



PET RABBIT

A HOT WIND FOLLOWS OUR HARE

ABOVE LEFT, the 34DMTR Weber carb has proved to be the best of all the different Webers we have tried. While it doesn't have the guts of the twin 40 DCOEs, it does improve the performance and driveability considerably and doesn't raise the fuel consumption too badly. It is unfortunate that it does not meet the emission standards.

ABOVE RIGHT, our pet Rabbit has taken us to many race events and has seen quite a bit of the western states. For those of you who don't recognize the location we'll give you a clue—the city in the background is San Francisco.

Now that our pet Rabbit is finished and we are ready to start working on the next project car, we thought it was about time we totaled up the investment in our "GT" Rabbit. The initial cost a year ago, of the secondhand 1976 Rabbit was \$2500; about \$600 below Blue Book value. Since then, we have been customizing the car giving it the "California Look" with a European flavor. The car has alloy wheels with low profile tires, lowered suspension with Koni

shock absorbers, a trick \$900 paint job, a Britax Sunliner sunroof, Huntmaster seats, along with full carpeting and full VDO instrumentation. We have done very little to the engine, only trying out different Weber carbs over the months.

The approximate retail cost of all the products we have installed on the car comes to about \$3500, meaning that a replica car would be worth about \$6500. Fortunately we had some help from suppliers and so did not have to

LEFT, our pet Rabbit started out as a basic model with little more than white seats inside. Now it has an all black interior with reclining Huntmaster seats and matching cloth covering the rear seats and door panels. The center console is from a Scirocco with a complete set of VDO instruments to keep the driver informed of conditions under the hood. The Craig digital AM/FM stereo radio feeds four loudspeakers, two on the front doors and two in an enclosed system on the rear parcel shelf.

pay full price for everything. However the car is still worth over \$5000. It might sound like a lot, but when one considers it attracts as many looks as a Porsche 924 does, has better performance and is as much fun to drive, and yet costs less than half the price—it's worth it!

In the year in which we have owned the car it has been driven over 30,000 hard miles. Has it been reliable? Yes, the only thing that went wrong in that time was the distributor cap that needed replacing when it developed a crack. We

have not had to replace the brake pads or anything other than the regular oil changes and spark plugs. All-in-all it has been a worthy and fun project.

Since we last featured the car the carb has been changed once again. We had a 34DMTR Weber carburetor installed that returns slightly worse than stock fuel consumption but gives a considerable improvement in performance and driveability. Unfortunately it does not meet smog emission standards.

The Craig T606 digital AM/FM stereo radio we installed in the car

several months ago works extremely well. It is much easier to tune as long as one knows the correct wavelength. However, we found that the speakers incorporated in the door pockets lost their efficiency fairly quickly as they get shaken every time the door is opened or closed. We decided to try out an enclosed speaker system on the rear parcel shelf. Clover Industries produce a whole range of such speaker systems that are custom designed for installation in a wide range of cars. They consist of a hollow fiberglass substructure engineered for optimum sound and stereo separation, and they work. We can now listen to stereo music without any problems caused by bad positioning of speakers, etc. The Rabbit unit costs \$163 and comes standard with Blaupunkt speakers.

We have decided to sell our Rabbit and have already bought a 1976 Scirocco with 63,000 miles on it, for \$2800 including air conditioning and a radio. The car does have a nasty dent in the driver's door and needs paint, otherwise it's in good condition. We are planning on fitting the Bilstein GTI shock absorber and strut assembly which is now available in this country. We also have an Allison electronic ignition and a Dial-in-Cam that we intend to try out and report on. At this stage we are not sure what we will do to the engine or the bodywork, but we hope to modify the body more than we did with the Rabbit and leave the interior basically stock as the Scirocco's interior is sporty anyway. As far as the engine is concerned, we are hoping to convert it to fuel injection and turbocharge it at the same time.

Useful information: Clover Industries Inc., 869 W. 15th Street, No. C, Newport Beach, CA 92660. ●

ABOVE LEFT, we are replacing the Rabbit with a carbureted '76 Scirocco that has seen 63,000 miles during its life. **LEFT**, the twin speaker system from Clover Industries is specially built for fitting to the rear parcel shelf, and it works great.

