

LEFT, the radiator is mounted at the side and uses an electric fan. RIGHT, engine is highly chromed and displaces 1600cc of overhead cam power. Nitrous Oxide system is used and a turbo is soon to come.

When you really think about it, it's much more appropriate to power your sand rail with an engine that was named after a hot desert wind than one that requires air for cooling. At least that's the way Earl Howard, owner of Sand Toys, Inc., felt when he decided to build the first of what he feels just might be a new breed. That's right! Instead of powering his

prototype sand rail with an air-cooled engine, Earl opted for the second generation water-cooled Scirocco engine.

The chassis (now a production item at Sand Toys) is constructed of 1½x0.049-in. wall chromemoly tubing and stretches the measuring tape to 97-in. of wheelbase. The front end is of a double A-arm configuration and uses Girling gas shocks for bump con-

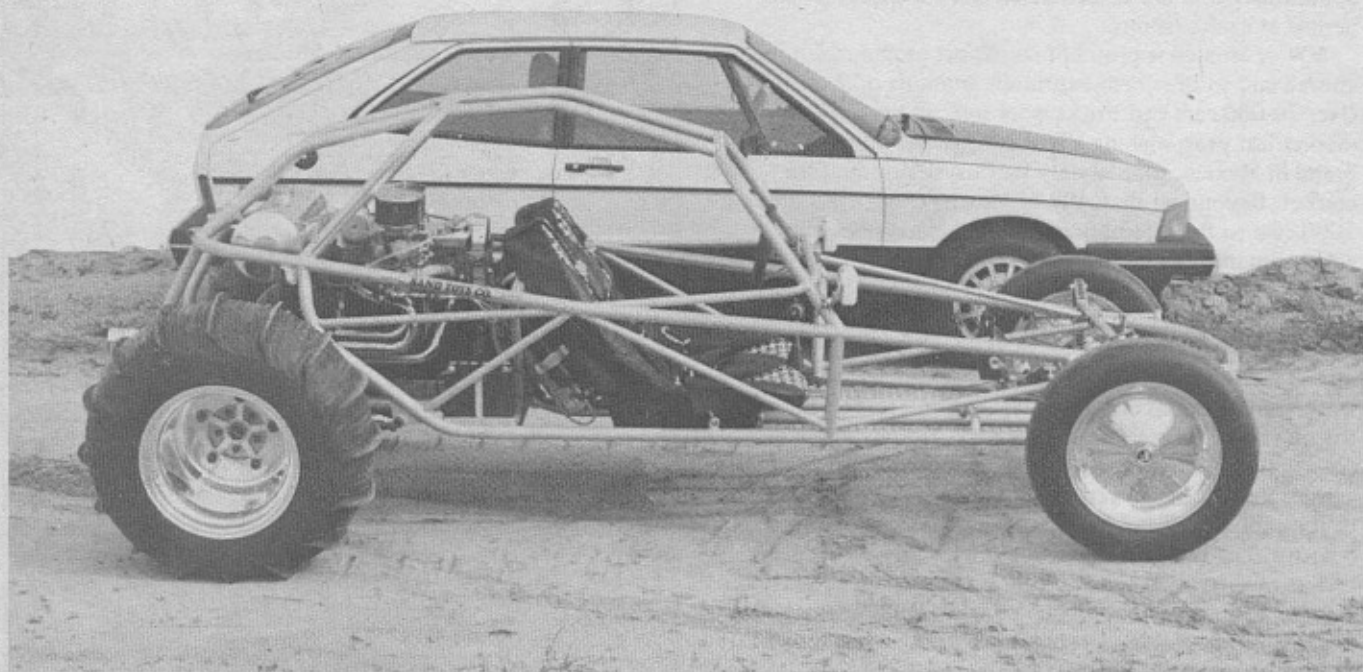
trol, and a Stiletto rack and pinion steering box with belt drive. Dune Dancer spindle mount wheels reside up front also which are equipped with Beckett "Smoothies."

There is one area that Earl felt the air-cooled VW couldn't be beat in and that's the transaxle. Earl had Jimmy Vineyard, Santa Ana, Calif. prepare his for a mid-engine configuration and also

IT COULDN'T BE NAMED MORE APPROPRIATELY

# SCIROCCO SAND RAIL

Sand Toys sand rail poses in front of its big brother. One has the engine in front and the other in the rear.





for extra strength. Jimmy responded by installing a 4.86:1 ring and pinion, close ratio Treuhft third and fourth gears and a Super-Diff. A K.E.P. adapter mates the 1976 Scirocco 1600cc engine to the swingaxle trans, and a Bugpack clutch assembly corrals the engine horsepower and transfers it through the trans to a pair of Beckett 13.50x15-in. # 2 sand tires. Bilstein shocks with coil supports and A.M.S. disc brakes complete the picture in the rear.

In the control center a pair of Sand Toy's seat shells reside that have been upholstered by Renu Upholstery, Orange, Calif. A Neal Products pedal assembly also included brings us to a very unique feature of the car. There are quick-disconnect fittings for the brakes, throttle, clutch (all hydraulic) and the wiring. The disconnects allow the engine and transaxle to be removed from the car in about 15 minutes (the brakes don't have to be bled when reassembling the car). Other interior goodies are:

Cibie lights, Diest belts, a 5½ gallon Sand Toys gas tank and a JaMar shifter.

Of course Earl didn't leave the 1600cc engine which came from the "Folkswagen" wrecking yard, Pacoima, Calif. stock. George Matsui of O.R.V. Engineering, Azusa, Calif. installed one of his Nitrous Oxide systems and Earl added a Holley/Weber carb from Treuhft. A turbo is also soon to reside on the engine which should really help kick up a little hot wind itself. ●

TOP, Earl Howard of Sand Toys proudly poses by his creation. That's his street "wheels" on the right. BELOW LEFT, swingaxle transaxle is utilized in mid-engine car. BELOW RIGHT, A.M.S. rear disc brakes are used.

