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# Type 3 Special Delivery

Eddie and Alisa Potestio build a vehicle  
— a Type 3 delivery panel

BY DEAN KIRST

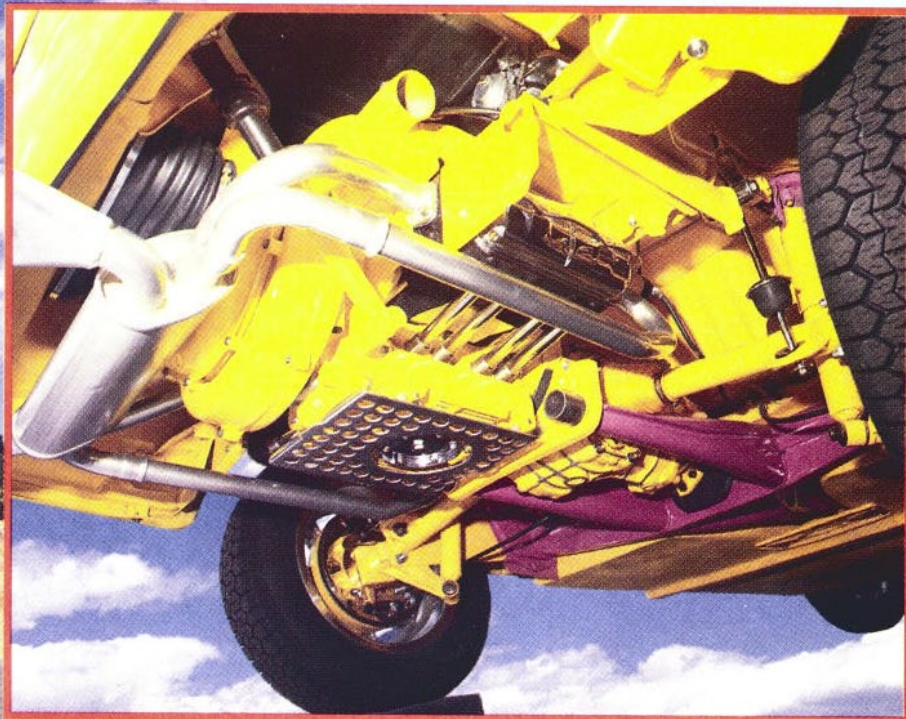




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Eddie and Alisa Potestio's '67 Type 3 panel is a mixture of the traditional 1970's California Look outside, and 90's street rod-style hi-tech interior, inside. Craig Bowman of Superior Paint and Body filled the side windows with sheet metal panels, and then applied the '73 Corvette yellow paint job. Hi-tech interior was done by Eddie in his own garage.

**M**ost of you probably know that VW never offered a production Type 3 panel delivery for sale. It's really too bad they didn't, because when you see the clean lines of the '67 Type 3 van of Eddie and Alisa Potestio, you begin to see how neat a vehicle it would have made. But thanks to the talents of body man Craig Bowman and the crew at Superior Paint and Body in Eddie's home town of Pueblo, Colorado, this idea lives on. What started as a \$400 beater with the roof being the only straight part on the car, has turned into a very competitive show car. After four years of labor and the injection of a very large stack of crisp hundred dollar bills, the van currently leads the ISCA's (International Show Car Association) Compact



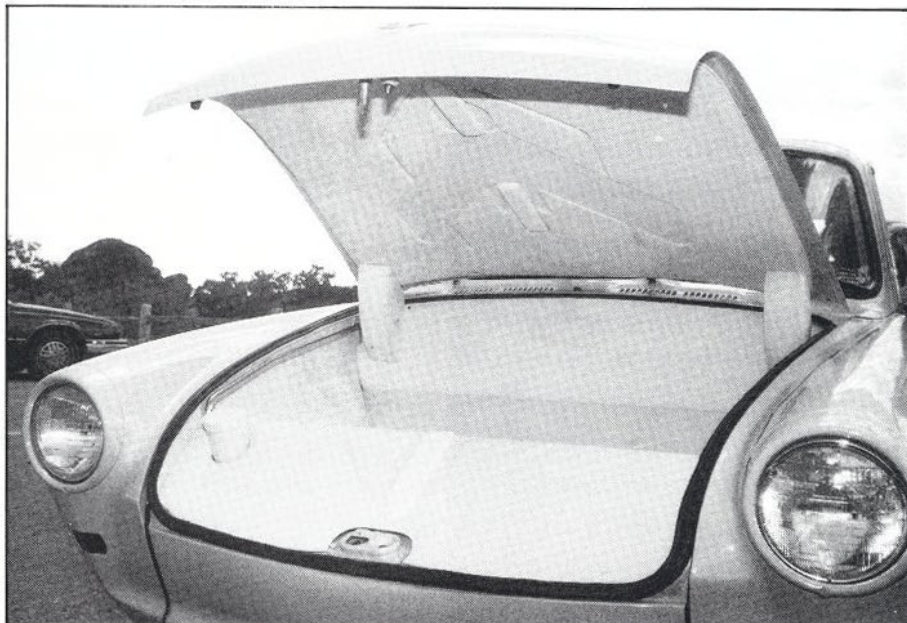


Wagon class for the Pacific Division. It is the only VW listed among top class leaders within the division as well.

We hooked up with the Potestios this past August and drove out to the *Garden of the Gods* national park in beautiful Colorado Springs. As Eddie and his father Ed (senior) unloaded the van from their enclosed trailer, we began to see the many unique details included in this project. The majority of the body work included fitting panels of sheet metal across the two side windows, and molding the roof drip rail. Both the front and rear pans were reshaped and rolled, along with removing the bumper bracket holes and adding flush-mounted front turn signal lens. The front headlight bezels were dechromed and painted the same color as the car (including the door handles as well). Underneath, a full-length belly pan was fitted to the car thanks to Ivan Romero, which not only covers the normally ugly floor pan, but adds points for undercarriage details. Once all the body was straight, then block sanded and smoothed, the entire car was sprayed in '73 Corvette yellow Centari by Craig Bowman. As the paint dried it was color sanded, then subtle graphics and pin striping were applied by the steady hand of Mike Schartel, using magenta, turquoise and sea foam colors.

When it came time to reassemble the car, Eddie used one-piece door glass and rubber seals from Bill and Steve's, and replaced all the car's rubber with West Coast Metric replacement items. To add some shine to the picture, a set of Apollo 8-spoke wheels, fully polished inside and out were fitted along with a set of Michelin radials; 135s up front and 165s on the rear.

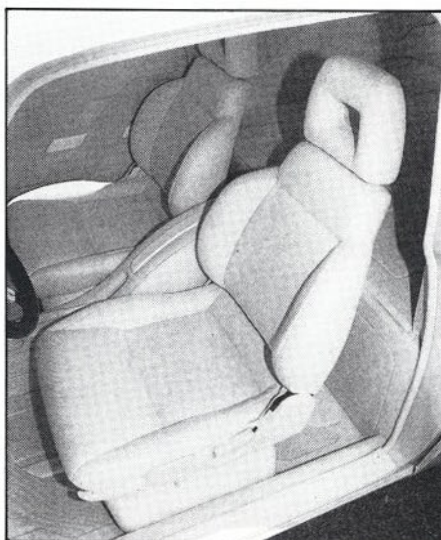
When it came time to redo the undercarriage, the pan was removed from the body and stripped of everything. The overall pan



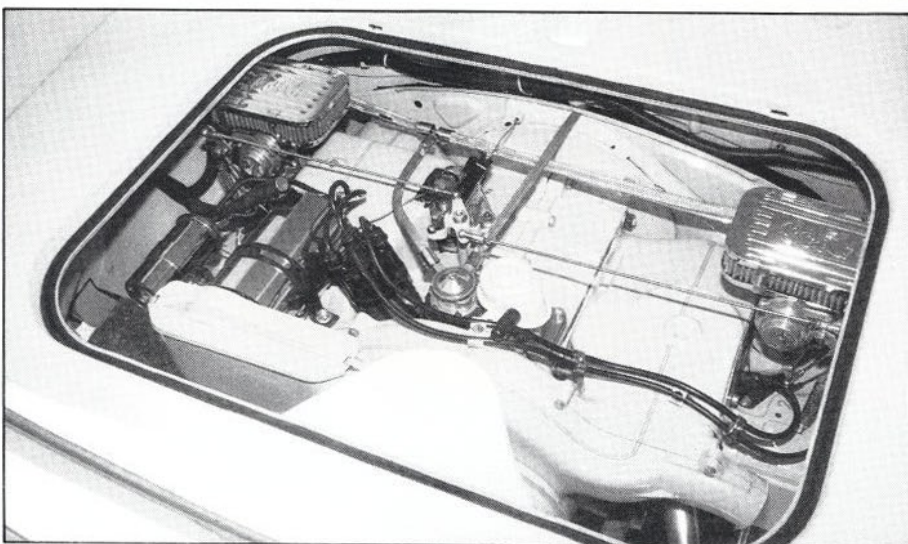
was sprayed in Corvette yellow while the front and rear suspensions were painted bright magenta. The front beam and trailing arms were completely removed from the pan and fully detailed and painted magenta. The Type 3 front disc brakes were detailed

and painted to match the car, and the backing plates and tie rods were sent out to the chrome shop. The front trailing arms were clicked up on the torsion bars to lower the front end, and Monroe shocks were first

*Continued on page 103*



**TOP**, Eddie fitted the underside of the front hood with a hi-tech panel, along with custom hinge covers. **CENTER**, front seats are from a Subaru XT, reshaped and upholstered by Eddie. **BELOW**, the 1600cc engine is basically stock with dual Solex 32s, and a mega-detailed compartment.



### ENGINE/'67 Type 3 1500

DISPLACEMENT/1592cc  
BUILDER/Doug Simmons @ J&D Automotive, Pueblo, CO  
CRANK/69mm forged VW  
RODS/1500cc forged VW  
PISTONS/85.5mm Cima  
RINGS/Cima  
CAM/1500cc Stock VW  
VALVE SIZE & MAKE/32mm exhaust x 35mm intake, steel VW  
HEADS/VW dual port  
COMPRESSION RATIO/7.5:1  
IGNITION/Bosch 009, polished  
CARBURETION/Dual Solex 32  
PDSIT with modified Scat air cleaners

INTAKE MANIFOLD/VW Type 3, polished and detailed painted  
EXHAUST SYSTEM/Monza muffler with J-tubes, ceramic coated  
FLYWHEEL/200mm VW  
CLUTCH/ 200mm Sach  
OIL/Valvoline 10-40w  
SPARK PLUGS/NGK  
SPECIAL MODIFICATIONS/ painted and detailed sheet metal, pin striped, braided steel fuel lines, billet spark plug wire looms, chrome coil, push rod tubes and generator covers, custom billet sump cover by Jim Stout, Thornton, CO, painted case with polished lower ribs

### TRANSMISSION/1967 Type 3 Swingaxle

BUILDER/Eddie Potestio, Pueblo, CO  
RING & PINION/ 4.12:1 VW  
GEAR RATIOS/3.80:1 first, 2.06:1 second, 1.26:1 third, .89:1 fourth  
SPECIAL MODIFICATIONS/detailed painted, ribs polished