

 Opel Ascona





Nowadays, what motivates the discriminating car buyer, is not just the quantity of features that go onto a car, but rather the quality of the engineering that goes into it.

That explains the success of the new 5-speed Opel Ascona. It's won numerous international awards for engineering excellence. And it's the only medium-priced

car in South Africa that comes with a fully imported German designed engine and gearbox. But, for all its innovations in design, the Opel Ascona actually offers you something that's fast becoming old-fashioned in the automotive industry.

Quality at a price you can afford.

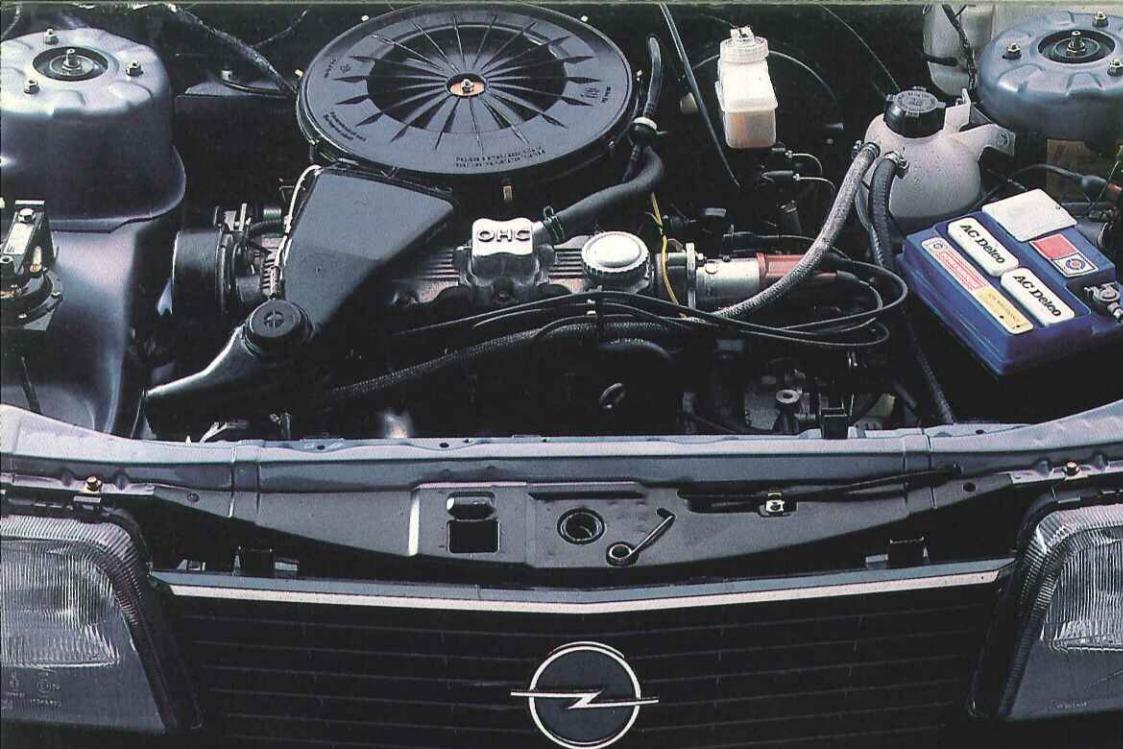
## The quality you used to expect from a car.

**Motorgehalte waaraan  
jy gewoond was.**

Deesdae word die oordeekundige koper nie soseer meer gemotiveer deur die hoeveelheid kenmerke wat 'n motor het nie, maar veel eerder deur die gehalte ingenieurswese wat in die motor is.

En dis die sukses van die nuwe 5-spoed Opel Ascona. Hy het verskeie Internasionale toekenning vir gehalte-ingenieurswese verwerf. Dis ook die enigste mediumprys-motor in Suid-Afrika toegerus met 'n volledig-ingeveerde Duits-ontwerpte enjin en ratkas. Maar met al die nuwe veranderinge in die ontwerp bied die Ascona jou eintlik iets wat baie vinnig oudmodies begin raak in die motornywerheid – gehalte teen 'n prys wat jy kan bekostig.





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#### THE LOGIC BEHIND THE LOOKS.

The Opel Ascona is not just designed to look stylish. Beneath its elegant lines you'll find an engineering logic that's equally impressive.

Wind tunnel developments ensure an aerodynamic drag co-efficient of just 0,39. Meticulous computer design has given the Ascona a level of silence that's been described by Car magazine as "Outstanding in its price and size category".

And its rugged outer shell has been subjected to torture testing that has helped to make Ascona one of the most rust resistant cars on the road.

#### THE ENGINE AND GEARBOX ARE IMPORTED. THE PRICE ISN'T.

The Opel Ascona is the only medium-priced car in South Africa that comes with a fully imported German designed engine and gearbox. The beauty of this feature is that it offers you all the reliability and performance that expensive German engines are known for. Without the expense.

The latest technology and design ensures that the SOHC 1600 cc engine pushes out a hefty 66 kW at 5 800 rpm while remaining highly fuel efficient. And components have passed exhaustive tests to earn the Opel mark of quality.

It's also proven itself as a car with exceptional pull. At the 1983 CI Caravans Towing awards the Ascona carried off the award for the best towcar in the 1600 cc and under division. What's more it was voted as the 3rd best towcar overall.

Add to this powerhouse the benefits of 5-speed transmission and the word economy starts to take on a new meaning.

Because apart from the benefit of reduced engine wear that comes from a lower revving engine, the new configuration gives fuel consumption that's positively frugal for a medium sized car. (5,5 l per 100 kms at 90 km/h).

What's more, with an Ascona your maintenance costs are reduced to a bare minimum, thanks, of course, to its transverse mounted engine. Unlike many other cars, it enables you to remove and replace your clutch without removing the entire engine. So it can actually save you a substantial amount of time and money when it comes to services.

#### BORN ON THE AUTOBAHN. BRED TO SURVIVE.

Coming, as it does, from a country where Autobahn cruising speeds average 160 km/h, it's not surprising that the Ascona is such a responsive car. It delivers a front wheel drive that's truly different. On the road it conveys a taut, crisp feel that surpasses the handling capabilities of most family cars. Inside it gives you more space. And the capacity for exceptional handling is further enhanced by the



Award-winning family comfort is an outstanding feature of the interior design.

Pryswenner-gesinsgerief is 'n uitstaande kenmerk van die binneruim-ontwerp.

Ascona's McPherson struts, and rack and pinion steering. Its brakes are naturally built with the same Teutonic precision. In fact, the Ascona's split braking system relies on a unique proportioning valve designed to ensure faultless braking and prevent rear wheel lock even in the direst stopping situations.

But the Ascona's reputation for excellence actually continues where the autobahn ends. It's also built to handle the rough with the smooth. In fact, it's the only car ever to have won the world's two toughest rallies. The Monte Carlo Rally and the East African Safari. Victories that will stand as constant testimony to the Ascona's reliability and ability to survive.

#### THE MOST IMPORTANT FEATURE IN THE OPEL ASCONA. YOU.

Interior features in the Opel Ascona are designed for your convenience and comfort alone. The engine is mounted sideways to give you more seating space. And even though it sports the biggest boot in its class, there's still ample seating space in the back for 3 adults.

It's not short on creature comforts either. Fitted as standard equipment in the 1,6 GLS you'll find softwheel steering, head rests, sumptuous cloth upholstery and colour keyed interior cloth trim. Anti-glare rearview mirrors. Remote control door mirror. Rear window demisters.

#### DRIVING COMFORT IS AN IMPORTANT PRIORITY TOO.

The ergonomically contoured instrument panel is designed to present all the controls in a totally logical pattern. They're easy to read. And easy to reach.

On the GLS models, full instrumentation includes Tachometer, volt meter, speedometer, temperature gauge, fuel gauge and oil pressure gauge. And, of course, we offer you the option of factory fitted air conditioning.





'n Ergonomies-ontwerpte instrumentpaneel – instrumente kan makliker gelees en bereik word.

An ergonomically contoured dash designed to make your instruments easier to read and easier to reach.

In addition, it's fitted with body side protection moulding, full disc wheel trim and 180/75 SR tyres. All of which are designed to make the Ascona more attractive. And more attractive to drive.

#### NOU HOEKOM LYK HY JUIS SÓ?

Die Opel Ascona is nie net ontwerp om stylvol en mooi te lyk nie; onder die elegante lyne is daar uiters indrukwekkende ingenieurlogika.

Windtunnelontwikkeling verseker 'n aërodinamiese weerstandkoëffisiënt van net 0,39. Haarlyn komperontwerp verleen aan die Ascona 'n vlak van geruisloosheid wat deur die Car-tydskrif beskryf word as "Outstanding in its price and size category".

En die stiewige bakwerk is blootgestel aan marteltoetse wat die Ascona een van die mees roesbestande motors op die pad maak.

#### DIE ENJIN EN RATKAS IS INGEVOER – NIE DIE PRYS NIE.

Die Opel Ascona is die enigste mediumprys-motor in Suid-Afrika met 'n volledig-ingeveerde Duits-ontwerpte enjin en ratkas. Die prag hiervan is dat dit jou al die betroubaarheid en verrigting gee waarvoor duur Duitse enjins bekend is – sonder dat dit duur is.

Die nuutste tegnologie en ontwerp sorg dat die 1600 cc EBNA-enjin baie ekonomies 'n kragtige 66 kW teen 5 800 opm lewer. En om die Opel-merk van gehalte te verkry, het die onderdele moordende toetse deurstaan.

Die Ascona het homself ook bewys as 'n motor met uitsonderlike trekkrug.

By die 1983 CI woonwasleep-toekennings is hy aangewys as die beste sleepmotor in die 1600 cc en onder-afdeling. En hy is ook aangewys as die derde beste algehele sleepmotor.

Voeg hierby die voordele van 'n 5-spoed ratkas en jy het ekonomiese sin van diewoord – met verminderde enjinslytasié as gevolg van laer omwentelinge



Die Ascona se kompakte raam versteek die grootste bagasieruim van enige motor in sy klas.

Beneath its compact frame the Ascona conceals the biggest boot space of any car in its class.

asook 'n suinige brandstofverbruik van 5,5 ℓ per 100 km teen 90 km/h.

Verder nog, is die onderhoudskoste absoluut minimaal danksy die dwarsgemonteerde enjin. Anders as baie motors, beteken dit dat jy die koppelaar kan verwyn en vervang sonder om die hele enjin uit te haal. Daardeur word baie tyd en geld gespaar.

#### GESKEP OP DIE AUTOBAHN. GEBOU OM TE HOU.

Afkomstig van die land van die Autobahn waar togsnelhede rondom 160 km/h is, is dit nie verbased dat die Ascona so 'n gewillige motor is nie. Met 'n voorwielandrywing wat definitief iets nuuts is. Die sekere padhouvermoë is ver bokant die vuurmaakplek van meeste ander gesinsmotors. En die binnewuim is baie groter. Die uitstaande padhouvermoë word verder verbeter deur die Ascona se McPherson-stutte en die tandstang-en-kleinratstuur. Die remme is natuurlik ook met dieselfde Germaanse presisie gebou. Die Ascona se splitremstelsel is toegerus met 'n unieke ewewigsklep wat ontwerp is om te verhoed dat die agterwiele sluit en só te sorg vir foutlose remwerkung. Selfs in doodstopituasies.

Maar die Ascona se reputasie vir uitmuntendheid gaan aan waer die Autobahn ophou. Hy hanteer net so goed op rowwe paaie. Daarmee saam is sy verrigting so goed dat die Ascona die enigste motor is wat ooit die wêreld se twee taaiste tydrenne kon wen. Die Monte Carlo-tydren sowel as die Oos-Afrika-safari. Oorwinnings wat sal bly staan as bewys dat die Ascona betroubaar is en gebou is om te hou. En gekom het om te bly.

#### DIE BELANGRIKSTE KENMERK IN DIE ASCONA. JY.

Binneruimkenmerke in die Ascona is ontwerp vir jou gerief en gemak. Die enjin is dwars gemonteer sodat daar meer sitplekspasie is. Alhoewel hy die grootste bagasiespasie van alle motors in sy klas het, is daar oorgenoeg sitplek agterin vir drie groot volwassenes. Die Ascona skort ook nie luukshede nie – standaarduitrusting in die 1,6 GLS sluit in: saggevoel-stuurwiel, kopstutte, weelderige doekbekleedsel en bypassende binnewuim-doekafwerkung, skitterwerende truspieëls, afstandbeheerde deurspieël en agterruitontwasmer.

#### BESTUURGEMAK GENIET OOK BESONDERE VOORKEUR.

Die ergonomies-ontwerpte instrumentpaneel stel alle kontroles maklik binne jou bereik in 'n logiese volgorde. Op die GLS-modelle sluit instrumentasie in: tachometer, voltmeter, spoedmeter, temperatuurmeter, brandstometer en ekonomiese-meter. En natuurlik bied ons jou die keuse van fabrieksgeinstalleerde lugregeling.

Verder is die Ascona ook toegerus met beskermingslyswerk vir die sybakwerk, volle skyfnaafwerkung en 180/75 SR-bande.

Alles so ontwerp om hom mooier te maak.

En lekkerder te laat ry.



# OPEL ASCONA SPECIFICATIONS/SPESIFIKASIES

Model	Opel Ascona 1600 GL Sedan	Opel Ascona 1600 GLS Sedan
Length (mm)	Man A/T 4 366	Man A/T 4 366
Width (mm)	1 668	1 668
Mass (kg) tare	994 1 020	1 010 1 025
Boot capacity (dm <sup>3</sup> )	510	510
Engine (cm <sup>3</sup> /position)	1 598/Front	1 598/Front
Cylinders (no/ configuration)	4/In-line	4/In-line
Camshafts/position	OHC	OHC
Power (kW @ - r.p.m.)	66/5 800	66/5 800
Fuel injection	No	No
Suspension Front	McPherson	McPherson
Rear	Coil	Coil
Brakes Front	Disc	Disc
Rear	Drum	Drum
Acceleration 0 – 80 km/h seconds	8,9 10,6	8,9 10,6
Consumption: ℥ per 100 km @ 80 km/h	5,1 6,7	5,1 6,7
Tank Capacity (ℓ)	61 61	61 61
Range (km)	1 196 910	1 196 910
No. of Gears Manual	5	5
Automatic	3	3
Rear windscreen Wiper	No	No
Heater	Std	Std
No. of doors (2/3/4/5)	4	4
Head rests (front/rear)	Std/No	Std/No
Inertia reel belts (front/rear)	Std/No	Std/No
Remote control (ext mirrors)	Std (Driver)	Std (Driver)

Std – Standard. Opt – Optional Extra. No – Not Available with this model.

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Model	Opel Ascona 1600 GL Sedan	Opel Ascona 1600 GLS Sedan
Lengte (mm)	Handrat Out. 4 366	Handrat Out. 4 366
Breedte (mm)	1 668	1 668
Massa (kg) tarra	994 1 020	1 010 1 025
Bagasiebakkapasiteit (dm <sup>3</sup> )	510	510
Enjin (cm <sup>3</sup> /posisie)	1 598 Voor	1 598 Voor
Silinders (aantal/konfigurasie)	4/In-lyn	4/In-lyn
Nokas/posisie	BNA	BNA
Krag (kW @ – opm.)	66/5 800	66/5 800
Brandstofinspuiting	Nee	Nee
Vering Voor	McPherson	McPherson
Agter	Kronkel	Kronkel
Remme Voor	Skyf	Skyf
Agter	Drom	Drom
Versnelling 0 – 80 km/h (sek)	8,9 10,6	8,9 10,6
Verbruik: ℥ per 100 km @ 80 km/h	5,1 6,7	5,1 6,7
Tenk: Kapasiteit (ℓ)	61 61	61 61
Afstand (km)	1 196 910	1 196 910
Aantal ratte: Handrat	5	5
Outomaties	3	3
Agterruitveér	Nee	Nee
Verwarmer	Std	Std
Aantal deure (2/3/4/5)	4	4
Kopstutte (voor/agter)	Std/Nee	Std/Nee
Rukstopgordels(voor/agter)	Std/Nee	Std/Nee
Afstandbeheer (buitespieël)	Std (Bestuurder)	Std (Bestuurder)

Std – Standaard. Opt – Opsioneel. Nee – Nie beskikbaar vir die model.

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