

RICK MEARS AT RIVERSIDE

Rick Mears' unfortunate pit accident at Indy left him with third-degree burns on his nose. He spent a few days hospitalized after the race, but after plastic surgery he will not be left with any scars from his first-ever racing accident. As a result of the accident, he missed the Milwaukee CART Champ-car race and also missed the chance to drive the factory Porsche 936 at Le Mans. Off-road fans, though, will be pleased to know that he is returning to Riverside to compete in the SCORE Off-Road Championships on August 8. He and brother Roger used to win most of the races at Riverside each year before Rick had Champ car commitments, so it is good to see him return.

FSV AT LAS VEGAS

The long-rumored World Championship GP has been given the go-ahead and is scheduled to run on October 17 in the parking lot of Caesars Palace Casino on the Las Vegas strip. It will be the last round of the 1981 Championship and will undoubtedly be one of the most interesting races of the year. International racing rules state that any new track must have at least one race prior to a Grand Prix. So on the preceding weekend there will be a FSV race on the temporary track. Many people had expected this preliminary race to be a F/Atlantic Championship round, so it is good for the FSV regulars that the SCCA has decided a FSV race will be the best supporting event for the Grand Prix.

BRAZILIAN CARS FROM SUNDANCE

One of the few places you can obtain some of the specialty sports cars of Brazil we featured in the June issue is Sundance Motorcars in Berkeley, California. Sundance is the exclusive Northern California distributor for the Puma, Ventura and Envemo Super 90. The cars cost from \$13,450 for the Puma up to \$19,950 for the Envemo. Unique Motor Cars in Costa Mesa, CA, is the distributor for Southern California, and during the coming months there will be dealers opening up in several other places around the country as some of the Brazilian cars start to appear on these shores.

CARBURETED RABBIT

Last year Volkswagen tried to introduce a cheaper version of the Rabbit in this country with a carburetor rather than fuel injection. But the EPA would not grant a waiver in the carbon monoxide emission standard, as VW could meet the standards with the fuel-injected model. Now the EPA is relaxing the standards for next year in order to help the auto industry produce cheaper fuel-efficient cars. As a result, VW will be able to offer a Rabbit model with a carb, and it will probably sell for at least \$200 less than the present cheapest model.

924 STATION WAGON



Nordstadt, the progressive VW dealer in Hanover, West Germany that has produced numerous interesting conversions of VWs in the last decade or so, will no longer be customizing cars. Artz, the owner of the dealership, has decided he would rather concentrate on building unusual cars than selling new cars, so he has formed his own company. The first car produced by the new company is a station wagon version of the Porsche 924.

VWS COST MORE

Despite the fact that VW has had to cut production at its plant in Pennsylvania for the first time, due to lagging sales, it has recently increased the prices of U.S.-made Rabbits. It seems that VW's sales are being hurt because its cars are quite a bit more expensive than its competitors' equivalent cars. It is the gasoline version of the Rabbit that has sluggish sales, as the diesel-engined Rabbit continues to sell extremely well.

EXCITING SCIROCCO

Volkswagen engineers in Wolfsburg have already modified a few of the new Sciroccos by fitting the engines with 16-valve cylinder heads and adding full Zender flare-



kits to the bodywork. These cars have been seen several times in Germany, so it seems that VW is out to gauge public reaction to the exciting-looking cars. If VW does decide to produce the cars in the future, this will be a vehicle that should give Porsche a run for its money. Meanwhile, Volkswagen France has ordered 400 Golf GTIs, complete with the high-performance 135hp, 16-valve Oettinger engine, for sale through its dealers.

WATER-COOLED RADIO

Some of the newer radios now being installed in cars have such great power output that they tend to get quite hot. In an attempt to cool the radio down in the latest luxury Toyotas, the Japanese company has come up with a radio that has a built-in "heat pump" system similar to a car radiator. Fluid moves around the radio, cooling the amplifiers and helping the unit produce a better sound.