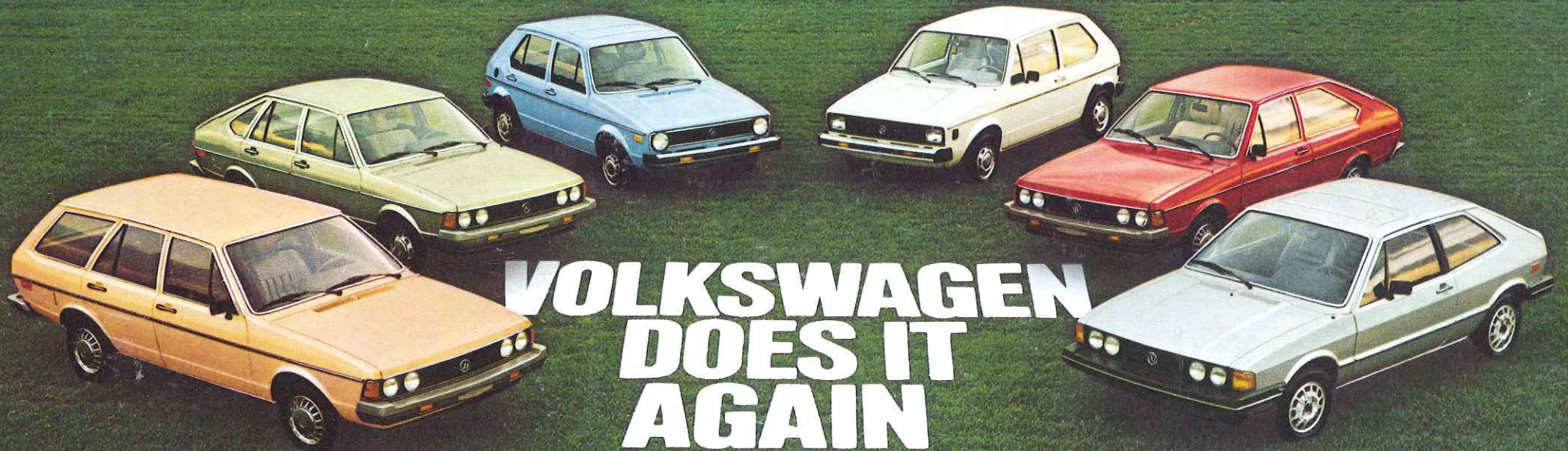


The 1979 VWs. One of them is the right car to take you into the 1980s.



**VOLKSWAGEN
DOES IT
AGAIN**



Engineering for the decade ahead.

At VW, our engineers look into the future to bring you cars responsive to tomorrow's challenges—not just fuel efficiency and safety, but in all major areas that will be a part of driving in the decade ahead.

Our space-efficient Rabbits, for example, are short enough to fit easily into parking spaces many other cars have to pass up. Yet inside, there's plenty of room for four adults and all their luggage.

On our Rabbits and Dashers, there's an affordable Diesel option that never needs a conventional tune-up because there are no spark plugs, coils, condensers, carburetors and a host of other components that normally need adjusting or replacing.

And there's our snappy Scirocco, with its unique "total performance" package—an incredible combination of handling, efficiency, roominess, and comfort.

Someday the engineering advances that made these cars possible will be available to all drivers. Today you can find them on the exciting new 1979 VWs.

The innovative Rabbit and Rabbit Diesel.



RABBIT

For 1979, there are more ways than ever to have your Rabbit.

For openers, you can choose between a Rabbit that uses very little gas, and a Diesel Rabbit that doesn't use any gas at all. Either way, you can hop across town or across country without spending a fortune at the pump. According to 1978 EPA estimates*, gasoline Rabbit delivers 38 mpg highway, 25 mpg city. And Rabbit Diesel gets 53 mpg highway, 40 mpg city.

To widen your choice still further, there are a whole



DIESEL RABBIT

host of great option packages for gasoline Rabbit. You'll find interior and exterior decor ensembles, special instrument combination, and even a sporty rallye package.** And there's a whole host of options and accessories for Rabbit Diesel, too.

Whichever way you choose to have your Rabbit, you'll find the big, un-cramped interior offers plenty of space for four adults. And stunning performance and handling that come from Rabbit's combination of front wheel drive, rack and pinion steering, and independent suspension, front and rear.

Rabbit can accelerate from 0 to 50 mph in a mere 8.3 seconds. And Rabbit Diesel, at 11.5 seconds, is one of the fastest production Diesels in the world.

VW Scirocco. Sleek, spirited and sporting.

The big news in Scirocco this year is the return of the powerful 1.6 liter overhead cam engine with CIS fuel injection. And the breathtaking 7.5 second 0-50 mph acceleration it brings with it. To further enhance Scirocco's sporty performance and efficiency, there's also a new optional 5-speed transmission.**

Of course, there's also Scirocco's sleek styling, straight out of the studio of Giorgetto Giugiaro of Italy. Plus an efficient use of space that adds up to true 2+2 seating, and 12 cu. ft. of luggage space behind the rear seat. You can expand your carrying space to 19.1 cu. ft. simply by folding down the rear seatback.

Interior appointments are at once sporty and luxurious. The fully reclining, anatomically designed bucket



SCIROCCO

seats are upholstered in attractive cloth or optional supple leatherette. And the instrumentation includes a tachometer, voltmeter, temperature gauge, and precision quartz crystal clock.

Add to this Scirocco's uncommonly economical gas mileage—according to 1978 EPA estimates*, Scirocco with 1.5 liter engine gets 38 mpg highway, 25 mpg city—and you have the car the editors of "Road & Track" named as "One of the 10 best cars for a changed world."****



DASHER HATCHBACK

DASHER SEDAN

The Dasher Collection.

For 1979, there's a spacious station wagon, an incredibly luxurious and versatile 4-door hatchback, and a sleek, more personal 2-door hatchback. The powerful 1.6 liter overhead cam engine with CIS fuel injection is standard. Or you can choose an optional 1.5 liter Dasher Diesel engine**** with standard transmission.

DASHER WAGON



Whichever you choose, you'll enjoy a truly high level of luxury. Crushed velour upholstery with leatherette trim, fully reclining front bucket seats, vent windows, plush carpeting throughout, a remote controlled outside mirror, even a precision quartz crystal clock with sweep second hand, and an AM/FM stereo radio. All are standard equipment at no extra charge.

Dasher Wagon gives you more cargo area than any

wagon in its class. And the two sedans have 18 cu. ft. of luggage area concealed beneath the rear parcel shelf. Flip the rear seatback down, and the cargo area grows to 29.3 cu. ft.

Even with all their luxury and spaciousness, Dashers transport you with surprising economy. According to 1978 EPA estimates*, 37 mpg highway, 23 mpg city.

VW Beetle Convertible.
Treat yourself to one of life's little pleasures.

Discover the sheer fun of owning and driving the only affordable four-passenger convertible in production to-

day. And the only one that's built like a Beetle.

The bottom is completely sealed with steel to keep out water, salt and dampness. And the body is protected from the environment by three coats of paint.

The top is top quality windproof, waterproof, easy-to-clean vinyl. And inside, it's fully insulated and upholstered to conceal the metal braces. The rear window is real window glass embedded with electric heating elements to keep off ice and snow.

For power and performance, there's the proven 1.6 liter engine. And for economy, AFC fuel injection helps the Convertible deliver 1978 EPA estimated* gas



BEETLE CONVERTIBLE

mileage of 30 mpg highway, 21 mpg city.
 Go ahead. Raise the roof and let a little sunshine in.



BUS



CAMPMOBILE BUS

In a world full of shrinking wagons, it's more fun to take the Bus.

As domestic wagons are "downsizing" to meet fuel economy requirements, the economical VW Bus is as roomy as ever.

There's standard seating for seven, and optional seating for nine. When it comes to carrying a load, there's 176 cu. ft. of cargo area, and a sliding side door that opens to a cavernous 41" x 48".

All this in a vehicle that's just 22" longer than our Rabbit. With a turning radius that measures several feet shorter than any full-size wagon. And that's easily parkable in spaces any other vehicle with comparable carrying capacity has to pass right by.

For power to move a crowd or a load, there's a 2-liter

fuel injected engine. And, perhaps best of all, a 1978 EPA estimated* fuel economy of 25 mpg highway, 17 mpg city.

VW Campmobile Bus.
It's a weekday work horse and a weekend play house.

If you need a second car and a second house, the VW Campmobile Bus is the ideal way to have both.

It's compact, maneuverable and easily parkable for commuting to work or shuttling around town on the family's daily errands, yet it's fully outfitted to serve as your home away from home on weekends or vacations.

There are two spacious double beds, with total sleeping accommodations for five. Plus all the comforts and amenities of home: An ice box or optional 12-volt re-

frigerator (P27 only); a kitchen sink; electrical hook-up for 110V power; roomy storage compartments; wall-to-wall carpeting; paneled and insulated walls; color-coordinated curtains on all the windows; and screens—just to name a few.

You'll be glad to know, according to 1978 EPA estimates*, your weekend playhouse and weekday work horse gets 25 mpg highway, 17 mpg city.

Not bad!

*Based on 1978 EPA estimated mileage with manual transmission. Your actual mileage may vary, depending on where and how you drive, your car's condition and optional equipment. 1979 figures not available at press time. Ask your dealer for a free copy of the EPA/FEA Gas Mileage Guide for New Car Buyers.

**Delayed introduction.

***Road & Track, June 1978

****Will be introduced during the 1979 model year, EPA data not available at press time.



AUTHORIZED
DEALER

1979 VOLKSWAGEN SPECIFICATIONS.

	RABBIT AND RABBIT DIESEL	SCIROCCO	DASHER AND DASHER DIESEL	BEETLE CONVERTIBLE	BUS AND CAMPMOBILE BUS
ENGINE:					
Type	Water-cooled, front mounted, transverse, overhead cam	Water-cooled, front mounted, transverse, overhead cam	Water-cooled, front mounted, overhead cam	Air-cooled, rear mounted	Air-cooled, rear mounted
Cylinders	4 cylinders, in-line	4 cylinders, in-line	4 cylinders, in-line	4 cylinders, opposed	4 cylinders, opposed
Displacement	88.9 cubic inches (1457 cc) Diesel: 89.7 cubic inches (1471 cc)	97.0 cubic inches (1588 cc)	97.0 cubic inches (1588 cc)	96.66 cubic inches (1584 cc)	120.2 cubic inches (1970 cc)
SAE Net Hp	71 (70 California) @ 5800 rpm Diesel: 48 @ 5000 rpm	78 (76 California) @ 5500 rpm	78 (76 California) @ 5500 rpm Diesel: 48 @ 5000 rpm	48 @ 4200 rpm	67 @ 4200 rpm
Fuel/Air Supply	CIS fuel injection Diesel: Diesel injection pump	CIS fuel injection	CIS fuel injection Diesel: Diesel injection pump	AFC fuel injection	AFC fuel injection
TRANSMISSION & DIFFERENTIAL:					
Type	Fully synchronized, transverse mounted transaxle, front	Fully synchronized, transverse mounted transaxle, front	Fully synchronized transaxle	Fully synchronized transaxle, rear	Fully synchronized transaxle, rear
No. Speeds	4 forward, 1 reverse	4 forward, 1 reverse	4 forward, 1 reverse	4 forward, 1 reverse	4 forward, 1 reverse
Final Drive	Front wheel drive, double-jointed axles	Front wheel drive, double-jointed axles	Front wheel drive, double-jointed axles	Rear wheel drive, double-jointed axles	Rear wheel drive, double-jointed axles
Clutch	Single disc, dry	Single disc, dry	Single disc, dry	Single disc, dry	Single disc, dry
CHASSIS & SUSPENSION:					
Frame	Unitized body/chassis, bolt-on front fenders	Unitized body/chassis, bolt-on front fenders	Unitized body/chassis, bolt-on front fenders	Semi-unitized body/chassis, platform frame with center tube	Unitized construction with box-shaped side and cross members
Front Suspension	Independent, coil/shock absorber struts, negative steering roll radius	Independent, coil/shock absorber struts, negative steering roll radius	Independent, coil/shock absorber struts, stabilizer bar, negative steering roll radius	Independent, coil/shock absorber struts, negative steering roll radius	Independent, transverse torsion bars, stabilizer bar
Rear Suspension	Independent, stabilizer axle with coil/shock absorber struts	Independent, stabilizer axle with coil/shock absorber struts	Torsion crank axle with coil springs, Panhard rod for lateral stability	Independent, with trailing and diagonal arms, torsion bars	Independent, with trailing and diagonal arms, torsion bars
Service Brake	Dual diagonal circuit, discs front, drums rear	Dual diagonal circuit, power-assisted discs/drums, brake pressure regulator, rear	Dual diagonal circuit, power-assisted discs/drums, load-sensing brake pressure regulator, rear	Dual circuit, drums front and rear	Dual circuit, power-assisted discs/drums, inertia controlled rear pressure regulator
Parking Brake	Mechanical, operated on rear wheels	Mechanical, operated on rear wheels	Mechanical, operated on rear wheels	Mechanical, operated on rear wheels	Mechanical, operated on rear wheels
Rim Size	4½J x 13	5J x 13	5J x 13	4½J x 15 Sports wheel	5½J x 14 Steel
Tire Size	155 x 13—Rabbit 155 SR13 steel belted "C" & "L"	Steel-belted radial 175/70SR13	Steel-belted radial 155SR13	165SR15 White wall, steel-belted	185R14 radial-ply
Steering	Rack and pinion	Rack and pinion	Rack and pinion	Rack and pinion	Roller-type
ELECTRICAL SYSTEM:					
Rated Voltage	12 Volt, 35 Amp alternator Diesel: 12 Volt, 55 Amp alternator	12 Volt, 55 Amp alternator	12 Volt, 55 Amp alternator	12 Volt, 50 Amp alternator	12 Volt, 55 Amp alternator
Battery	12 Volt, 45 Amp/hour Diesel: 12 Volt, 63 Amp/hour	12 Volt, 45 Amp/hour	12 Volt, 45 Amp/hour Diesel: 12 Volt, 63 Amp/hour	12 Volt, 45 Amp/hour	12 Volt, 54 Amp/hour
DIMENSIONS:					
Wheelbase	94.4 inches	94.5 inches	97.2 inches	94.5 inches	94.5 inches
Length	155.3 inches	155.7 inches	173.1 inches	164.8 inches	177.4 inches
Width	63.4 inches	63.9 inches	63.6 inches	62.4 inches	69.3 inches
Height (Unloaded)	55.5 inches	51.5 inches	53.7 inches	59.1 inches	77.0 inches (80.0 inches Campmobile Bus)
Ground Clearance (loaded)	4.9 inches	4.6 inches	4.2 inches (4.8 inches Wagon)	5.9 inches	7.9 inches
Turning Circle	31.2 feet (curb to curb)	31.2 feet (curb to curb)	31.2 feet (curb to curb)	29.5 feet (curb to curb)	37.1 feet (curb to curb)
PERFORMANCE:					
Top Speed	93 mph—Diesel: 87 mph	103 mph (99 mph Automatic)	100 mph—Diesel: 85 mph	80 mph	75 mph
Fuel Mileage*	Highway: 38 mpg City: 25 mpg Diesel—Highway: 53 mpg City: 40 mpg	Highway: 38 mpg City: 25 mpg	Highway: 37 mpg City: 23 mpg Diesel**	Highway: 30 mpg City: 21 mpg	Highway: 25 mpg City: 17 mpg

*Based on 1978 EPA estimated mileage with manual transmission. Your actual mileage may vary, depending on where and how you drive, your car's condition and optional equipment. 1979 data not available at press time. Ask your local dealer for a free copy of the EPA/FEA Gas Mileage Guide for New Car Buyers.

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