

OUTSTANDING ENOS!

A VW fan since he was 16, Vince Ceppaglia finally bought the buggy he'd always wanted, and turned it into a show winner!



BY BRUCE SIMURDA

Some thirty years ago, Fresno, California resident Vince Ceppaglia got his first VW — a 1968 Beetle. But it wasn't until after seeing his first issue of Hot VWs magazine that he started fixing up his Bug, which is probably what cultivated his love of the extraordinary air-cooled vehicle. Since that time he's owned a few other VWs, including a '69 Squareback and a '67 bus, but over the years he's always had the desire for a clean little fiberglass dune buggy. It wasn't until after years of boating, camping, and raising children, however, that Vince actually started looking for one.

As the story goes, one day while talking to a customer at his shop, All American Glass in Fresno, a customer started telling him about a buggy he was "thinking" of selling. Well, Vince was interested in buy-

ing, but the customer changed his mind on the matter several times before Vince actually got the chance to go over and look at the buggy. He was happy to find that it was a 1960 Enos 500 buggy — in really good shape, but when the owner said, "I'm not going to give it away!", he got a little nervous. Luckily, those words were followed by, "I won't take less than \$500 for it." Vince couldn't get the money out of his wallet fast enough.

After taking it home to his garage, the little 'glass buggy sat for two years, as Vince got ready to work on it. But once the project started, it was completely stripped in one weekend, as he removed every single nut and bolt. His first goal was to rework the pan, in order to obtain the stance that he wanted. The 14-inch shortened pan was

equipped with a new adjustable beam, which was paint detailed and prepped with chromed trailing arms and shocks. Disc brakes were added, which were drilled with the Chevy bolt pattern. In the rear Vince used solid trans and engine mounts, as well as a variety of chrome items like shocks and torsion covers. Rear brakes are drum, but they were also drilled to accept Chevy wheels. But what really got his buggy rolling were the tires and wheels.



as in huge 18x9-inch and 16x7-inch Billet Specialty aluminum spokers wrapped with super-wide Toyo Proxes T1-S tires — 245/40ZR18 rear and 215/40ZR16 front.

With the pan to his liking, Vince went to work on the body. Initially, he took the shell to Bullet Fiberglass in Madera, where Jim Dunn filled-in all the holes created by the former owner. Once back in his garage, his good friend Glenn McKinley talked him into smoothing the lower sides of the tub for a more finished look, so the two went to work. Once the body was ready for paint, Vince started looking at "hundreds of magazines" for a color that was different. But after he took it to Jeff Gangwish, at Shin Bone Alley, and Jeff said that the buggy needed flames, well, Vince was now looking for two colors! At that point he spent several hours gazing at little squares of color, before deciding on the gold and green



A find for only \$500, Vince Ceppaglia waited two years before tearing his 1960 Enos 500 buggy apart, transforming it into a real showpiece. All the previous owner drilled holes in the 'glass body were filled at Bullet Fiber Glass, before Vince and friend Glenn McKinley painstakingly smoothed the side panels. Paint was then handled by Jeff Gangwish at Shin Bone Alley (Fresno, CA), who not only applied the Pure Gold PPG candy urethane, but also the wild paint, side panel graphics, and grill art. Engine is a 1600 from a friend's buggy, now equipped with dual 40mm Kadron carbs and chrome Mega Duals exhaust. Two-liter is in the works.

