THE STORY OF THE FOX
by AUDI
WHY PEOPLE CHASE THE FOX.

One day we came up with a very fine idea.

We took the best features of a small car. Exterior size and economy. And combined them with the best features of a big car. Interior room and luxury. And for some excitement, we added handling and performance features like front wheel drive. Rack and pinion steering. And independent front suspension.

Which produced a very sporty car. So, we called it something sporty. The Fox.

And since the Fox had what a lot of people wanted in a car, it wasn’t long before a lot of people wanted a Fox.

And there you have it. The story of why people chase the Fox.

HOW THE FOX CARRIED THE CREATURES IN COMFORT.

The Fox knows how to put people at ease.

On the inside, there’s enough room for five people.

And the Fox’s seats are well cushioned and body contoured. And covered in a fabric that stays cool in summer and warm in winter. Brushed velour. What’s more, the front seats recline, if you’re so inclined.

For better control of your element, when the elements are out of control there’s a flow-through fresh air ventilation/heating system. And a rear window defogger.

And now that we’re nearing the end of this tale, a few words about the Fox’s tail end would be appropriate. The trunk contains 15.5 cubic feet of storage space so you can take along almost all the comforts of home, while you’re on the road.

And that means no matter where you drive in a Fox you’re really on Easy Street.

HOW THE FOX GOT OVER THE MOUNTAIN.

The Fox performs well whether it’s driven over hill or dale.

Rack and pinion steering is partly responsible because it puts fewer things between you and the front wheels. So, on turns the Fox responds to your commands quickly.

As if that wasn’t enough, the Fox also has front wheel drive. So it isn’t pushed around by the rear wheels. It’s pulled around by the front wheels. To pull you through sharp curves and over steep grades.

And thanks to its dual circuit brake system, the Fox comes to a halt that’s both quick and sure.

All of which makes the Fox a car that’s at home on any range.
HOW THE FOX SNEAKED BY THE GAS PUMP

Like most cars, the Fox runs on gas.

Unlike many cars, the Fox can make a little gas go a long way. 25 miles on a gallon of gas.*

And when time is of the essence, the Fox can make tracks. Because with standard transmission the Fox can go from 0 to 50 in just 8.5 seconds.

That's because it has an overhead cam engine with a lightweight cylinder head. A design that gives smooth performance and quick response.

Which means that the Fox leaves many cars behind.

At the starting line. And the gas line.*

*Based on German Industry Test Standard DIN 70030

WHY ALL FOXES DON'T LOOK ALIKE.

Anyone who buys a Fox can make it into just about anything his or her heart desires.

That's because the Fox doesn't skimp on standard features or accessories. Some of these extras don't cost anything extra. Like energy absorbing aluminum bumpers. Steel-belted radial tires. And the Fox's special coat of PVC undercoating. All standard equipment.

And for a little extra, one can really go wild with the Fox. And add one of these items, or all of them.

Like a sliding steel sun-roof. Air conditioning. Automatic transmission. Or an AM-FM radio. And what's more, there's even more.

Just ask the man who can help you catch a Fox. Your Audi dealer.

And here end our short stories about the car that leads the pack.

The Fox.
THE END

SPECIFICATIONS—THE FOX BY AUDI/1976

<table>
<thead>
<tr>
<th>ENGINE</th>
<th>Chassis and Suspension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type</td>
<td>Frame</td>
</tr>
<tr>
<td>4 cylinder, 4 stroke, in-line</td>
<td>Unibody body with subframe</td>
</tr>
<tr>
<td>Location</td>
<td>Front-engine, rear-wheel drive</td>
</tr>
<tr>
<td>Block Material</td>
<td>SAE cast iron</td>
</tr>
<tr>
<td>Bore</td>
<td>3.125 (79.2 mm)</td>
</tr>
<tr>
<td>Stroke</td>
<td>3.19 (81.0 mm)</td>
</tr>
<tr>
<td>Displacement</td>
<td>49.2 cu. in. (800 cc)</td>
</tr>
<tr>
<td>Compression Ratio</td>
<td>8.2:1</td>
</tr>
<tr>
<td>Horsepower</td>
<td>61.5 BHP at 5800 rpm</td>
</tr>
<tr>
<td>Fuel Air Supply</td>
<td>Carbureted injection</td>
</tr>
<tr>
<td>Cooling</td>
<td>Water-cooled, with thermocatalytic coated electric fan</td>
</tr>
<tr>
<td>Electrical System</td>
<td>Battery: 12 volt. 45 Amp/hour</td>
</tr>
<tr>
<td>Alternator</td>
<td>770 watt</td>
</tr>
<tr>
<td>Drive Train</td>
<td>Type: Front-wheel drive</td>
</tr>
<tr>
<td>Transmission</td>
<td>Standard Transmission: 4-speed, fully synchronized</td>
</tr>
<tr>
<td>Optional Transmission</td>
<td>5-speed, fully synchronized</td>
</tr>
<tr>
<td>Steering</td>
<td>Type: Rack and pinion</td>
</tr>
<tr>
<td>Tires—lock to lock</td>
<td>29.4</td>
</tr>
<tr>
<td>Turning Circle</td>
<td>13.6</td>
</tr>
<tr>
<td>Brake System</td>
<td>Type: Hydraulic, power-assisted with diagonally linked dual circuit</td>
</tr>
<tr>
<td>Front Brakes</td>
<td>Dia. 10.6&quot; diameter with brake wear indicator</td>
</tr>
<tr>
<td>Rear Brakes</td>
<td>Drum type-760&quot; diameter</td>
</tr>
<tr>
<td>Total Effective Brake Area</td>
<td>91.5 sq. in</td>
</tr>
<tr>
<td>Rims and Tires</td>
<td>Wheel Size: 5.5 x 15</td>
</tr>
<tr>
<td>Tire Size: 195/60/15 Radial ply steel belted tires</td>
<td></td>
</tr>
<tr>
<td>Dimensions</td>
<td>Wheelbase: 97.1&quot;</td>
</tr>
<tr>
<td>Front Track: 52.5&quot;</td>
<td></td>
</tr>
<tr>
<td>Rear Track: 52.5&quot;</td>
<td></td>
</tr>
<tr>
<td>Overall Length: 176&quot;</td>
<td></td>
</tr>
<tr>
<td>Overall Width: 66.1&quot;</td>
<td></td>
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<tr>
<td>Height (inches): 53.6&quot;</td>
<td></td>
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<tr>
<td>Trunk Capacity: 10.7 cu. ft.</td>
<td></td>
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<tr>
<td>Engine: 1905 C.C. 4 cylinders, 3.6-liters</td>
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<tr>
<td>Cooling System: 6.5 quarts U.S./5.4 Imp. quarts</td>
<td></td>
</tr>
<tr>
<td>Fuel Tank: 12 gallons U.S./10 Imp. gallons</td>
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<tr>
<td>Fuel Requirement: Regular grade-E100 minimum—lead free with octane</td>
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</tbody>
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