and the paint moves along the lines of force to the body where it penetrates every nook and cranny — inside and out.

This is the only way of ensuring that the paint is applied evenly all over. And that it resists rust — and goes on doing so.

And to make sure that rust can't get at the car from underneath, we give the floor-plate a protective coating.

There are some 43,420 separate parts in the VW 411. And we take the same pains which each and every one.

This is the point where workmanship becomes craftsmanship.





A simple question of space.

No, not outer space. Inner space. Space in the passenger compartment. And space for luggage.

When you go on holiday is when you start to find out just how large the VW 411 really is.

Of course, the first thing you'll find out (it's the same every year) is that the family want to take a vast pile of clobber with them. But keep cool. You may be in for a surprise.

First of all, the VW 411 takes five in comfort. And when we say five, we mean five. Not two and three children.

And their luggage?

Easy. The VW 411 has a fully carpeted

14 cu. ft. luggage compartment up front. Plus a further 6 cu. ft. in the well behind the back seat.

So you've got room for five good-size cases in front. And bags of room for picnics, teddy-bears, beach balls and the

like in the rear luggage well.

All in all, the VW 411 has over 20 cu. ft. of luggage space.

If you and your family need more than that — well, you don't need a car, you need a pantechicon.



Now it's your turn.

You've now seen that the VW 411 will take your luggage comfortably. Now it's your turn to see just how comfortable you feel in it.

The doors, both or all four of them depending on which version you choose, are large and open wide.

The seats are designed to be sat on by people with shoulders, thighs and backbones.

Think we're joking? We're not, you know. We actually hire people to try out our seats. Tall people, short people, tubby people, skinny people.

This is the only way of making sure that the seats are really comfortable, even after hours behind the wheel.

That people with short arms can still reach the controls easily, even with safety belts on.

That people with short legs can reach the pedals. That people with long legs aren't forever banging their knees. That skinny people have enough lateral support in corners. And that tubby people don't feel hemmed in.

We don't just want you to sit well. We want you to see well, too.

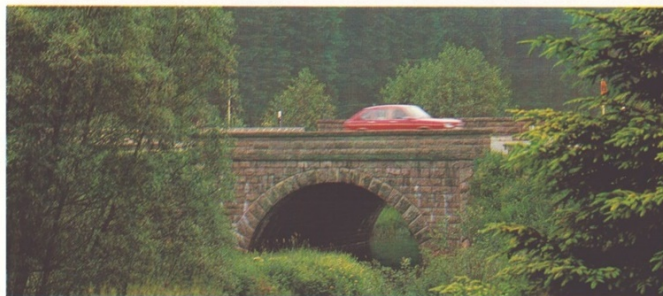
So the body has a low waistline. Deeper windows. Better visibility.

And better looks.





And off you go. The VW 411 is ideal in town traffic. Nippy. Manoeuvrable.



And go. The VW 411 is the quickest way of going VW.



And go. A fast stretch of road? Relax and enjoy yourself. In the VW 411, top speed and cruising speed are one and the same.



And go. The VW 411's sports car chassis provides outstanding roadholding.



And go. An air-cooled engine can never freeze, no matter how cold it is. The thermostatically controlled heating system keeps you warm even when the engine's off. And the automatic choke makes the VW 411 a first-time starter in any weather.



And go. Twin halogen headlights help you make light work of night driving.



And go. An air-cooled engine can't boil over. Heat has no effect on the VW 411. And there's a fresh air ventilation system. Really cool.

Have a look at what makes the VW 411 tick. And you'll soon see why it's so safe.

The VW 411 has an elaborate chassis — a chassis which is "faster" than the car itself.

It has independent wheel suspension and independent wheel springing. The wheels don't start hopping around on rough roads — as tends to happen in cars with rigid axles.

It has suspension struts up front — designed to take a real beating and come back for more.

It has lateral stabilisers to keep the car

on an even keel when cornering fast. It has a trailing wishbone rear axle with double-joint drive shafts (one of the most elaborate bits of axle design in the world), and radial ply tyres as a standard fitting. To make sure the wheels stick to the road like the proverbial glue. Even when you take favourite corner with more of flourish flourish than normal.

A fast car needs fast brakes. So the VW 411 is fitted with a dual circuit brake system. With disc brakes up front and

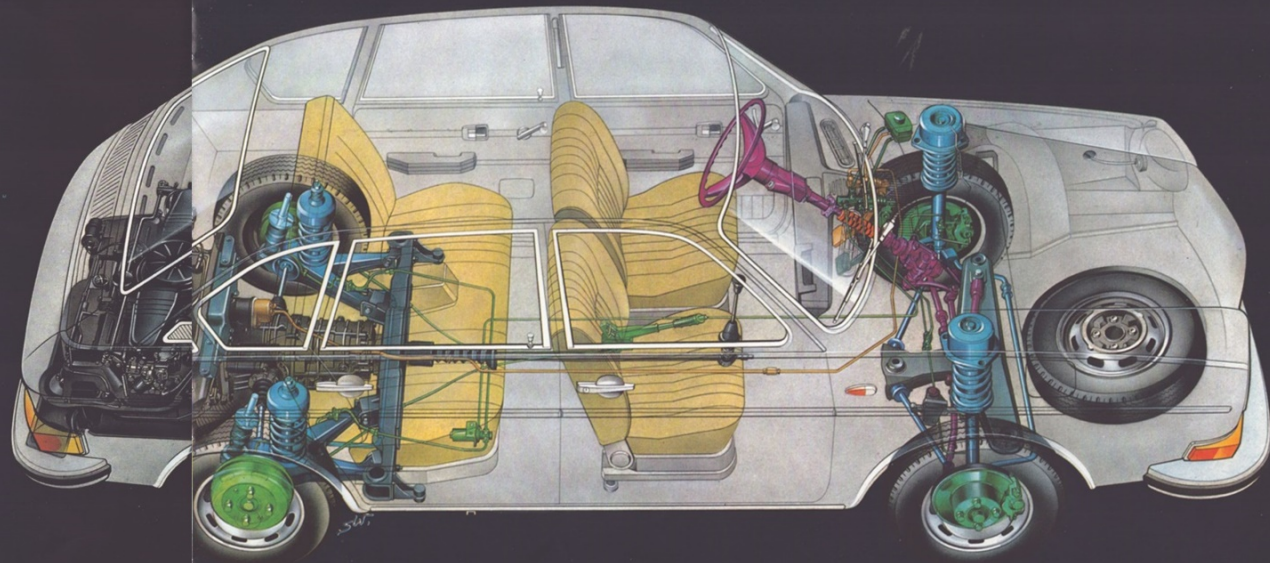
drum brakes at the back. There's also a brake pressure limiting valve in the rear circuit to stop the rear wheels blocking.

Better safe than sorry was always our motto. Which is why we gave the VW 411 a unitized all-steel body. (Keeping your fingers crossed and touching wood just isn't enough nowadays.) It has a rigid passenger cell with so-called "crumple" zones. The front and rear ends are designed to concertina on impact — and absorb most of the shock.

To complete the safety picture, the VW 411 has a safety steering column, a safety steering wheel with dished spokes, safety door locks and a hazard warning light system.

The instrument panel is padded top and bottom and the passenger compartment is free of sharp edges and dangerous projections. There are screw-type mountings to take all types of safety belt. And child-proof locks on the rear doors.

One should never tempt providence.





The new VW 411 is also available as a Variant.

This is the Variant for people who have outgrown the VW 1600 Variant. And it's the only alternative for people who want more luxury without having to go without the traditional characteristics which make a VW a VW.

This is why we designed the VW 411 Variant on the same lines as the VW 411 Saloon. With the same outstanding handling. With the same powerful engine. With the same VW economy, reliability and workmanship.

But with a luggage compartment which has to be seen to be believed.

How many saloon cars in the market can boast of 38.8 cu. ft. of luggage compartment? The VW 411 Variant can take 24.7 cu. ft. of luggage at the back. Which you can boost to an impressive 48.8 cu. ft. by putting the back seat down.

Up front, it has a further lockable, fully-lined luggage compartment. For valuables and odds and ends. Its capacity? 14.1 cu. ft.

Some odds and ends!

Open the large door — no, don't worry, it stays open automatically — and have a look inside. Absolutely flat load surface with non-skid rubber matting to keep your luggage where you put it.

Of course, if you're allergic to rubber matting, all you have to do is order the VW 411 L Variant with wall-to-wall carpeting and all the other extras the L brings with it.

It costs a little more as well.



Why not drive better — automatically.

The VW 411 (and the 411 L) is available with automatic transmission. And not just any old automatic transmission but an automatic transmission specially designed by us.

The advantage of this is that transmission and engine are perfectly geared to one another — because we designed them both. (Other manufacturers aren't quite so fussy. They buy an automatic transmission produced by someone else. And stick it in their cars.)

Driving the VW 411 with our automatic transmission is as easy as falling out of bed. All you do is select the speed you want and simply drive. The automatic does the rest. It's so finely tuned that it changes up and down faster than you ever could.

It makes driving safer, too. Because you can keep both hands on the wheel. And really concentrate on the traffic — and nowadays it really needs concentrating on. Driving's more relaxed with an automatic transmission.

Want to go faster? Simply accelerate.

Want to slow down? Take your foot off the accelerator. Want to stop? Just brake. No clutch to pump in and out. No gear lever to wrestle with.

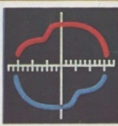
And don't run away with the idea that automatic transmissions are for old maids. Just have a look and see how many out-and-out racing cars are fitted with automatic transmissions nowadays.

An automatic transmission also protects the engine. It knows just when to change speed — which means that you can't overrev the engine.

Why not give the VW automatic transmission a try.

And put the fun back into driving.





VW Diagnosis



Something all VW 411s have in common. The VW Diagnosis and Maintenance system. And the world wide VW service network.

There's something which is just as famous as the VW itself — the VW service network with its 8,947 outlets the world over. No matter where you are, you're never far from help. And the help you get is efficient help. Because repairs and maintenance are carried out by VW trained mechanics who really know your VW inside out.

And who work with special tools, specially developed for VW.

And then there's the VW Diagnosis and

Maintenance system. The system which ushered in a new era in the history of automobile repair and maintenance.

This is how it works.

Your VW comes on to a diagnosis stand which is equipped with the very latest technical gadgetry. There more than 50 different functions are checked by a test mechanic.

A variety of dials, gauges and graphs

show the test mechanic what sort of shape your VW's in. On the basis of this information he produces a condition report. This shows you just what needs doing. And if you want, we can give you an estimate.

What does this diagnosis cost? A lot less than it saves you.

And if you buy a new VW 411, you get 5 diagnoses free.

Or the equivalent of 24,000 miles or once round the world without a care in it.



Technical Data and Equipment VW 411.

Engine

Four cylinder, four stroke, rear-mounted. Type: horizontally opposed.

Capacity 1679 cc. Bore x stroke 90 x 66 mm. Output 76 bhp (SAE) at 5000 rpm. Compression 7.8:1. Maximum torque (SAE) 93 ft. lbs. at 3300 rpm. Mean piston speed at maximum revs 1811 ft./min. Fuel/air mixture: twin carburetors. One down-draft carburetor with automatic choke for each pair of cylinders. Common oil bath air cleaner with thermostatically controlled intake air preheating.

Cooling: thermostatically controlled air cooling by means of fan on crankshaft. The blower also provides cooling air for the generator and engine oil and also the air for the heating system.

Lubrication: forced feed lubrication with oil cooler. Oil cleaning by means of strainer and full-flow filter.

Electrical system

12 volt system. Battery 45 Ah. Alternator with a maximum output of 770 W or 55 amps. A total of 4 electric motors for windscreen wipers, ventilation and heating.

Two halogen headlights — two lights for low beam, two lights for high beam. Combined rear brake turn signal light clusters at rear each with back-up light and reflector. Door-contact operated interior light. Rheostat controlled instrument panel lighting. Starter non-repeat lock.

Transmission

Via single plate dry clutch (hydraulically operated), fully and baulk synchronised 4-speed gearbox, differential and double-joint drive shafts to the rear wheels. Ratios: a) transmission (1st — 4th gear and reverse): 3.81/2.11/1.40/1.00/R 4.30; b) final drive: 3.727.

Optional at extra charge: automatic transmission with hydrodynamic torque

converter and automatic 3-speed epicyclic gears. Accelerator and selector lever operation.

Epicyclic gear ratios (1st — 3rd gear and reverse): 2.65/1.59/1.00/R 1.80; final drive: 3.670. The torque multiplication of the converter (max. 2.5) results in the following ratios for the automatic transmission:

Speed 1: 6.63 to 2.65

Speed 2: 6.63 to 1.59

Speed 3: 6.63 to 1.00

Reverse: 4.50 to 1.80

Chassis

Suspension: front and rear by means of progressive coil springs combined with double action telescopic shock absorbers.

Individual wheel suspension: front by means of suspension struts designed to act as shock absorbers and spring retainers located on the axle carrier by means of rubber bushed track control arms and radius arms. Rear by means of trailing wishbones with wheel drive by means of sliding joints. Both the front suspension struts and the rear wishbone axle mean that toe-in and camber remain virtually constant.

Torsion bar stabilizers front and rear.

Steering: recirculating ball with hydraulic steering damper. High degree of safety thanks to collapsible section between steering gear and steering column.

Brakes: hydraulic dual circuit brake system. Disc brakes up front, drum brakes at the rear. Brake pressure limiting valve in the rear brake circuit prevents rear wheels blocking (not Variant).

Tyres: radial ply tyres 155 SR 15, tubeless, safety rims 4 1/2 J x 15 (Variant model 165 SR 15).

Body

Unitized all-steel body in two or four

door versions. All wings bolted on. Complete undersealing. Underside of floor completely smooth — all cables and linkage protected in closed central rib or in side members. Passenger compartment as rigid safety cell, front and rear ends designed to crumple and absorb shock.

Front hood spring loaded. Front luggage compartment 14 cu. ft. Sparewheel covered in housing in floor. 11.0 imp. gallon fuel tank separated from luggage compartment by safety bulkhead. Fuel tank filler neck in right front wing behind lockable flap. Additional luggage area of approx. 6.0 cu. ft. behind rear seat.

For details of interior and exterior trim and equipment see model description/equipment.

Ventilation

Flow-through fresh air ventilation system consisting of: air intake (immediately below the windscreen above the worst of the dust and gases); plenum chamber; air distributor box; two vents below the windscreen; two vents in the centre of the instrument panel; a two-speed blower for stationary and additional ventilation; six escape slits below the rear window so that the used air is constantly replenished without the windows being opened. The entire system draught-free and virtually noiseless.

Adjustment: separate for windscreen and interior ventilation, additional directional adjustment by means of grid over the instrument panel vents.

Heating

Two-in-one heating system with thermostatic controls consisting of a) fresh air heating by means of outside air heated in heat exchangers; b) electric blower for additional heating at low engine revs; c) heater booster which keeps the air in the passenger compartment at whatever temperature is set. Stationary heating (with engine off) is also possible. Hot air distri-

bution: two defroster outlets at the windscreen, one outlet on each side of the instrument panel (side window defrosting) and two outlets, one on each side, directed front and rear in the footwell.

Adjustment: instrument panel outlets and footwell outlets separately and for right and left sides as required. The air flow direction for the footwell changes simultaneously. If necessary, the entire hot air supply can be concentrated on the windscreen for defrosting purposes.

Weights and measurements

Wheel base 98.4 ins. (2500 mm). Track front/rear 54.2/53.1 ins. (1376/1350 mm). Maximum overall length/width/height (empty) 178.0/64.4/58.5 ins. (4525/1635/1485 mm) [variation in L model: length/width 179.2/65.0 ins. (4553/1650 mm)]. Passenger compartment width front/rear 54.5/53.5 ins (1385/1358 mm) [variation in Variant model 54.5/53.2 ins (1385/1275 mm)]. Head room front/rear 36.2/34.5 ins. (920/870 mm). Leg room in rear footwell (front seat in middle position) 42.3 ins. (1075 mm).

Unladen weight, saloon (two door/four door) 2249/2293 lbs. (1020/1040 kg). Permissible total weight 3241 lbs. (1470 kg). Permissible axle load front/rear 1477/1808 lbs. (670/820 kg). Unladen weight Variant, 2425 lbs. (1100 kg). Payload 1201 lbs. (545 kg). Permissible axle load front/rear 1477/2205 lbs. (670/1000 kg).

Permissible trailed load for braked trailers of all types 1984 lbs. (900 kg).

Performance

Maximum speed 90 mph (145 km/h) [88 mph (142 km/h) with automatic transmission].

Hill climbing ability manual shift version and automatic version:

a) with saloon models (with two up on good roads in 1st gear/with forward speed): 1: 2.3 (43.5 %),

b) Variant models (with half payload on good roads in 1st gear/with forward speed): 1: 2.6/2.8 (39/36 %).

Consumption * manual shift/automatic in miles per imp. gallon: 26.1/24.5 (10.8/11.5 l/100 km). Regular fuel.

* With half permissible payload at 68 mph (110 km/h) on level roads plus 10 %.

Equipment all models

The standard interior and exterior trim and equipment contains the following: Chromed or bright metal parts: bumpers, headlight surrounds, turn indicator and rear light cluster surrounds, wheel caps, outside mirror, window frames, door handles, sill protection strip, stone guards. Further equipment items: winding door windows. Spring loaded front and rear hoods. Rubber bib from fuel tank filler neck with pocket for tank cap. Lockable tank flap. Safety door handles inside and out. Twin back-up lights.

Flow-through ventilation with blower. Two-in-one heating system with thermostatic controls. Pneumatic windscreen washer with pressure from spare wheel. Fully padded instrument panel. All control knobs and levers either pliable or mounted in safety positions. Fuel gauge with tell-tales. Hazard warning light system. Headlight flasher. Two-speed windscreen wipers. Map shelf in front of driver's seat.

Lockable glove compartment containing front hood release. Safety steering wheel with padding. Day-night safety interior mirror. Two padded, swivelling sun visors. Flexible grab handle for front seat passenger and assist straps at the back. Safety armrests and wide pockets in the front doors. Door contact operated courtesy light. Three ashtrays. Two flexible coat hooks at the back. Twelve screw-type mountings for safety belts of all types.

Front seats adjustable backwards and forwards to ten positions, up and down to five positions — backrests adjustable to eight positions. Safety backrest locks in two door models. Entire front seat can be tipped backwards. Cloth seat covers. Rear bench seat optionally with or without centre armrest.

Entire interior lined with plastic and cloth material. Floor covered with rubber matting. Luggage areas also lined. All edges and equipment items in impact area padded.

Variations in four door models: Third vent wing. Rear doors: safety door locks, childproof locks. Variant models: Second outside mirror.

Additional equipment — L models

The additional standard interior and exterior equipment comprises: Rubber strip over the entire width of both bumpers. Two parking lights which automatically switch off when the engine starts.

Stainless steel trim mouldings at waistline, on gutterings and around the wheel housings. Electric clock. Cigarette lighter. Vanity mirror in front seat passenger's sun visor. Fully reclining front seats. Floor lined with carpeting (also load area in Variant models).

Extras at extra charge

For all models: Steel sliding roof. Steel-braced radial ply tyres. Hinged rear windows in two door saloons, hinged middle side windows in Variant models.

Vent wings in front doors. Laminated windscreen. Electrically heated rear window. Tinted rear window. Ventile leatherette seat covers. Head restraints for front seats. Complete radio set with tape recorder socket. 24 hour pre-selector switch for auxiliary heater (combined with clock). Trip recorder.

For basic models only (standard in L models): Stainless steel trim mouldings at waistline, on gutterings and around wheel housings. Fully reclining front seats and pockets on the back of the front seat backrests.

Volkswagens are delivered to 140 countries the world over. Obviously, traffic laws and type-approval regulations tend to vary from country to country.

You may find, therefore, that the models and equipment actually offered for sale differ from the data given in this brochure.

So please ask your nearest VW dealer for information regarding the wide range of VW models and equipment valid for your country.