



THE STORY OF THE FOX by AUDI

WHY PEOPLE CHASE THE FOX.



ne 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.



he 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.



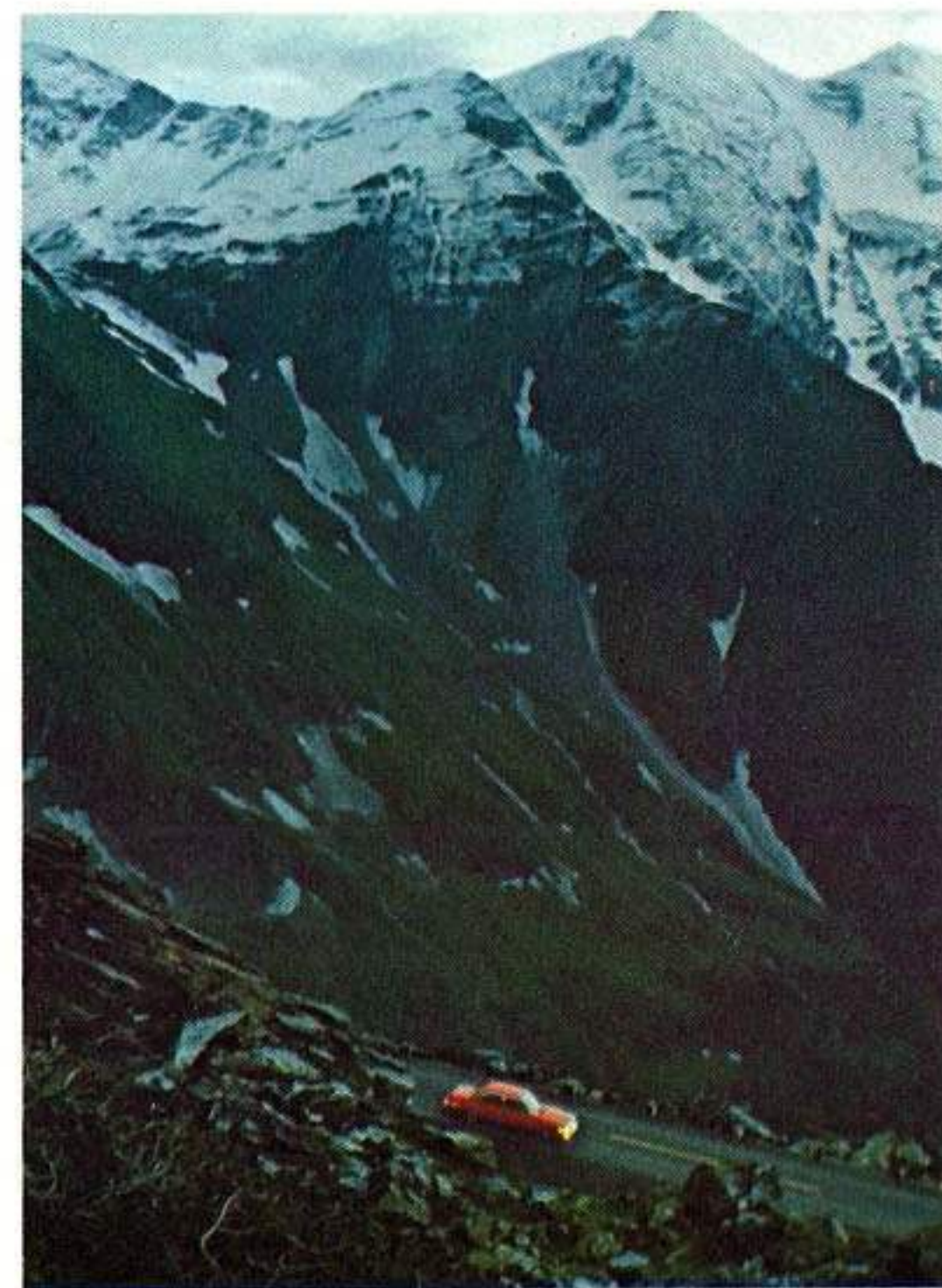
he Fox performs well whether it's driven over hill or dale.

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.



ike 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.



nyone 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.

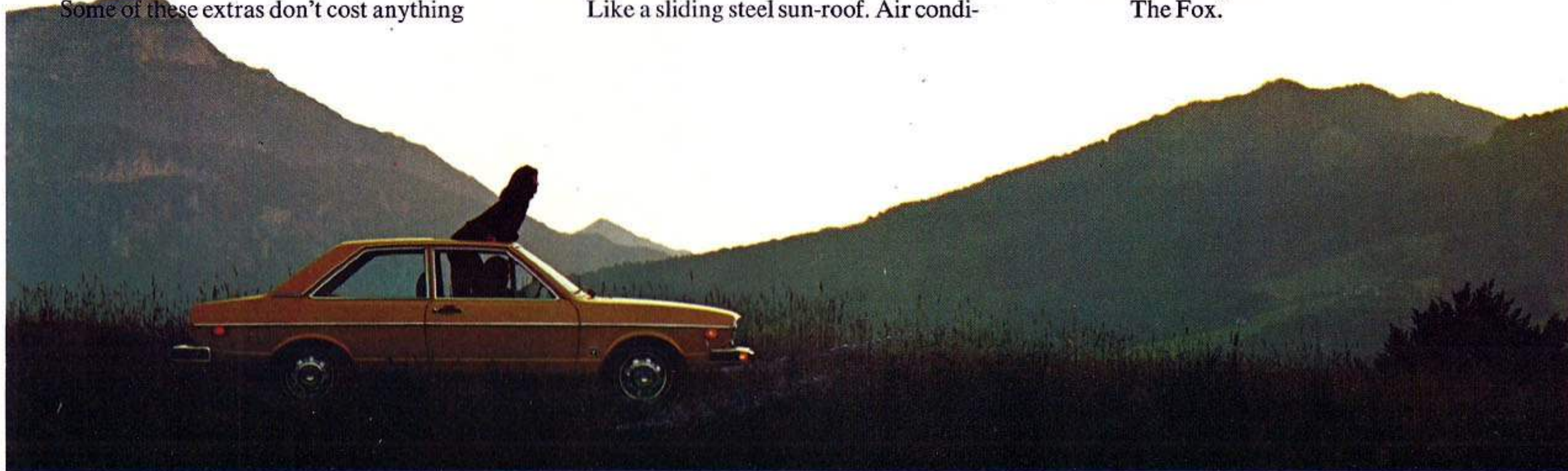
Like a sliding steel sun-roof. Air condi-

tioning. 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/1975

ENGINE:	Type	4 cylinder—4 stroke cycle—in line
	Location	Front mounted—20° slanted
	Bore	3.13" (79.5 mm)
	Stroke	3.15" (80.0 mm)
	Displacement	97 cu. in. (1588 cc)
	Compression ratio	8.2:1
	Horsepower	81 SAE net at 5800 rpm
	Fuel Air Supply	CIS fuel injection
	Cooling	Water cooled, with thermostatically controlled electric fan
ELECTRICAL SYSTEM:	Ignition	Battery, coil and distributor
	Battery	12 volt, 45 Amp/hour
	Alternator	770 watt
DRIVE TRAIN:	Type	Front wheel drive
	Standard Transmission	4-speed, fully synchronized
	Optional Transmission	3-speed, fully automatic
STEERING:	Type	Rack and pinion
	Turns—lock to lock	3.94
	Turning Circle	34.4'
BRAKE SYSTEM:	Type	Hydraulic, power-assisted with diagonally linked dual circuits
	Front Brakes	Disc brakes—9.4" diameter with brake wear indicator
	Rear Brakes	Drum type—7.85" diameter
	Total Effective Brake Area	61.5 sq. in.

CHASSIS AND SUSPENSION:	Frame	Unitized body with subframe
	Front Suspension	Independent McPherson struts with negative steering roll radius
	Front Springing	Coil springs and shock absorbers, plus stabilizer bar
	Rear Suspension	Torsion crank axle, with Panhard Rod
	Rear Springing	Coil springs and shock absorbers
RIMS AND TIRES:	Wheel Size	5 JX 13
	Tire Size	155 SR 13 Radial ply steel belted tires
DIMENSIONS:	Wheelbase	97.2"
	Front Track	52.7"
	Rear Track	52.5"
	Overall length	172"
	Overall width	64.7"
	Height (unloaded)	53.5"
CAPACITIES:	Trunk Capacity	18.7 cu. ft.
	Engine oil	Approx. 3 quarts U.S./2.5 Imp. quarts
	Cooling system	6.5 quarts U.S./5.4 Imp. quarts
	Fuel Tank	12 gallons U.S./10 Imp. gallons
	Fuel Requirement	Regular grade—91RON minimum—lead free with catalyst
	Litho in U.S.A.	Specifications subject to change without notice.

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33-88-56010