

EXCLUSIVE!

DRIVING THE 1992 BUG

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and

hot VWs



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Race Action!**

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Rebuild: Part 2**

**SCULPTED
DOOR
PANELS**



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BY ROBERT K. SMITH Colorado Coral

Dave Atencio's Sea Coral '65 sedan is one beautiful piece of workmanship.

Living in Colorado Springs, Colorado, David Atencio has been working on his '65 Bug for the last three years. After buying the car for only \$400, he invested approximately \$10,000, but as you can see, he came up with one beautiful showpiece of a streeter.

He found the car in someone's back yard. The Bug was completely covered with weeds and small saplings, but it was rust-free. Damage was evident however to the roof, bumpers, and right front fender.

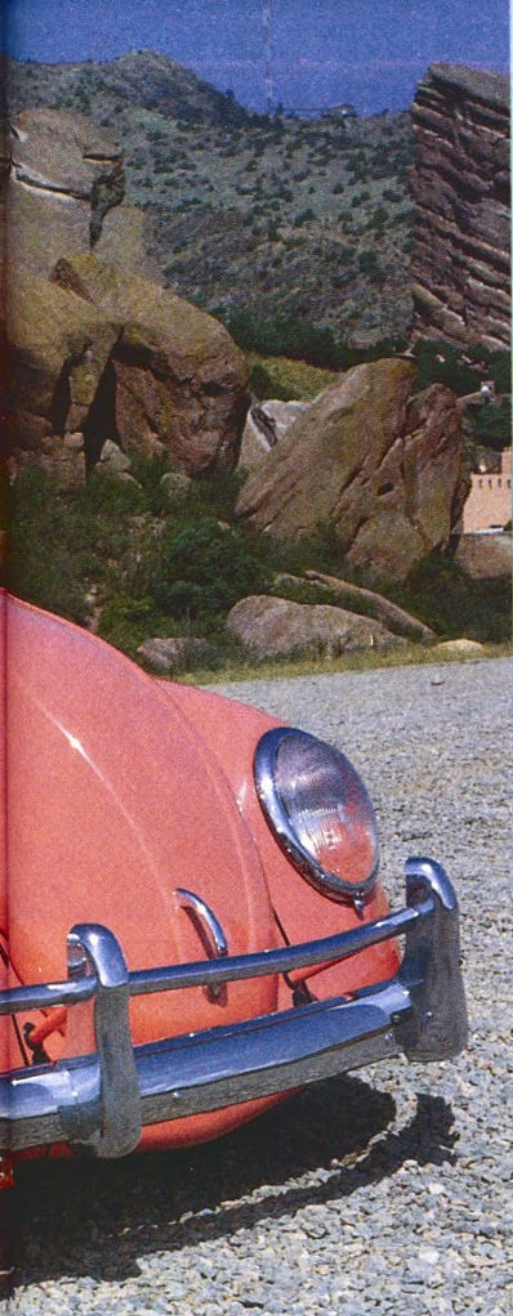
After David towed the hulk home, he

completely disassembled the car, leaving the body and pan together. According to Dave, they were clean underneath and didn't need to be separated. All nuts and bolts were cleaned in solvent and/or bead blasted, then they were taken to Pikes Peak Plating for clear zinc plating.

With all the undercarriage removables either rebuilt as necessary or modified, the majority of them were painted with Ditzler DP40 epoxy primer, then the same two-stage body color, Sea Coral, was sprayed on. Parts included the steering box, steering

knuckles, master cylinder, tie rods and tie rod ends, brake rotors, back drums, backing plates, complete rear drivetrain, spring plates, you name it.

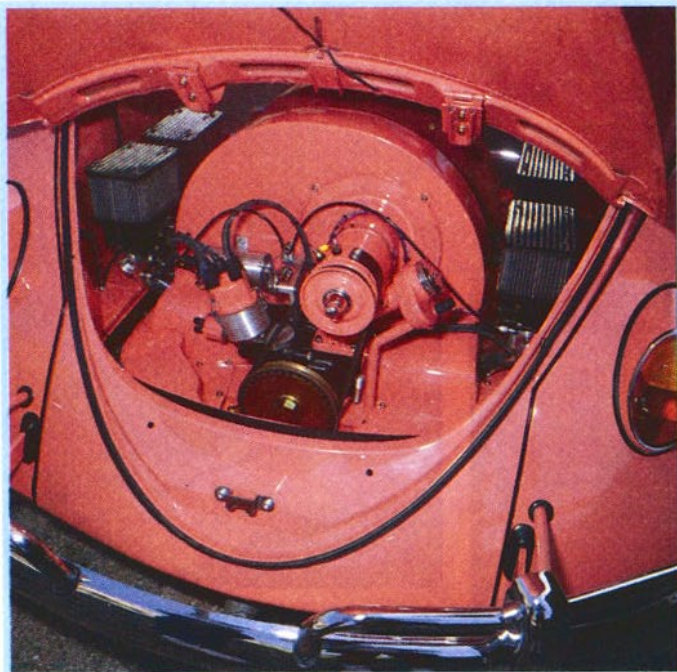
The body/pan was hung on a special frame so its underside could easily be cleaned. Everything was steam cleaned and scrubbed extensively. Next, the car's underside was treated to a spraying of DP40 epoxy primer, painted with gloss black acrylic enamel, then undercoated with 3M undercoating. After this, the body/pan was placed on stands and body work (removed



Dave Atencio did an outstanding job of customizing his '65; he tackled all body work, modified the suspension, rebuilt the 1835cc engine, and handled majority of disassembly/assembly. Ray Wilson and Dave Hobart get credit for the flawless Sea Coral paint job, upholstery was stitched by Eddie Potestio, Randy Bowen rewired everything, Joe Boreo supplied the NOS '67 gas heater, and Tracy Zentz machined billet aluminum pieces and made carb linkage — very trick!

chrome trim from belt line, shaved front turn signals, filled rear apron exhaust holes) was done by David. Ray Wilson and David Hobart, of Wilson Auto Collision in Colorado Springs, teamed up to paint the body with PPG's Deltron base coat/clear coat system, in Sea Coral.

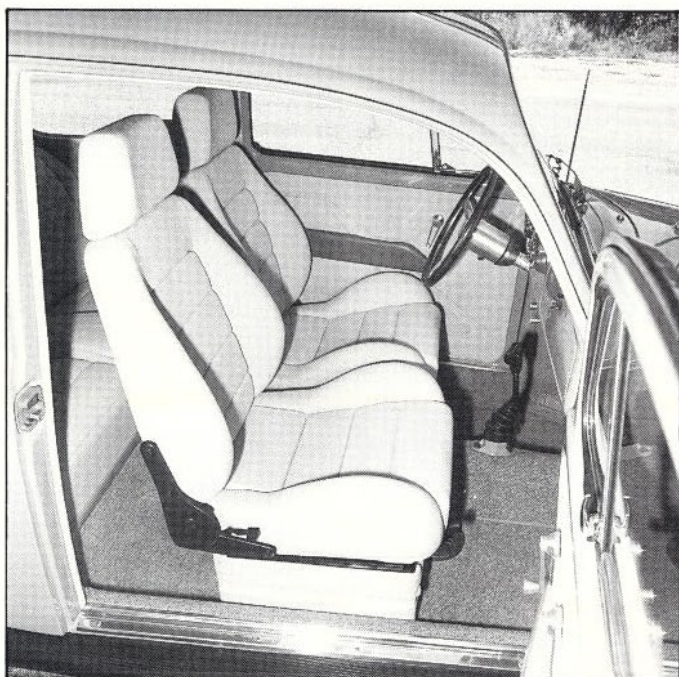
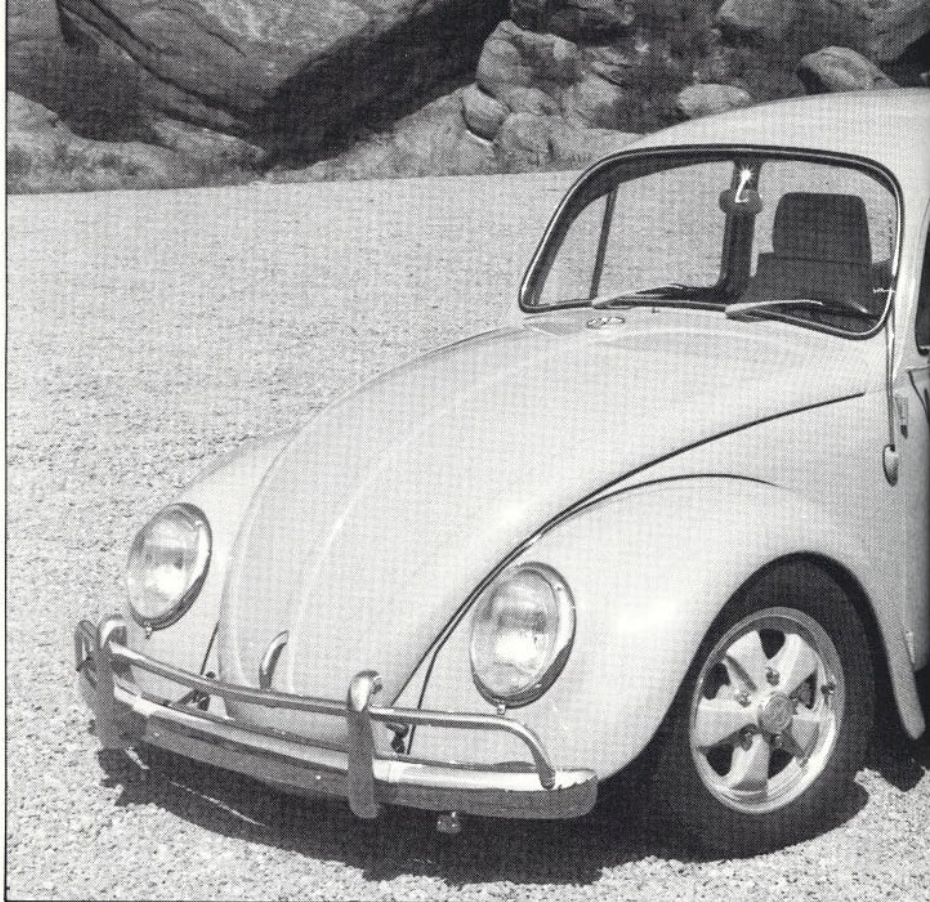
After the body/pan was united with all its undercarriage goodies, the sedan was taken to Sportcar Salvage. Here, Randy Bowen handled a complete new wiring job.



While there, the David-built, fully color coordinated and detailed 1835cc engine was installed and fired. Also installed were brand new windows and rubber, and Porsche 911 headlight lenses.

Next on the agenda was a trip to Eddie Potestio's in Pueblo, Colorado, where the interior was done. A tan tweed material now adorns a pair of Dee Engineering seats, and also on the custom sculptured door panels. The Oatmeal loop carpet came from the folks at Sewfine of Lakewood, Colorado. Eddie also fabricated a custom rear seat to match the fronts, while Dave took care of hiding the speakers (Pyle 8-inch woofers, Infinity mids and tweeters). The stereo system features an Alpine 7168 digital AM/FM/Cassette and Alpine 360-watts of amplification, all wired by Randy Bowen. More interior tricks include a Nardi wood wheel, billet steering column, and refaced dash with stock speedo and gas gauge, while VDO instruments are voltmeter, oil pressure, oil temp, and quartz clock. The

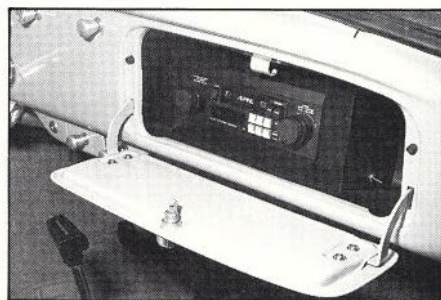
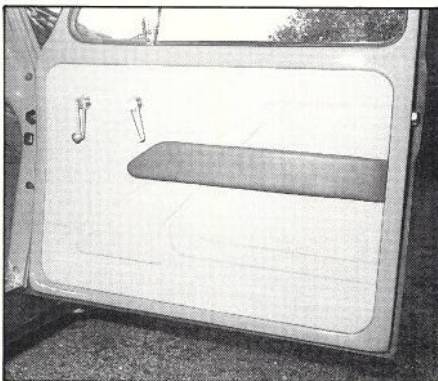
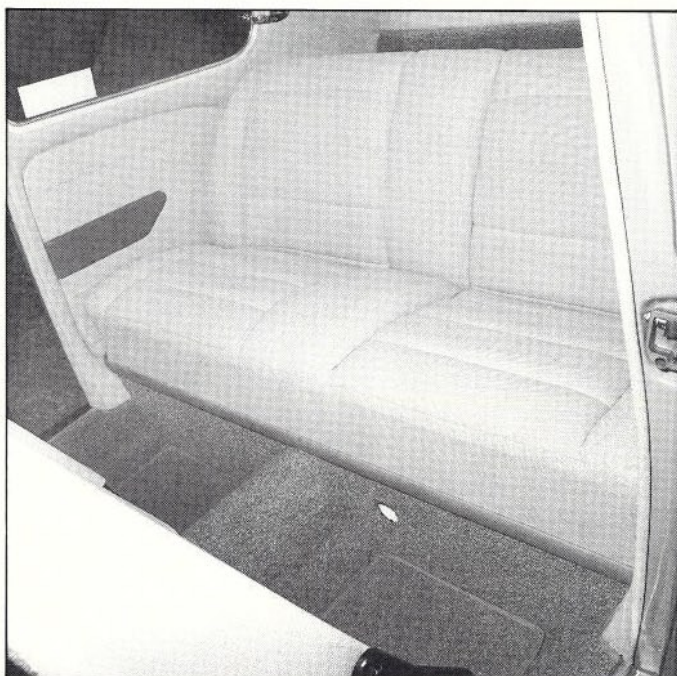
Car's lowered stance is attributed to JaTech dropped spindles up front and readjusted rear spring plates. Painted Porsche wheels bolt to JaTech rotors and '72 rear brakes with JaTech drums. Overall, this is one super sano '65.



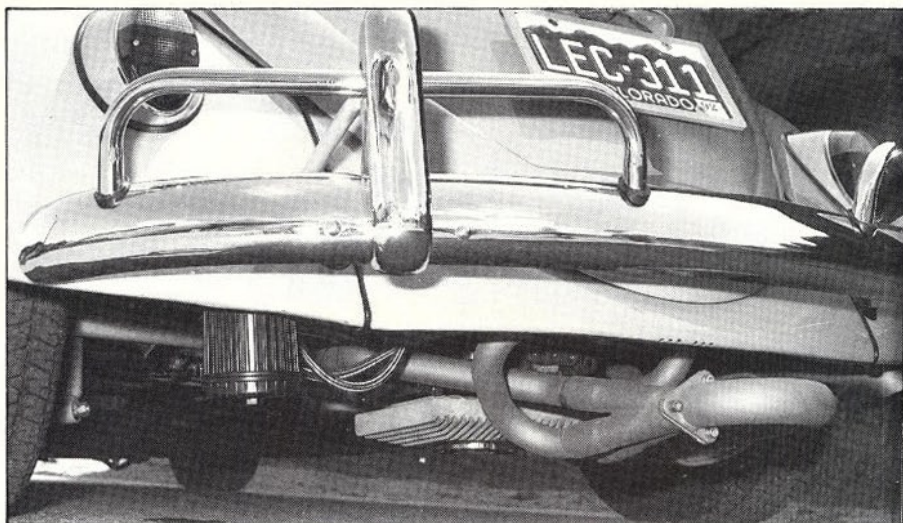
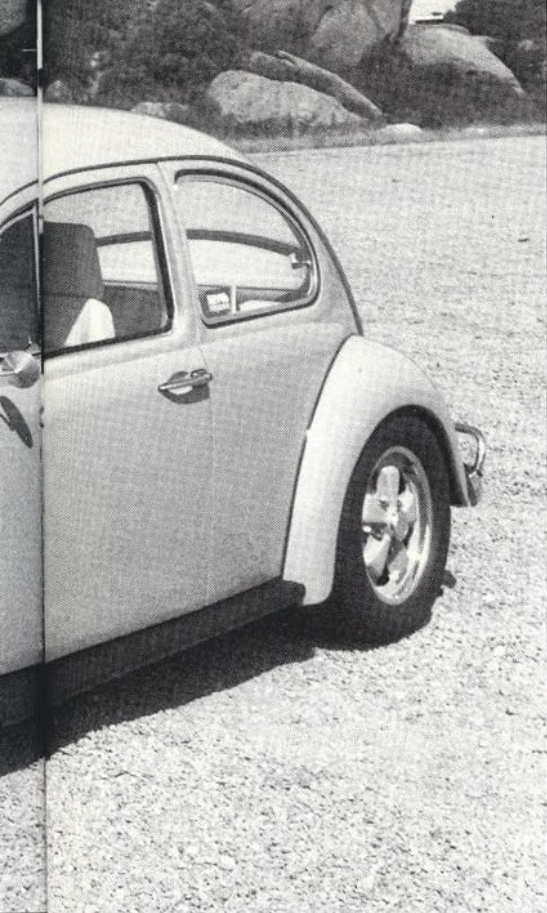
Interior features tan tweed material on Dee Engineering seats, custom-made rear seat, headliner, and one-off sculpted door panels, all done by Pueblo, CO's Eddie Potestio. Wood wheel is a Nardi.

trick, billet aluminum, stock style knobs were machined by Tracy Zentz, who by the way, machined quite a few accessories, including the one-off carb linkage.

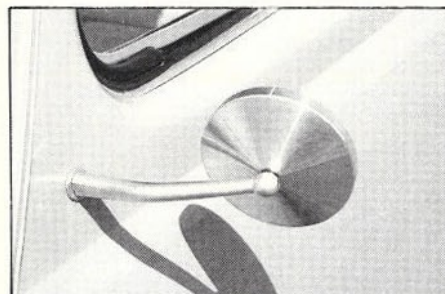
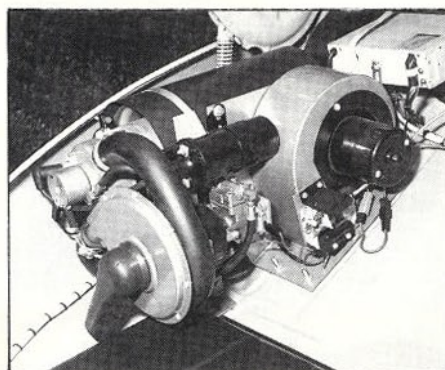
Now that this Colorado cruiser is pretty much done, Dave has entered only one show so far, the recent Finline Bug-In at Bandimere Speedway, where he won his



Besides billet knobs, aluminum steering column, and VDO gauges, dash houses Alpine deck. Stereo system is hidden.

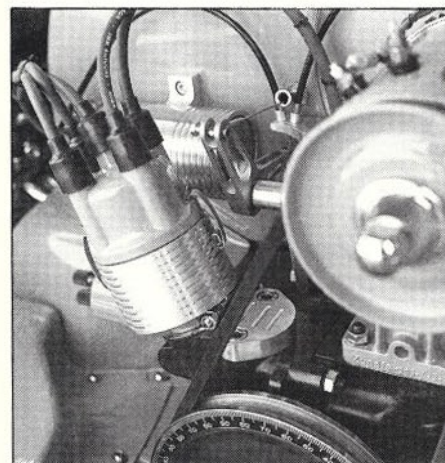
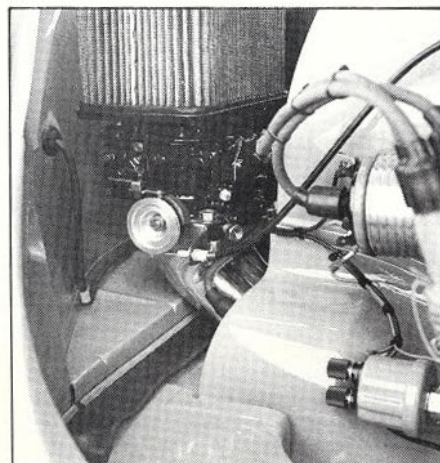


A peek under the car's rear reveals a Berg 1-1/2 quart deep sump, System One remote oil filter, stainless steel braided lines, and merged S&S header/turbo muffler modified by Greg Decker.



class and People's Choice. But David thanks all those who helped make this project a reality. On the thank-you list are Ray Wilson, Greg from The Sound Shop (stereo and alarm advice), Pete Gruitch, George Bech, Eddie Potestio, Tracy Zentz, Joe Boreo at JB's Heater Service for locating an NOS '67 gas heater, Randy Bowen, Greg Decker, Ken and Pat Bowen at Sportcar Salvage, Emily, Luke, Sally, Al, and Pola. Congrats to Dave and his entourage for a super job! ●

ABOVE RIGHT, check out repainted NOS gas heater, which came from JB's Heater Service of Castle Rock, CO. **RIGHT**, is street rod style side-view mirror — neat.



Look closely into the engine compartment and you'll see attention to detail everywhere. Color-matched engine tin is perfect, wiring is meticulous, machined aluminum pieces are trick, and Tracy Zentz cable carb linkage setup is innovative.

ENGINE/Type 1 1600

DISPLACEMENT/1835cc
BUILDER/Dave Atencio, Colorado Springs, CO
CRANK/69mm, Berg, counter-weighted
RODS/stock VW, Berg rebuilt
PISTONS/92mm, NPR, thick wall
RINGS/NPR
CAM/Norris 336 (.336" lift, 290° duration)
VALVE SIZE & MAKE/35.5 x 32mm
HEADS/Type 1 dual ports with unshrouded valves by Tracy Lentz, 3 angle valve job by Berg, Berg double springs, retainers, and keepers, solid rocker shafts and chrome moly pushrods from Berg
COMPRESSION RATIO/7.2:1
IGNITION/Bosch 009 distributor, Mallory 40,000 volt coil
CARBURETION/dual 42mm Berg special carbs
INTAKE MANIFOLD/Berg, polished
EXHAUST SYSTEM/S&S header, 1-5/8-inch merged, modified by Greg Decker at Sportcar Salvage
FLYWHEEL/200mm, 12.5 lb. machined at Berg's
CLUTCH/Sachs
OIL/Castrol 10W-30
OIL COOLER/stock doghouse (offset)

SPARK PLUGS/Bosch W7A
SPECIAL MODIFICATIONS/
balanced, Berg full-flow oiling and 1-1/2 qt deep sump, System One oil filter, Scat 1.25 rockers and 36hp fan shroud, stainless steel oil lines, Berg achiever crank pulley, powder coated carbs, one-off carb linkage, paint detail, billet pieces

TRANSAXLE/1965

Swingaxle
BUILDER/Bill Greenwood, Pueblo, CO
RING & PINION/4.37:1
GEAR RATIOS/3.80 1st, 2.06 2nd, 1.32 3rd, 0.89 4th
SPECIAL MODIFICATIONS/Super-Diff, welded 3rd and 4th, hardened keys, heavy duty side plate