Hi here are some written things that describes interior and a few other things. Will post pics when I have time.  
  
The racing S/T had several modifications over standard cars. These included:  
1. Thin gauge sheet metal used for roof, both rear side panels and for the rear seat pan back and side panels.  
2. Sheet metal joints were not filled.  
3. The body was not under sealed.  
4. Rubber and felt sound damping mats were removed.  
5. The following body parts were deleted:  
• Seat slide supports on the central backbone.  
• All standard seat belt anchorage points.  
• Heater ducts  
• Ashtray  
• Glove box lid   
• Pipes for front and rear cover opening cables.  
• Door and bumper decorative moldings  
• Front and rear cover locks  
• Fog light recess covers  
• Front torsion bar protections  
• Rear torsion bar access covers  
• Passenger side sun visor  
• Transverse bar between the strut consoles in luggage compartment  
• Rally or circuit fuel tank of 80 and 110 litres was available over the standard 62 liter tank.  
  
Some other optional extra parts for lightning of the car were also available. This list included the following:   
• Plastic front cover  
• Plastic front and rear bumper  
• Front mud guard extensions  
• Aluminium doors with a 0.75mm thick door frame  
• Plexiglas for all windows except windscreen  
  
Optional competition Equipment:  
• Supplementary Petrol Electric Heater (Rallies only)  
• A ventilating fan  
• Two Recaro sport seats  
• Tape to cover the moulding fitting holes.   
• Simplified interior trim  
• Thinner windscreen glass  
• Lighter knee protection padding  
• Rubber fasteners for front and rear covers  
• Supplementary battery (rallies only)  
• Aluminuim roll over bar  
• Space saver spare tire  
• Steel mudguard side extensions to cover wider wheel arches  
  
For Long distance Rallies like the Safari rally the following modifications were done to the cars.  
• The weight was reduced by the use of glass-fiber reinforced plastic components such as front cover, front and rear bumpers.  
• All glass were Plexiglas except   
• The co driver sat in a sport seat and the driver in a Recaro sports seat.  
• Reading lamp  
• Speed pilot  
• Socket for portable lamp  
• Air Horns  
• Plexiglas covers for additional lights  
• 100 watt headlight bulbs  
• A large map pocket  
• A tool bag secured to the rear bulkhead  
• Three jacks  
• Complete rally tools  
• A special tool for quick change of front struts  
• Two fire extinguishers  
• A fire extinguishing jet in the bell housing  
• Straight through silencer  
• Wire mesh protection for oil tank  
• Splash flaps at the rear  
  
Special Equipment for the Safari Rally  
• Reinforced Koni “tropical” shocks absorbers  
• Many parts were reinforced like the whish bones, steering and its linkages  
• 20 or 21 mm torsion front torsion bars  
• Reinforced rear semi trailing links and attachment brackets  
• Front and rear aluminium under pan  
• Spare clutch and throttle cables  
• Protective cover over cog belt driving fuel injection pump