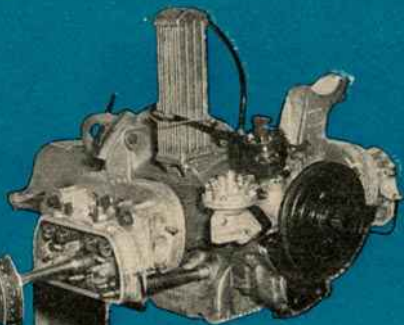


VOLKSWAGEN to



Seldom, if ever, has any automotive manufacturer left so much to play with in a standard production engine as has the manufacturer of that infectious little "bug," the Volkswagen. To say that "the surface has hardly been scratched" is, in truth, a rather modest statement even in light of the remarkable performance boost achieved with the German-produced Okrasa high-torque power kit.

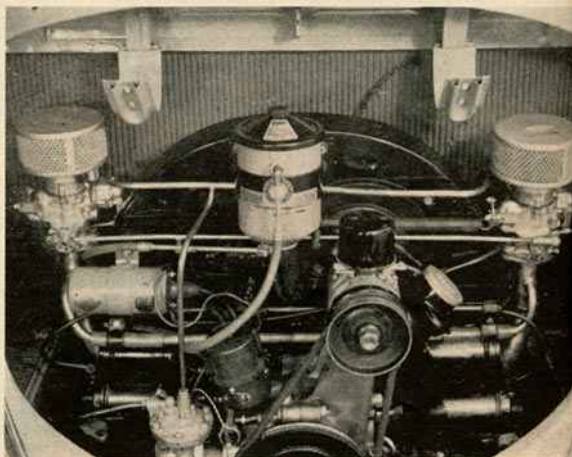
Although complete performance tests have yet to be made, seat-of-the-pants impressions by several of the HRM staff have resulted in a barrage of wild exclamations bordering on near disbelief. While a very noticeable torque increase is felt all the way up the line, U.S. Importer Martin Herzog, Jr. reports that the Okrasa kit has little or no effect on fuel consumption. Driving the test car, we were able to chop 10 seconds off the 0 to 60 time of a standard Volkswagen and cut the time in half that it takes a standard model to run 0 to 70 mph!

Basically, the kit consists of the two new heads and two individual intake manifolds. Big differences in the heads are the twin intake ports as against the stock single siamesed port; each of the Okrasa twin intakes being larger than the original VW single port. Naturally, larger valves and heavier springs are incorporated, and a compression ratio boost from 6.6 to 7.2:1 is also a result of the new head design.

Used originally for racing in Europe, the Okrasa power package is now available in this country through European Motor Products in Riverside, California. Mind you, it still won't hang with a big American sedan on the drag, but for all of its 72.7 cubic inches we know of no other mill that is so easily excited. And if you really want to charge, you might try beating the big boys off with a cam (Iskenderian grinds a grizzly one) or sucking them up with one of several blower combinations on top of the Okrasa. It's like we said—the surface has hardly been scratched!

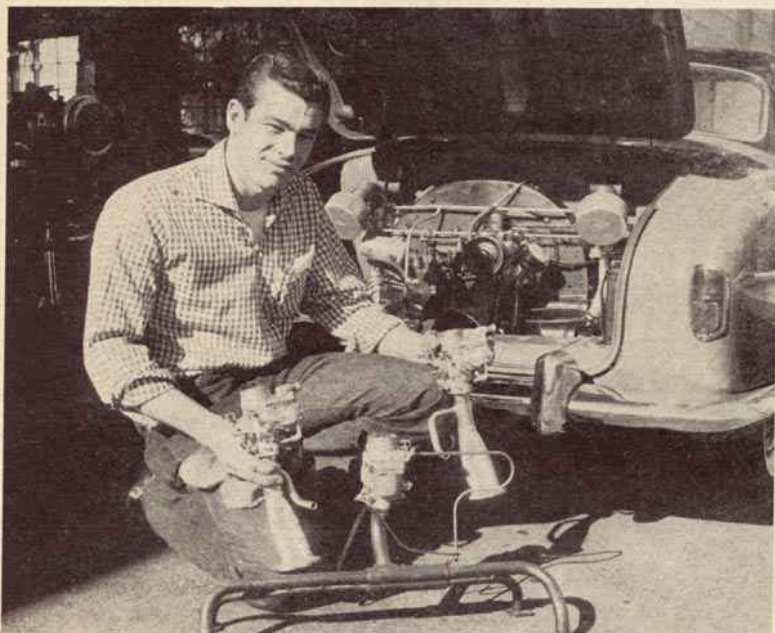
All that the "People's Car" needed was a little snort in the port!

By Bob Greene



Hot Okrasa power kit installed on the standard Volkswagen is neat in appearance, does not crowd small engine compartment. Ghia kit looks much the same except for off-set air cleaners.

"SCATWAGON"

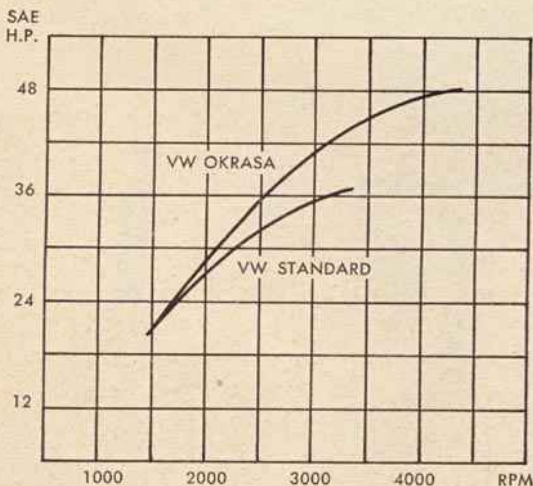


Photos by Eric Rickman

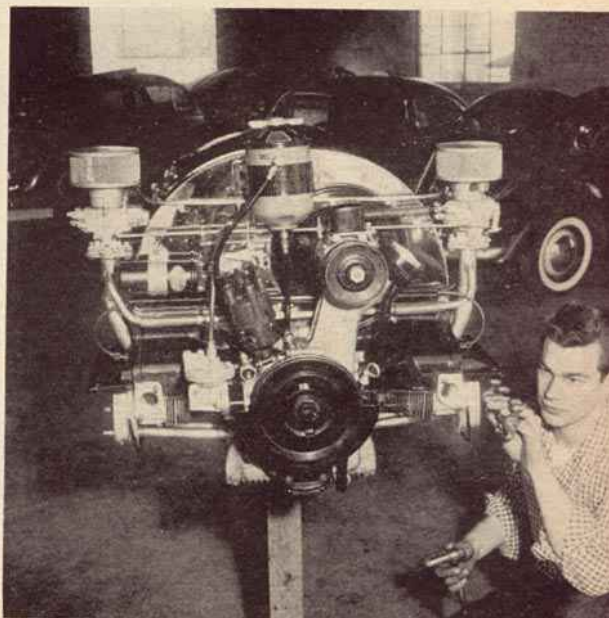
Okrasa importer, Martin Herzog, Jr. of European Motor Products, compares original VW single carburetor intake manifold with fire-breathin' counterpart. Quicker acceleration and increased top speed as result of the improved breathing leave economy unaffected. Installation cost is usually around \$30. No problem in maintenance or tuning involved.

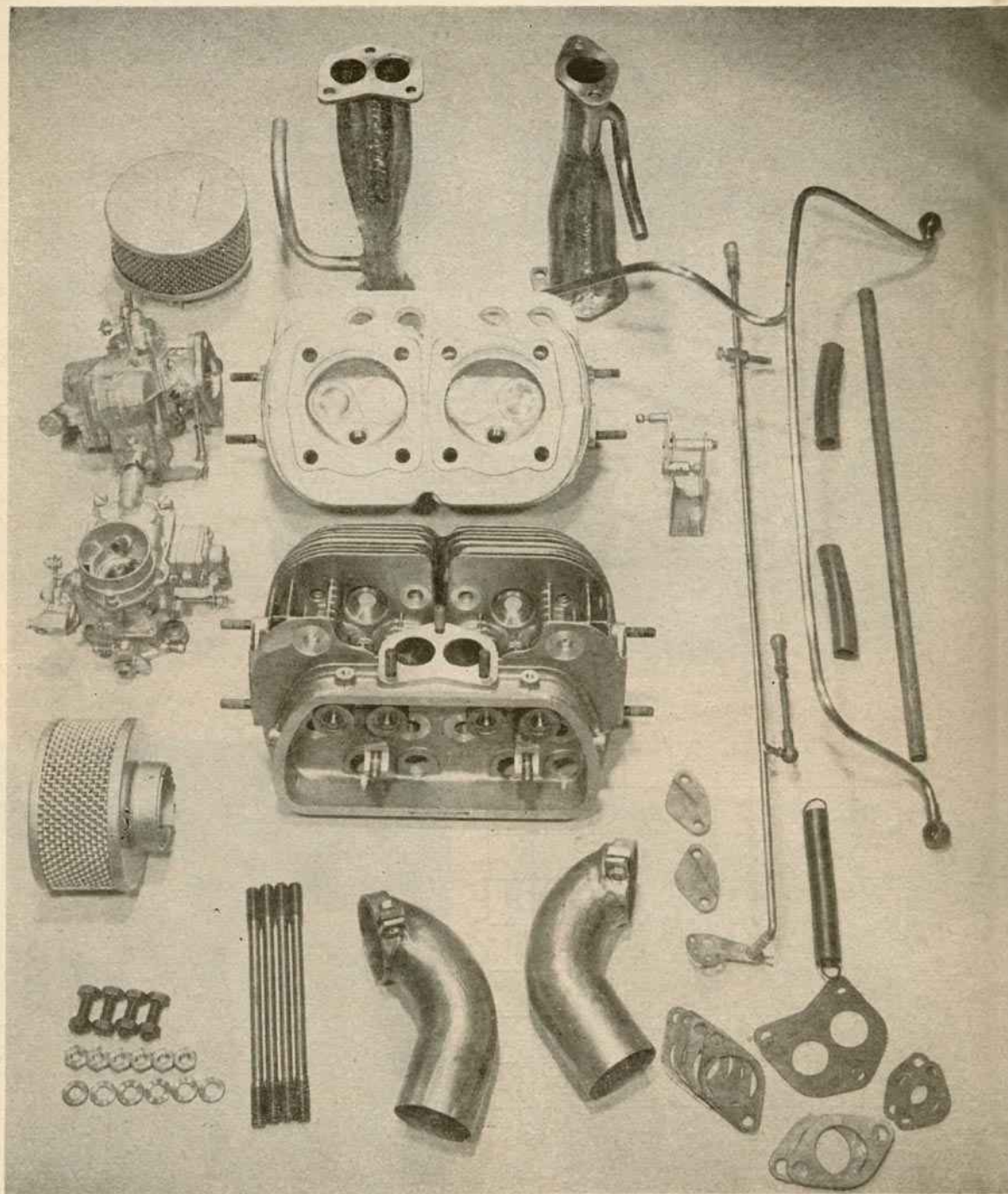
BELOW. Herzog buttons up head and valve gear for HRM photos to show ease of assembly. Simple, easy to understand instructions come with each setup; torque wrench specs and tune-up tips.

CONTINUED

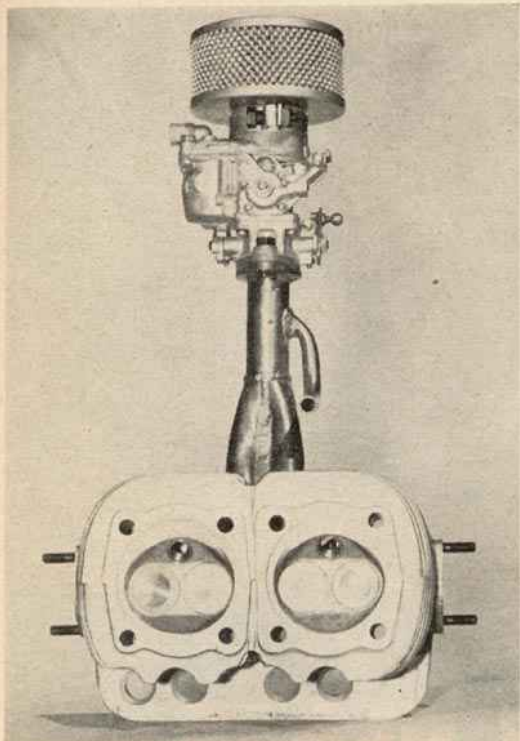


Real kick in the seat of the pants looks something like this on graph paper. Note marked improvement over standard VW when kit is used. Most noted is car's passing ability, given a fabulous boost. No sign of overheating reported, even in desert.

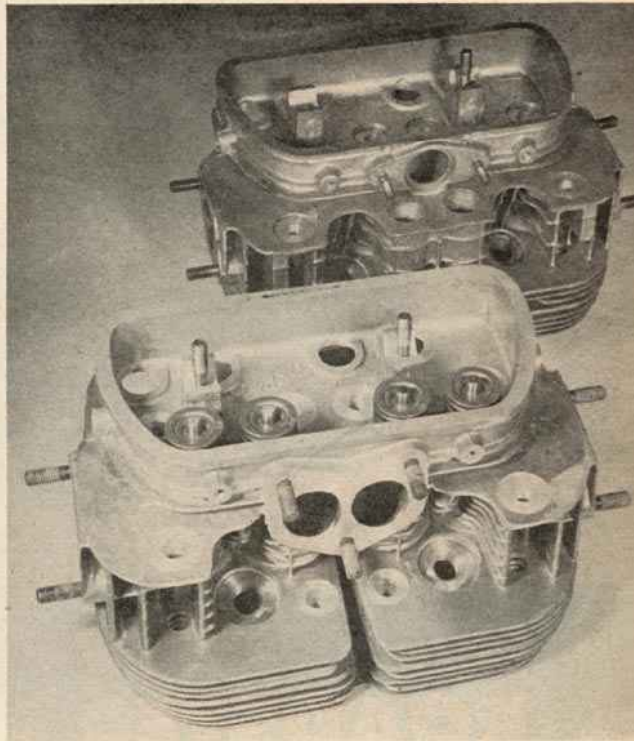




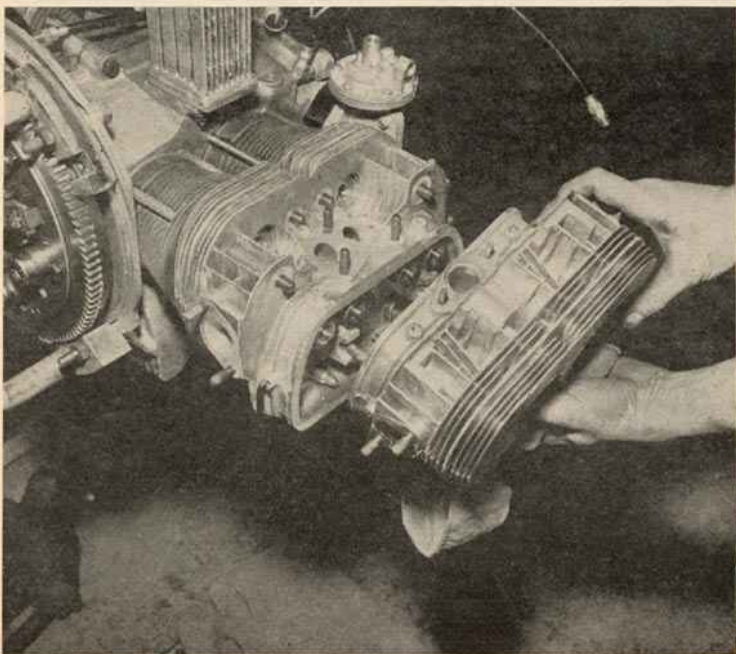
Complete Okrasa installation includes: high compression heads (7.5:1), dual type intake manifolds, Porsche Solex carburetors, special air cleaners, throttle linkage and fuel line, etc.



Porsche type Solex 32 PBJ carburetor features the economy of fuel consumption, ease of adjustment, reliability of Porsche component. Notice the dual manifold and larger intake valves.



Comparison of stock head (above) and Okrasa below it reveals near 200% jump in intake capacity (note two ports). New head has removable shrunk-in stellite valve seats, bronze guides.



Instead of one carburetor feeding four cylinders through two ports, we now find two carburetors feeding through four ports. Valve train remains the same except for larger intakes, and the compression is increased by slightly flatter contour. New 8.5:1 heads will soon be available.