

That's Entertainment

Blaupunkt is in the process of changing its image and if these three hi-fi-riden stunners are anything to go by then it's well on the way!

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While Blaupunkt has long been recognised as a company that produces very high quality products, it has also been dogged by a slightly 'old man's' image. However, this is something that Blaupunkt is actively striving to improve. As a result, it put together these three creations, and if they're anything to go by, then the transformation is certainly complete.



RABBIT IN THE HEADLIGHTS

The Mk1 Golf is best remembered for its inspirational handling and as a hot hatch pioneer in the form of the Golf GTI. The majority of modified examples we see focus naturally on the performance; some go for outright style statements but ICE cars are few and far between. The Mk1 Golf that has combined all three would look like this.

Over the last few years the US has really started to forge its own style on the world's car modifying scene. Virtually anything goes Stateside nowadays and if the point ever needed proving, Poor Boyz Customs and Blaupunkt have really pulled a 'Rabbit' out of their collective hat. If the pictures don't leave you staggered then you should really eat more carrots.

It's hard knowing where to start with a car like this so we'll start with the least modified part of the car, the engine. Even though this show car could get away with no engine, the lump is a stock 1.8 with a couple of choice mods. Twin 40mm DeLorto carbis and the mix of a Brospeed and Bosal manifold and exhaust give the Rabbit a

satisfying note. Another undeniably American trend is the use of nitrous and the Rabbit doesn't escape here. Two 2 lb bottles of laughing gas sit behind the driver and mean there's something else to look at as well as having that bit of extra poke at the flick of a switch. The engine might as well be a hairdryer sitting in that engine bay, though! Which brings us nicely to the styling.

It's fair to say that many cars based around ICE look horrid. A ropey body kit and a set of lurid alloys are a staple diet of most. The bay is one of the smoothest we've come across, but what else do you expect from the Yank boys? Every trick you'd expect from a feature car is there, from de-locked doors to de-guttering.

"But where's the fuel filler?" I hear you cry. There's certainly no room for a fuel filler in the back and the filler is actually hidden under the wheel arch. This means the air suspension needs to be raised when it's time to juice up. Air suspension is starting to filter through into Europe and the UK, so keep an eye out for it in the not too distant future.

But this is an ICE car, and the only question is where to start? Although this ICE spec is less comprehensive than the Type 2 Bus overleaf, the install is no less impressive. The completely re-built dash houses an array of screens, gauges, head units and looks like something out of Flight of the Navigator.

A Casablanca CD52 controls things up front with CD changer, DVD player and a hard disc MP3 drive. Six sets of TS C650 components are in the front portion of the body-coloured mouldings powered by three PA2100 amplifiers in the footwells. Another TV screen adorns the rear half of the install as well as seven TSW1200 subs, each powered by a PA2100 amp. Two Stinger batteries are used as a surplus power supply.

The joint venture between Poor Boyz and Blaupunkt has created something truly original. The Rabbit looks like nothing else and, thanks to one of the funkier installs we've ever seen, sounds the part. This and the Type 2 Bus show that ICE cars can be pretty as well as functional.

DUB DETAILS

ENGINE: 1.8, 40mm DeLorto carbis, Brospeed/Bosal one-piece manifold and system, Nitrous Express 50bhp jets, two 2 lb nitrous tanks, Bosch 120A alternator

CHASSIS: 17" Colorado Custom Arriba billet alloys, 205/40 R17 BF Goodrich Scorchers tyres, Air Ride suspension

OUTSIDE: two-tone metallic blue and silver, modified Zender body kit, single wiper conversion, de-locked doors and handles, smoothed rain gutters, cut-in sliding cloth sunroof, fuel filler hidden under rear arches, Saab front lights and Corvette rear lights

INSIDE: numerous custom builds, re-trim in grey tweed, billet steering wheel, LED Cyberdene gauges

ICE (front half): Blaupunkt Casablanca CD52 head unit, IDC-A09 CD changer, IVDP51 DVD player, Compact Drive 1GB MP3 storage, IVS C5501 video switcher, three pairs of TS C650 components powered by three PA2100 amps

ICE (rear half): seven TSW1200 subs powered by a further seven TSW 1200 subs, IVM 7001 TV screen, two Stinger batteries



DUB DETAILS

ENGINE: 1776cc flat-four, twin 40 Weber carbs, Nitrous Express nitrous conversion, 100 amp Bosch alternator, ceramic-coated exhaust with Fatboy rear silencer, Stinger batteries

CHASSIS: 17" Colorado Custom Apex billet alloys with 215/40 BF Goodrich Scorcher tyres, lowered 100mm

OUTSIDE: resprayed DuPont triple-coat metallic acid green and champagne, folding convertible roof, safari front windows, roof rack, window frames and brightwork rechromed

INSIDE: custom builds everywhere, grey tweed retrim, billet steering wheel, red LED Cyberdyne gauges

ICE: Blaupunkt San Francisco CD/tuner, IDC-A08 ten-disc CD-changer, IVDP-01 DVD/VCD player and Compact Drive 1GB MP3 HDD, Xbox games console, 11 IVMS-7001 widescreen monitors, two Audio Control Matrix line drivers, 19 PA-2100 two-channel Class-T amps with StreetGlow lights and strobes, six sets of C-650 Overdrive component speakers, 13 12" TS subs, 36 20" green lava lamp tubes set in the floor. Together makes 6650W or 150dB.



BUS-TA MOVE

Don't know about you, but I was gobsmacked, flabbergasted, and pretty much any other verb you care to mention when I first saw this incredible ICE-meister Type 2. Similar reactions could be seen as waves of open-mouthed visitors to SEMA 2002 saw it in all its multimedia glory at the entrance, embracing them in like a semi-naked woman dancing in an Amsterdam shop front.

Based on a pre-'67 split-screen Bus but with champagne and acid green metallic paintwork, 17" billet alloys and enough paintwork to give you tennis elbow at the mere thought of polishing, it's a surf dude's wet dream. Yet step inside and say 'Whoa' to sensory overload, where your ears are tickled by 6650W of music power, skin massaged by the sheer movement of air, and visually assaulted by 11 widescreen monitors. Forget the 'board, dude.

Like the Mk1 on the previous pages, it's been built in association

with Blaupunkt by Poor Boyz Customs in Harleysville, Pennsylvania. Amazingly, the project only took about two-and-a-half months to complete, but the attention to detail and quality of installation defies belief. Each of the four organically-shaped and lava-like major builds are works of art which should be displayed at the Tate Modern.

Where to start? Well, the system is fronted by a Blaupunkt San Francisco CD/tuner head unit mounted above the driver in the camper's roof. It also controls a ten-disc CD-changer, DVD/VCD player and 1GB MP3 driver. An Xbox games console is wired in on the same circuit as the DVD player, and images from either are displayed on the 11 monitors dotted throughout the cabin: around the dashboard, inner wall, in builds for rear seat passengers, and for showgoers looking through the tailgate.

The rear build houses a 13 12" subs, each powered by its own two-channel amp and processed by Audio Control line drivers. The subs are Blaupunkt's new Class-T items which feature flat piston cones for a shallow depth, making them ideal for enclosures with limited space. A further six amps power six sets of component speakers: three built into the front doors, one facing the rear passengers, one in the rear pillars and the final set in the tailgate. Jockeying the moving images for attention, each amp is lit from within by StreetGlow strobes, while the floor is radiating with 36 green lava lamp tubes, making it look like a tropical lagoon.

With the neon glow and strobes pulsing to the beat it feels more like an alien abduction than a 35-year-old VW. It's certainly light years from the 6x9s you and I might hack into our parcel shelves. Make no mistake, that's a very good thing.

