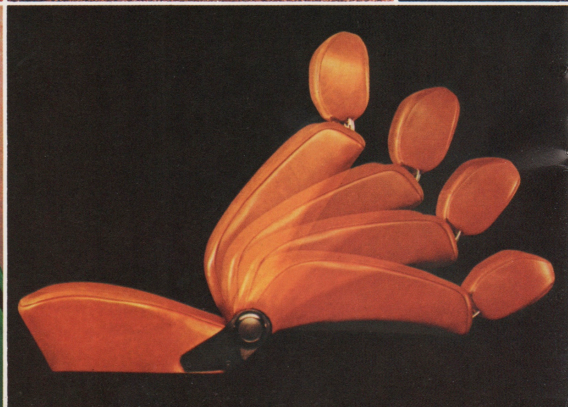
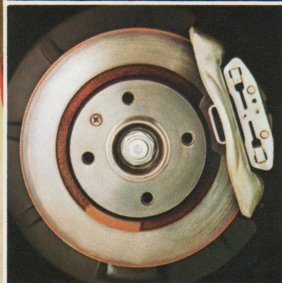


DASHER

It keeps you from crossing the fine line
between luxury and extravagance.



**You pay nothing extra
to travel first class.**



There are three ways to enjoy the virtues of a luxury car without foregoing the virtues of a Volkswagen.

These days, it is no longer sufficient for a luxury car to be only luxurious.

Few people are as willing to squander gasoline at today's prices as they were at yesterdays.

Today's luxury car must be roomy, comfortably appointed, and pleasing to look at. But at the same time, it must handle well, perform briskly, and be economical to own and operate.

That's why the Dasher is the kind of luxury car for today's hard, cruel world.

Through efficient utilization of space, it provides the roominess of cars with one-and-a-half times its curb weight.

Through innovative engine design and weight-saving construction techniques, it offers high performance without high fuel consumption.

Through a simple and unique suspension, it handles in a way that combines the quickness and precision of a sports car with the smoothness and stability of a limousine. And a fair share of the roominess and comforts, thanks to Dasher's luxurious new interior.

Whether you buy a two-door Dasher hatchback, a four-door Dasher sedan, or a four-door Dasher station wagon, there are two things you'll surely get.

The uncommon comfort of a luxury car. And the common sense of a Volkswagen.





Wherever you go, your standard of living travels with you.

When you've worked hard to climb the ladder of success, you deserve an automobile that doesn't make you feel as if you've slipped a few rungs every time you have to drive somewhere.

You deserve a car that lets you travel in the style you're accustomed to living in. The completely redesigned 1976 Dasher interior gives you precisely that kind of car.

It makes the Dasher as comfortable to sit in as your favorite chair.

And as elegant and tastefully furnished as your home or office.

Inside the Dasher, you can enjoy your upward mobility without restricting your mobility in other directions.

Thanks to front-wheel drive, you're not forced to share your seating with a driveshaft running the length of the car, because there is none.

The engine, transmission and differential are kept in their proper place—in one compact unit neatly contained in the engine compartment.

There's room to stretch your legs. Room to shrug your shoulders. There's even room for a six-footer to sit comfortably—in the back seat.

Once inside the 1976 Dasher, you'll be pleased with all its space.

But you'll be even more pleased with what occupies it.

Your seats, for example, are anatomically designed to be the kind you sit *in*, not merely on. They're also fully reclining. (Seats like these come at no extra cost on the Dasher; on some cars, they can't be had at any price.)

Over your head are fully padded sunvisors and a padded, sound-deadening headliner.

Under your feet is thick, wall-to-wall carpeting. Even the luggage compartment is carpeted.

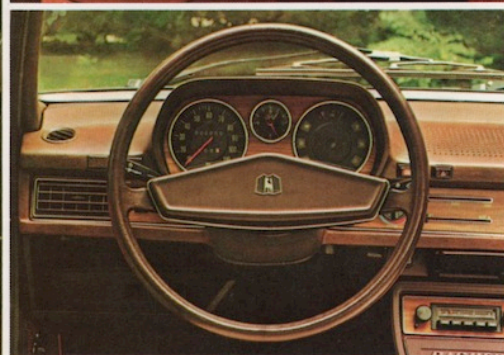
At your fingertips are all the controls, exactly where you can most easily reach them. Controls for the two-speed wipers, electric windshield washer, high beams and turn signals are all on two handy levers mounted on the steering column.

There's even a headlight sequencing switch that automatically turns the headlamps off and leaves the parking lights on when you remove the ignition key.

In front of you, on the dashboard, are instruments that are not only easy to read, but easy to find. Including a quartz-crystal clock. (At a time when it's still amazing for a car clock to work at all, the Dasher's clock works dependably and precisely.)

Behind you are child proof rear door locks and an electric rear-window defogger. To your left and right are outlets for the side window defoggers.

And all around you is what *Guide to Car Economy* called, "fit and finish on a par with German automobiles costing twice to three times as much."



While its performance exhilarates you, its handling reassures you.

Dasher's overhead-cam engine propels you from 0 to 50 mph in a speedy 8.0 seconds. (The Dasher wagon takes just half a second longer.)

And with continuous fuel injection, new for 1976, the engine constantly receives the exact mixture of fuel and air it needs to perform smoothly, strongly and economically at all times.

But the Dasher's performance results as much from what's directly under the engine compartment as from what's in it. Dasher is engineered with front-wheel drive. This means that with a Dasher, the front wheels—the wheels that steer an automobile and do most of its braking—are also the ones which power it.

With the weight of the engine and transmission directly over the powered wheels, Dasher has superior traction. Traction as important for plowing through mud or snow as for powering onto a highway.

This weight also helps the front wheels keep a firm, sure grip on the road in turns. When you corner in a Dasher, you enjoy the wonderfully secure feeling of having your car actually *pull* you through.

Another cause for reassurance is Dasher's rack-and-pinion steering—so light that there are times when you think it's power-assisted, so precise that you can point your Dasher exactly where you want it to go.



In designing the Dasher, our engineers gave as much thought to its performance from 50 to 0 mph as to its performance from 0 to 50.

They gave the Dasher disc brakes on the front wheels, and power-assisted brakes all around.

They devised a unique pressure regulator that helps prevent premature rear-brake lockup by automatically adjusting the braking to back seat and trunk loads.

And they gave the Dasher dual-diagonal braking circuits and negative steering roll radius. To assure you of straight, controlled stopping, even if one entire brake circuit should fail.

All of which adds up to a kind of comfort that few other luxury cars can offer.



You can indulge an expensive taste without supporting an expensive appetite.

In creating the 1976 Dasher, our engineers set out to prove that an automobile could be luxurious without being wasteful. Driving one will demonstrate how well they've succeeded.

The Dasher's roominess comes from intelligent use of space, not uninhibited use of sheet metal. You don't burn gasoline to haul around dead weight.

(Even the cylinder head and radiator are weight-saving aluminum, instead of, respectively, cast-iron and copper.)

Its performance comes not from engine size (96.9 cubic inches), but from engine design (single overhead cam).

As a result, the Dasher averages 36 miles per gallon on the highway and 24 in the city*—a pair of figures which make it not only more economical than most luxury cars, but more economical than many stripped-down compacts.

There are places where you may enjoy indulging in conspicuous consumption. But the gas pump shouldn't be one of them.

*EPA estimates (with standard transmission). Your actual mileage will vary, depending on where and how you drive, your car's condition and optional equipment.





You get a lot out of it because you can put so much into it.

Because so little space was wasted in Dasher's design and construction, there's plenty of space in the luggage compartment. Nearly 18 cubic feet, to be specific.

On shopping trips, that gives you room for enough groceries to fill a large refrigerator.

On weekend or vacation trips, it gives you and three other adults enough room for your luggage *plus* your tennis racquets, swim fins, or whatever.

And with the Dasher wagon, you can make room for 51.6 cubic feet of cargo, with the rear seat folded down. This means that in a car two inches shorter than a Mustang II, you get more than three times the cargo space of a full-sized domestic sedan.

You can put a lot into the Dasher wagon. But that doesn't take away from what you get out of it. Your straight-line acceleration will be within a half-second of the sedan's, and your fuel economy* will be identical.



With the two-door Dasher hatchback, you can fold down the rear seat and more than double the luggage area.

*EPA estimates: 36 mpg Highway - 24 mpg City (with standard transmission). Your actual mileage will vary, depending on where and how you drive, your car's condition and optional equipment.





Maintaining your car doesn't conflict with maintaining your standard of living.

Dasher starts with traditional Volkswagen reliability (Volkswagens, you recall, are reliable enough to be covered by the Volkswagen Owners Security Blanket*) and takes it a giant step further.

Carburetor adjustments are a thing of the past, because continuous fuel injection has replaced the carburetor.

The fan belt doesn't have to be tightened or replaced, because the Dasher's thermostatically controlled electric fan cools the radiator without a fan belt.

The manual transmission is permanently lubricated.

If work does need doing, the Dasher is engineered to keep it to a minimum. Volkswagen's Computer Analysis minimizes costly diagnosis by guesswork. Even the fluid levels in the Dasher's transparent battery and brake fluid reservoir can be checked without removing a single filler cap.

So when you own a Dasher, your car's upkeep won't be your downfall.



*Ask your dealer for full details and for the "Blanket Coverage" brochure.

And very little extra to travel deluxe.

One measure of the Dasher's standard of luxury is the number of luxuries which are standard.

Fully reclining front bucket seats are standard equipment, as are power-assisted front disc brakes. Childproof rear door locks. Wall-to-wall carpeting. A remote-controlled outside mirror. Fuel injection. Steel-belted radial tires. Full wheel covers. An electric rear-window defogger. And protective side moldings. These items would cost hundreds of dollars if you bought them as optional equipment on other cars.

But some people have a higher luxury threshold than others. So with a Dasher, it's always possible to take the money you save on standard luxuries and invest it in luxuries that comes as options or accessories.

For your convenience, there's a three-speed automatic transmission (1).

If you like fresh air, there's a sunroof (2). If you like cool air, there's an air-conditioning unit (6).

There's a choice of radios, including an AM/FM stereo unit with tape player (4).

There are fog lamps (7) to improve your view from inside the Dasher. And there are door-sill racing stripes (9), vent shades (3) and, for the wagon, simulated woodgrain panels and trim (8) to improve the view from outside.

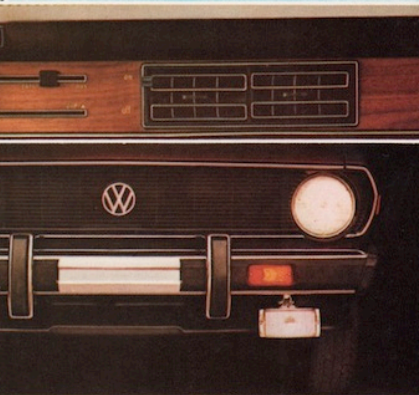
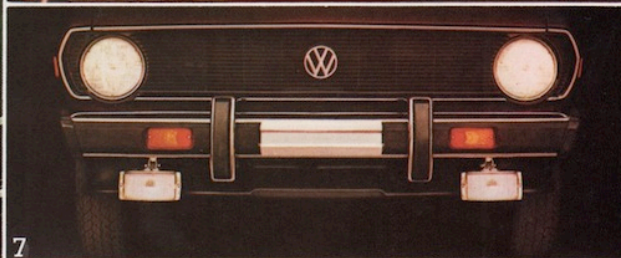
There's a front spoiler (7) to make your Dasher more aerodynamic.

There are luggage racks (8) to help it carry more.

There are floor mats to protect your carpeting. And bumper overriders (7) and door edge guards (5) to protect your investment.

But however many, or however few, options you choose for your Dasher, there are two things you can always be sure of.

Because it's a Volkswagen, you always know you'll get there. And because it's a Dasher, you'll always know you've arrived.



DASHER 1976 Technical Specifications

ENGINE:

Type
No. Cylinders
Displacement
Horsepower — SAE Net
Cooling

Valve Drive
Fuel/Air Supply

DRIVE TRAIN:

Type
No. Speeds
Final Drive
Clutch

ELECTRICAL SYSTEM:

Rated Voltage
Alternator
Battery

CHASSIS & SUSPENSION:

Frame
Suspension

Springing
Service Brakes

Parking Brakes
Rim Size
Tire Size
Steering

DIMENSIONS:

Wheelbase
Overall Length
Width
Height (unloaded)
Ground Clearance (loaded)
Turning Circle (curb to curb)

PERFORMANCE:

Top Speed
Acceleration 0-50 mph

Fuel Consumption*

In-line, front mount
4
1588 cc (97.0 cu. in.)
79 @ 5500 rpm (Calif. 77 @ 5500 rpm)
Water-cooled, electrically driven
radiator fan
Overhead cam, spur belt drive
CIS — Fuel Injection

Front wheel drive
4 forward, 1 reverse, synchronized
Double-jointed drive axles
Single disc, dry

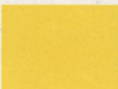
12 Volts
55 Amps maximum
12 Volt/45 Amp/Hr

Unitized construction
Front — Independent with stabilizer,
negative steering roll radius
Rear — Torsion crank axle with Panhard
rod
Coil springs
Dual diagonal circuits with power assist
Discs front, drums rear
Mechanical, operating on rear drums
4 1/2 x 13
155 SR 13 — Steel-belted radial
Rack and pinion

97.2 inches
172.4 inches
63.0 inches
53.5 inches
4.2 inches (4.8 inches — wagon)
31.2 feet

103 mph (100 mph — Automatic)
8.0 sec. (8.5 sec. — Wagon)
9.2 sec. — Automatic
(9.7 sec. — Wagon automatic)
35 mpg — Highway
23 mpg — City

1976 DASHER COLORS Sedan, Wagon, Hatchback

Paint	Cloth	Leatherette
		
African Red	Lava	Anthracite
		
Rallye Yellow	Gazelle	Gazelle
		
Agate Brown	Gazelle	Gazelle
		
Spanish Green	Cognac	Cognac
		
Diamond Silver Metallic*	Lava	Anthracite
		
Topaz Metallic*	Gazelle	Gazelle

*EPA estimate (with standard transmission) Your actual mileage will vary, depending on where and how you drive, your car's condition and optional equipment.

*Available at extra cost
All specifications subject to change without notice.

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