



VintageVoice

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Welcome

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Membership information is available on our website. Please visit www.vvwca.com for details.

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Advertising: For advertising rates, placement information, and submission contact: Eric Goodman at president@vwca.com

Editorial Guidelines: Submissions are welcomed; Letter to the editor: 500-699 words. Bi-monthly column: 750+ words. Pictures (2-3) may be included in a 700-800 word column. Feature story/Event coverage: 800-1500 words, plus a minimum of 10 digital photos. Send to: editor@vwca.com

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Welcome to the latest edition of Vintage Voice.

As we roll into 2026, we also celebrate a truly special milestone - the 50th Anniversary of the Vintage Volkswagen Club of America!

Fifty years of preserving, driving, and celebrating these incredible machines is no small feat. Whether you've been part of the VVWCA for decades or just joined the community, thank you for being here. It's the enthusiasm and support of members like you that keep this club, and this magazine, going strong.

Your participation makes all the difference. Vintage Voice thrives on your photos, stories, and experiences, so please keep sending them in! We love seeing what you're working on, what you're driving, and where your VW adventures take you.

In this issue, we've got coverage from the always-impressive Airmighty Show in Europe, showcasing some truly stunning builds. You'll also find a couple of great feature cars, our cover Bus hails from Hawaii, and we have a lush Beetle from California. Of course, our regular columns return too, packed with plenty of fun and insight.

Here's to 50 years of the VVWCA, and to all of you who keep the vintage VW spirit alive.

Are you ready? I'm ready.

Eric Arnold, Editor
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VintageVoice

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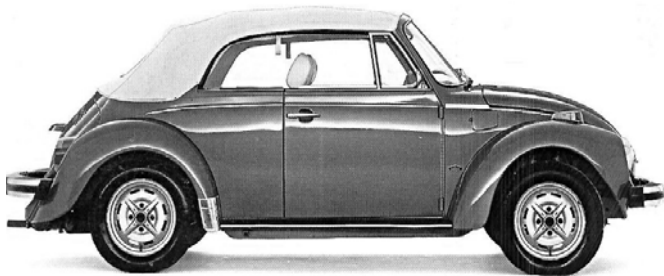
Cover photo by
 Eric Arnold



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The Podium with President Eric Goodman

Welcome to a New Year and 50 years of VVWCA history!

Preserving the Past, Driving in the Future

As we roll into a brand-new year, the Vintage Volkswagen Club of America would like to thank every member, enthusiast, and volunteer who keeps the spirit of the classic VW alive. Each new year brings new opportunities to grow our community, celebrate our shared history, and welcome a new generation into the world of air-cooled passion.

A Look Back: The History of the VVWCA

Founded in 1976, 50 years ago, the VVWCA began as a small network of enthusiasts who simply loved the humble Volkswagen - its engineering, its simplicity, and its unique ability to bring people together. From the Beetle to the Bus, from Karmann Ghias to Things, the VW was never just a car - it was a lifestyle, a family member, and a piece of history on wheels.

The VVWCA was created to connect people who shared that same spark. Over the decades, the club has become one of the most recognized names in the vintage VW community - offering members historical archives, technical resources, a bi-monthly magazine, and a platform for sharing stories, photos, and restoration journeys. Most importantly, it's a place where friendships form around a common love for the Volkswagen heritage.

Why Saving the VW Hobby Matters

Every vintage VW tells a story of innovation, resilience, and connection. But as time goes on, those stories risk being forgotten. Restoring and preserving these vehicles isn't just about chrome and carburetors - it's about keeping a chapter of automotive history alive for future generations.

The VW hobby teaches us craftsmanship, patience, and the value of preserving something simple and beautiful. It bridges generations, linking those who drove these cars when they were new with young enthusiasts discovering them for the first time. When we save a VW, we're saving a piece of

culture and history.

How the VVWCA Helps Keep the Hobby Alive

Through its publications, local chapters, historical archives, and national events, the VVWCA continues to unite VW lovers from all walks of life. The club promotes education, supports restoration, and documents the evolution of these beloved cars. Our members share technical tips, trade hard-to-find parts, and help keep the VW world turning - literally.

But our mission goes beyond the cars themselves. We're here to inspire the next generation - to help young people experience the joy of hands-on learning, community spirit, and the pride that comes from restoring something timeless. The VVWCA is where history meets the road ahead.

Join Us in Driving Forward

As we enter this new year, we're calling on YOU - our members, friends, and supporters to help us grow. Whether you've been with the club for decades or just bought your first Bug, your time and energy make a difference.

Volunteer at local VW shows, contribute an article or photo to our newsletter, or simply share your story online. Encourage new faces to join and keep the VW legacy moving forward. Every act of involvement, big or small, helps the VVWCA thrive.

Together, we can ensure that the sound of an air-cooled engine never fades from memory for another 50 years...

Thanks,

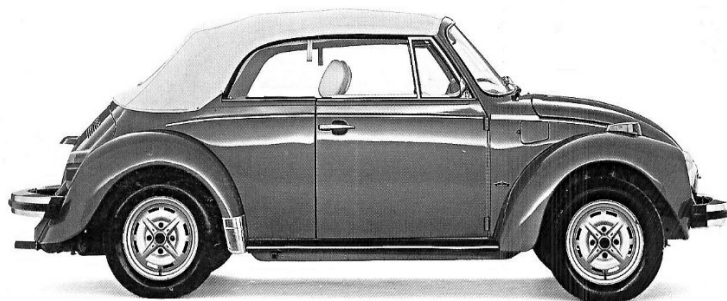
Eric L. Goodman, President
Vintage Volkswagen Club of America
President@vvwca.com

THE HISTORIAN'S CORNER

By Heinz Schneider

VOLKSWAGEN IN 1979

THE END OF AIR-COOLED VOLKSWAGENS IN THE UNITED STATES



BRAZILIAN BEETLES

Starting in early 1979, the three versions of the Beetle built there, the 1300, the 1300L and the 1600, underwent a number of changes to differentiate them more from each other. Wide rubber inserts were put on the bumpers and the latest and last version of taillights, generally known in Germany as elephant feet's, were used.

MEXICAN BEETLES

Even with sales to Europe of 19,242 Beetles for the second year, total production of Mexican Beetles continued to be low and reached only a total of 53,932 in 1979. Instead of using silver painted hubcaps the wheel centers are now covered with small black plastic caps and all the wheel lugs also got their little plastic covers.

OTHER VOLKSWAGEN NEWS IN 1979

- Worldwide Volkswagen Group, which includes the Audi and NSU brands, sold 2,393,170 cars, 153,539 more than in the previous year.
- By September, Golf sales reached 3 million, a clear indication that it was taking, at least in Europe, the place of the Beetle.
- A new Transporter, the third generation (internally the T3) started to be produced in May. They were the last ones of the air-cooled engine cars produced in Germany, soon to be replaced by water-cooled ones too.
- Volkswagen buys 65% of Chrysler Brazil and next year



VOLKSWAGEN IN THE US: 10,681 Volkswagen convertibles were sold in 1979 and 4,572 more the next year in 1980. For legal reasons these 1980 built cars were sold as 1979 models. These were the last air-cooled Beetles coming from Germany. Prices increased this year by \$470 to a total of \$ 6,170.

THE NUMBERS

Last air-cooled Beetle Convertible chassis numbers went from 159 2000 001 to 159 2043 634. Engine numbers for the US started with AJ 0143 096. Production had actually continued until January 10th, 1980, Regular Beetles continued to be produced in some countries and total worldwide Beetle production in 1979 reached 253,340; 189,732 were built in Brazil and in Mexico 53,932. The remaining Beetles were built up from CKD kits in smaller third world countries. All regular Beetles chassis numbers built in 1979 started with three digits 119, and the very last one of the 1979 model built in July had chassis number 119 2121 136.

CHANGES IN 1979

A cigarette lighter became standard equipment for the convertible.

takes over 100% of Chrysler of Brazil, mainly to produce trucks.

- In South Africa the last Beetle was produced Jan 18th after a total of 290,916 had been produced in that country since it was introduced there in 1951. The last versions of the South African Beetles bodies were very unique. They used the panoramic windshield from the 1303 Super Beetle but with the old-style Beetle body with its short front end and torsion bar suspension. South Africa had been the second country outside of Germany to assembly Beetles as early as 1951, after Ireland which had been the first one to start in 1950.

- In May of 1979, the Golf convertible was officially presented by Karmann to VW management as it was being prepared to take over the VW Beetle convertible.

VintageVoice



Shanna & Kevin Dewsnap's all-original 1979 Super Beetle

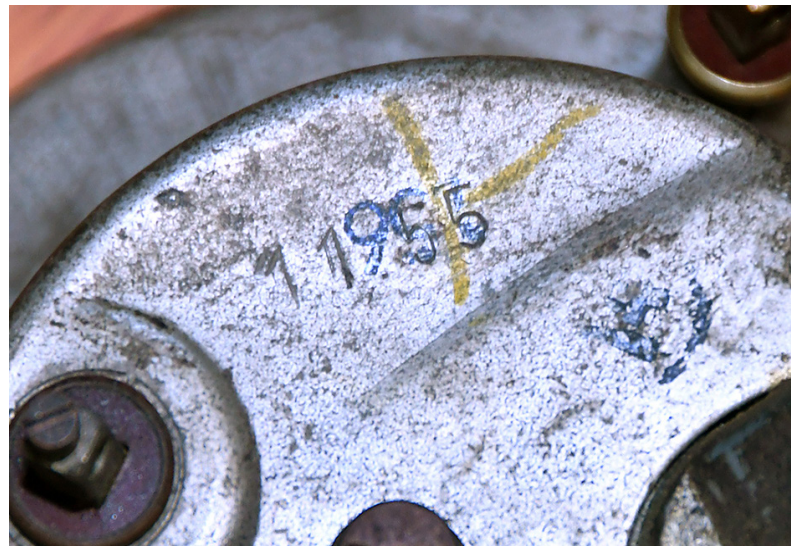
Date Coding Speedometers

by Steve Carr

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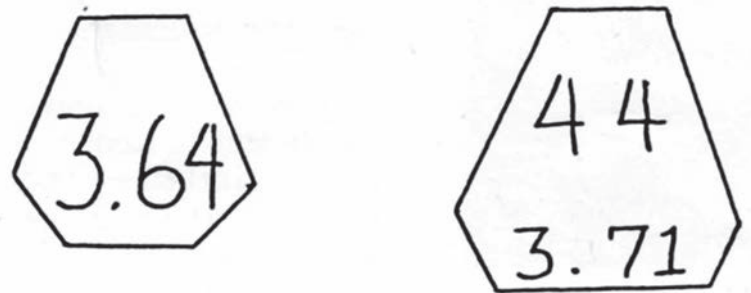
his issue, let's look at some date coding on a part of our VWs we always have our eyes on (at least we should!) while driving. The part is the speedometer.

Of course, when we are looking at the speedo, we are watching the needle, right? And the date coding is not on the needle. But every VW speedo I have ever seen has been date coded. The date is either stamped (early speedos), or inked on the speedo housing. To see it, you have to look inside the front lid. Sorry, Type II, Type III, Super Beetle and water pumper owners, you will have to remove your speedos (or get your head up under the dash) to see your date codes.



VW usually installed speedos in vehicles within two months of their manufacture. Thus, a vehicle produced in April 1963 would have come with a speedometer made in February, March or April 1963. All speedometers have the date noted as month, then year. Those made through the early 1960's had the date stamped on the speedometer housing. I am aware of 3 different types of stampings.

Later, speedos had the date inside a lopsided hexagon. These dates were inked on the speedo housing. I have seen them in both black and blue ink (See line drawing).



Some later speedometers had additional number inked above the date in the hexagon (See picture 5). I must admit, I do not know what this number represents.

Of course, most all VWs have their original speedos. They break or just quit working. Often, a swap is much easier than a rebuild. By looking at the date code, at least you can have some idea whether your speedo is the "right" one or not. Till then, good luck!



US\$12.99

ISSUE 22 : SUMMER 2025

VOLKSMANIA

GOOD TIMES, GREAT CARS, AWESOME VOLKSMANIACS!

sky's the limit!



Volkswagen Celebrates **75** Years of the Type 2

volksmania.com



VINTAGE & MODERN VOLKSWAGEN INSPIRATION!

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VolksMania magazine. Issue 22. Your 116 page magazine (it's printed in the USA, by the way...) is available for FREE if you have an internet connection on your phone or tablet. Head over to www.VolksMania.com and hit the 'VolksMania Digital' tab. Too easy!

UPCOMING EVENTS

Event info as of Nov 1st, 2025
Contact show organizers/websites
for the latest updates.

January 18, 2026

Quaker Steak and Lube

Bugfest 2026

Clearwater, FL

10:00am - 3:00pm

All makes & models of Volkswagens are welcomed.

\$20 to enter car in show.

Best of Show Trophies.

\$20 New & Used Vendors.

Contact Joe C. at 813-516-7061

ovalrated@gmail.com

March 13, 2026

Volkswagens On The River

Yuma, AZ

Come join us for another Volkswagen's on the River Camp-out, Show and Swap!

Camping starts Friday March 13th gates opens at 10am. Chicken Dinner 5pm \$12, includes 1st Keg of beer.

Show Saturday March 14th open to all Volkswagen's any year any model, this is a VW Show.

No makes or other specialty vehicles, Volkswagen show only. volkstoration@gmail.com

March 28, 2026

Meet In The Middle 2026

Solvang, CA

Meet us in the Middle for a gathering of VW enthusiasts from Southern and Central California.

The location is beautiful Nojoqui Falls Park in Santa Barbara County.

It is near the Danish style city of Solvang. Take the short hike up the trail to the falls that are usually flowing nicely this time of year.

This is our big "Central Coast Event", don't miss out!

No Entry Fee but bring some cash for the raffle to support this event.

9am to 2pm

Central Coast Chapter
 Vintage Volkswagen Club of America

April 11, 2026

Springfest 2026

Corona, CA

Inland Valley Volkswagens & Wolfsburg West Present Springfest 2026.

Saturday, April 11th, 2020, 9:00

A.M. – 2:00 P.M. at Wolfsburg West 2850 Palisades Dr., Corona, CA 92880

Space is limited, so come early. Gates Open at 8:00 A.M. for Car Show participants. This show will include; people's choice awards, raffles for awesome prizes, swappers, lots of cool VW's and fun folks. Dash Plaques for the

first 100 Participants, Open to ALL Volkswagens. \$20 for Show Cars, \$40 for Swap spaces, free for spectators. For more information please visit, www.ivvw.org

April 25, 2026

Volks of Dunn Ocala

Ocala, FL
 Fourth Annual VW Car Show
 Air Cooled and Water Cooled are welcome.

Top 25 award, admission \$10.00
 VW parts vendors are welcome, spot fee \$25.00.

Come a join us on this family event.

Contact Maggie: 616-821-7585



To list your upcoming event,
 email editor@vwwca.com



CLASSIFIEDS

COST: Members receive 2 free classified ads. Limit of two per issue. Non-members: \$10.00. Each ad will appear in two issues of the *VintageVoice*.

PHOTOGRAPHS: 1 photo per advertisement please. Photos cannot be returned, digital preferred.

LIMITATIONS: Ads are published on a space available basis. Copy submissions must be emailed. ONLY VW parts, cars, toys or literature will be accepted. No cars for sale newer than 1991 can be accepted. VVWCA accepts no liability relating to the purchase of an item.

ADVERTISING DEADLINE: All advertisements must be received prior to the 1st of Feb, Apr, Jun, Aug, Oct, Dec for the following newsletter.

SUBMIT YOUR AD TO: editor@vwwca.com

CARS FOR SALE

- Your ad can be here! -

WANTED

I Buy Old Porsche & VW in any condition & title status. 356, 911, 912, 914-6 & VW bus, trucks, vanagon, bug, ghia, thing. 540-358-0330 - FishHeadLouie

PARTS, ETC. FOR SALE

Johns Car Corner Parts, Accessories, Literature, Memorabilia plus vehicles 1978 Brazillia, all at Johns Car Corner in Westminster, VT (just follow the signs) US Rte 5 in Westminster, VT 05158 johnsccorner@Gmail.com 802-722-3180





ONCE UPON TWO PORSCHEs

by Tony Madsen



We have all been there. A car (or two) pop up on Facebook marketplace and you message the seller right away. The prices are right and he even has titles (more on that later)! I committed to coming on Monday since that was the next time his compound is open, though it is best to cash and carry as soon as possible.

You may recall an article that I wrote about going to get an oval Beetle from Northern New Hampshire without seeing it in photos and how it was rougher than expected. You may also have read my article cautioning about an ad with only one photo.

In the heat of the moment of Facebook marketplace, sometimes you have to choose between “annoying” the seller by asking for more photos or taking a chance and saying “I’ll take them.”...well, in this case, I chose the latter...I mean “how bad could they be?”

I got my trailer, extendable ramps, and assortment straps and set out on my six-hour ride, one way. I updated my seller and even “shared my location,” so he would know when I was to arrive. I try to be courteous to seller and they appreciate it.

When I arrived, I saw what you see in the photos below, which SHOULD HAVE BEEN on the original marketplace ads. One “car” was what was left of a 1969 Bahama yellow 911T. It had no engine and no transmission, which to be fair, I knew ahead of time. The rear bumpers had rotted off and the reflectors were embedded in the dried mud on the ground, which I gladly extracted for the seller. There were two flat tires, the decklid was perforated, the grille was all bent up and someone tried to rip “Targa” off one side of the stainless roll bar garnish. The doors were hanging open, the targa roof was bare stainless, and there was no front end, fenders, trunk, or front bumper. The windscreen was broken and its frame was flexing from the body. The gauges, switches, radio, and targa glass were intact. The car would have most certainly collapsed if it was



loaded with a forklift which the seller was ready to do AFTER I paid (which is always good practice for a seller). Some say, "there are no more Porsche 911 parts cars." To that, I reply, "if there was a parts car that still exists, this is 911T was definitely IT!"

What I was concerned about was having to drive home in the dark and breaking or losing the few precious salvageable parts that remained on this car. I did not have my 2x4 trailer sides with me because I couldn't fit two cars on a trailer if they were present.

I looked at the second car because it looked better in the single forward photo on marketplace. Someone had cut off the front 1 foot of the sheet metal, so there were no fenders and no trunk, which I knew. The seats were from a VW Jetta, Strike One. The rear fenders were flared, Strike Two. Five Gauges were present, nice. However, when I went around the back of the car, I saw that the rear window area had been cut

through into the engine compartment, halfway down the fenders plus the sunroof option/tarp covering had allowed the top to rot, Strikes Three & Four.

Both cars had the VINs cut off, but the seller had retained them and one of the titles was open and the other had to be "brought to the DMV to put in [his name]," which was another surprise.

I called a colleague to see if he was interested in one or both of the cars and he said he would buy the 912, but he wanted a good deal as well. The seller was firm in his prices and as I considered a mere prospective profit of \$300 dollars, I thought of the old Kenny Rogers' song, The Gambler and I quote, "You gotta know when to hold 'em and know when to fold 'em, no when to walk away and know when to run..." (I didn't want the 911 Targa to FOLD IN HALF which it most certainly would've, when loaded with a forklift).

I shook hands with the seller, apologized for wasting his time, and gave him and his crew some free posters and pressed pennies with my logo on them.

Could I have made it home with everything? Probably. Could I have eventually turned more than a \$300 profit? More than likely. I hoped these would become my 23rd 912 and my 42nd 911, but this was not to be.

The trip wasn't a total loss as I bought a Wurlitzer 1015 jukebox project on the way home with the money I would have spent on the Porsches and a hotel. I had a lot less aggravation and worry as well. [VintageVoice](#)



Photos from the owner's yard show the true state of the Porsches, which was not fully shown in the Facebook Marketplace ad.

Beatrice Da Bus



by Eric Arnold

W

hen you live near the water, you tailor your Bus to your beach lifestyle. That's just what Hawaii's Eric and Jenifer Van Natta did with their 1973 Bay, creating a ride that's right at home at the sand or camping among the trees.

Both Eric and Jenifer have been fans of Volkswagens since they were kids, and it was Jenifer who led the charge to purchase the Bus in early 2019, their first-ever VW. Soon after, they would start transforming it to fit their own needs and style.

Beginning with the interior, Eric gutted the existing setup and enlisted Noah at Fred's Auto Top Shop to craft the new interior. Orange and white vinyl upholstery throughout the front cabin and rear passenger spaces. White vinyl wraps the normally black dashboard for a very unique and bright look. Between the front seats a Dometic refrigerator and freezer has

been installed, which comes in very handy on those hot island road trips. "We wanted the interior to be easy to clean after our visits to the beach" Eric added. The tight-knit grey carpeting provides for easy clean up.

Even the cabinet doors received updating with vinyl coverings to match the seat upholstery. A full-width rear-facing seat was added behind the front seats, in lieu of cabinets you may find in a typical weekender camper.

The factory Type IV engine has been replaced with a Type One 1776cc with dual 40 carburetors. The Bus remains at stock height, no lowering for this camper.

Though she started off as VW Brilliant Orange, Beatrice has been repainted. "We just wanted to kick it up a notch" Eric said, picking the colors of Cream White and Inferno Orange for the respray.

Camping is one of the couple's favorite things to

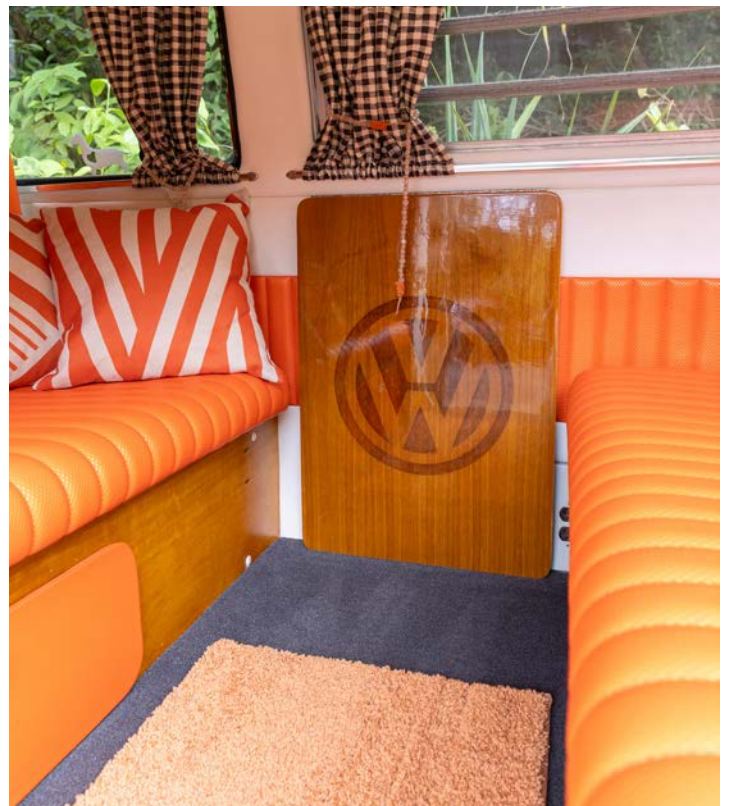
do in their Bus, though it doesn't always go as planned. "Once we were all set to go camping. We got filet mignon, crab, and all sorts of good stuff ready, and the Bus wouldn't start! So, we ended up camping there at home." That's called making the best of the situation!

Beatrice with her one-of-a-kind set up has been recognized several times at the annual Shaka VW Weekend Car Show in Honolulu, winning Third Place in the Late Bus category three years in a row!

"When we bought the Bus, the previous owner said having a Bus is a relationship. No truer words have been spoken. There's the relationship with Beatrice, but there are relationships we have now that we wouldn't have fostered without her." As members of the VW Club of Hawaii, Eric and Jenifer have made many new friends. "The VW crew are a very kind and helpful bunch here in Hawaii."

Beatrice is now a part of the family and will stay with the Van Nattas forever. "When we retire, we will drive it across the United States. Then we'll give it to our kids." Until then, there will be plenty of camping trips, beach runs with the dogs (their favorite activity), and memories being made with Beatrice the Bus!

VintageVoice











AIRMIGHTY SHOW

by Dieter Lamaire

A

ircooled enthusiasts are spread all over the globe. We always will find a way to get together, a way to show our passion and talk with likeminded individuals.

In Europe, where the aircooled scene was born, there are numerous events dedicated to the aircooled heritage. Mostly they are small and local, with a limited number of vehicles attending. The quality of the competing cars is ok, but never too exquisite. However, some events tend to be different than many others, and those events, are the ones we can enjoy for days.

Those events hit different, since the quality of the cars is from another world. Not only the quality exceeds many expectations, but the variety and the quantity are creating an event of the highest level.

The leading events in Europe are 'Hessisch Osseldorf', 'Maikaefer Treffen', 'Le Bug Show', European Bug In, Voksworld , etc...one by one cool events to

attend and worth a visit.

But...there's a new player in town! Well, it's kind of new. Airmighty Show.

This year was the third edition of Airmighty Show, an exquisite aircooled show hosted by Niels Timmerman and his team. For the ones that don't know Niels, he's the owner and creator of Airmighty Megascene, one of the premier aircooled magazines.

The Airmighty show attracts cars from all over Europe, what leads to a variety of nationalities. Inside an old hangar, there is a selection of vehicles who are meticulously chosen and placed. It's a mix of different styles, but the quality is over the top.

Outdoors you can find hundreds of cars lined up to give you a few more hours of awesomeness. Add a swap meet and numerous vendors and you know this is the real thing. Amusement is key so Niels added 'the valve cover race' for the second time. People are



building the coolest racers based on a VW valve cover, competing one-on-one to have the fastest creation. It's all about having fun!

For the first time, people were able to camp on the event site, which was a great success. This led to an even better atmosphere than the previous two editions.

Every edition has a theme, and for 2025, the 50th anniversary of Cal Look was chosen. Numerous Cal Look cars from Europe made the trip what resulted in a magnificent line-up of these particular styled VWs.

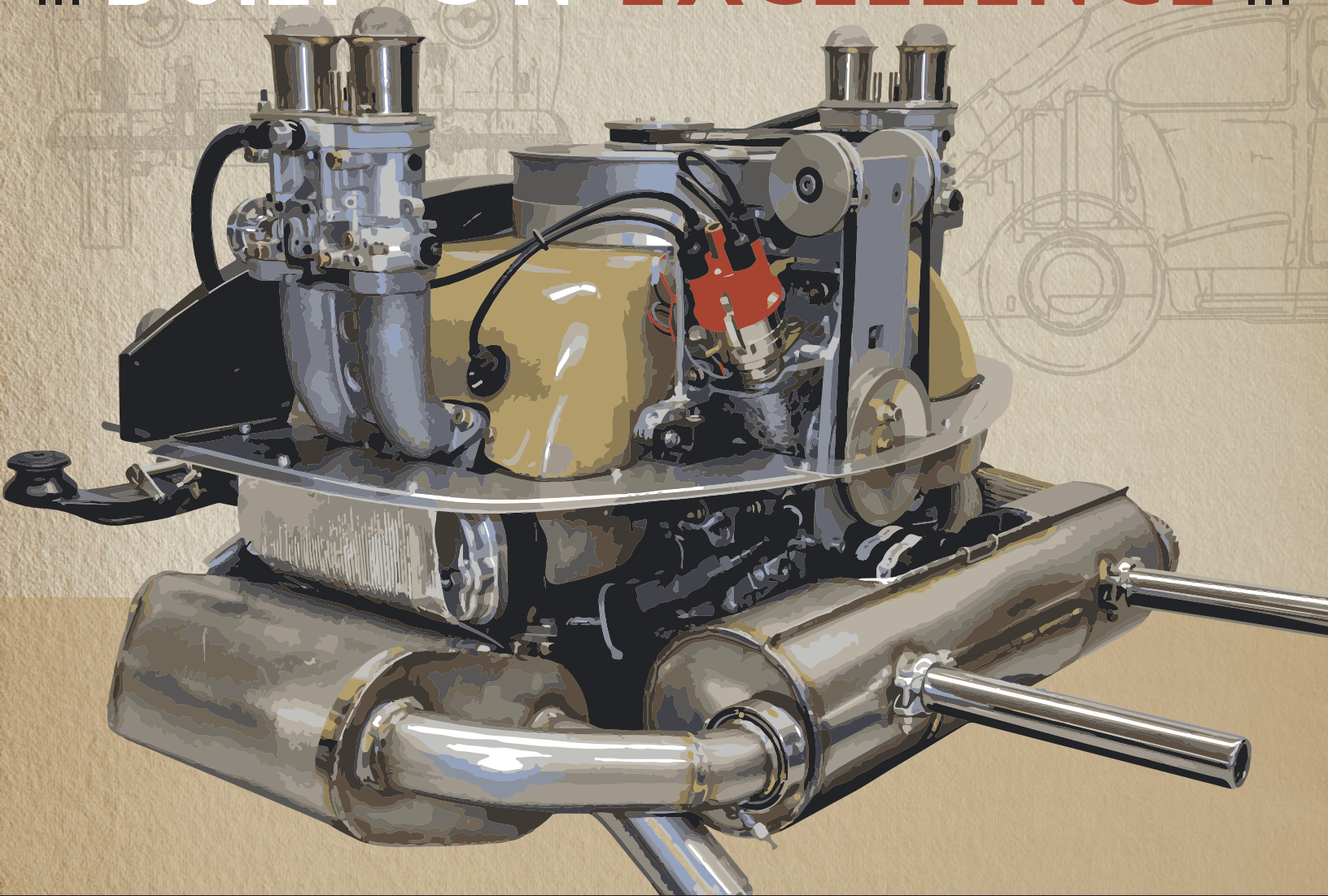
It's hard to describe the vibe of the event, but hopefully the pictures tell you more than these words. If not, book your ticket for 2027 and experience the show yourselves!

VintageVoice





A REPUTATION BUILT ON EXCELLENCE



ADVANCED AIR-COOLED ENGINES
TYPE 4 CONVERSION ENGINES FOR VINTAGE PORSCHE AND VW



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ORANGE LUSH



by Eric Arnold

I

could only hope that one day I would be able to do all the things I wanted to with the Bug.” Anthony Erkelens of Lancaster, California echoes what many car owners have said ever since they buy their first ride. Thankfully, Anthony’s opportunity would arrive in the form of a Father and Son project!

The story of ‘Orange Lush’ started back when Anthony was just 16 years old. “My Dad, Mark, had recently picked up a 1956 Beetle from his High School friend. After hearing about all their great stories and adventures with VWs back in the 80s, it got me interested in having one of my own as my first car.”

One fateful evening, the Erkelens family were visiting friends, and someone mentioned seeing an old Bug sitting in a yard off the highway in Santa Clarita Valley. The next day Mark and Anthony hit the road and searched it out. They found the ‘66 Beetle, still in its original white paint and all red interior. It had some



accident damage to the front left, but the \$700 price was fair, and it was within Anthony’s teenage budget. They hooked up a tow bar and brought it home!

As any excited teenager with their first car would, Anthony immediately started cleaning it inside and out. “My Dad and his friends Steve Myers worked on all the electrical, the engine, and anything else it needed. Another of my Dad’s friends, Bob Steinel,



and parked the Bug on the side of their house, where it would sit for quite some time.

“One of my friends told me it was a piece of junk and would never become a quality car. I was so discouraged, I almost took it all apart and pieced it out. I thought it may never return to the road; it just sat there in the yard getting covered by overgrown trees and lot of leaves.”

During this downtime, Anthony’s Dad, Mark, was finishing up his own restoration, a beautiful 1956 Oval. “We all became more active in the VW scene, showing his ’56 at every show we could make. I met lots of new friends throughout the West, and really became part of the community.”

Even though Mark’s build was complete, it seems he still had the itch to restore. Anthony says “One day, out of the blue, my Dad was talking about restoring another VW, and asked if I would be interested in both of us building MY car from the ground up, and turn my car into a show stopper!” Who is going to turn down that offer?

After thinking about who would help with the build, they decided to go with their good friend Keith Reid of Time Honored Classic in Las Vegas. “After seeing his personal Bug that he built, we knew he was the man for the job. We talked to Keith, and he told us his visions for the build and it was like he was reading our minds! He knew exactly what we wanted to make it flow.” The car was handed off to THC and the build was now officially in progress.

Naturally, one of the major decisions to make was color. “I was bouncing back and forth with my Dad on different colors. We knew the ride had to pop, but also show her elegant side. Then one day, Dad saw a ‘Solar Orange’ 2016 Audi Quattro that simply stood out on top from the rest, so that was it!” They relayed their selection to Keith at THC, and he made it happen. “So many thanks to the Time Honored Classic crew for their hard work, also big thanks to our friend Eric Wheaton of Las Vegas for all his suggestions and helping us put together the fine details of this restoration, turning this beat up 66 into a true ‘Orange Lush’” Anthony adds.

allowed me to trade yard work for some parts that I needed which he had. A neighbor helped pound out some of the front end damage, and ‘Bonded’ it up to make it presentable enough to drive. “It was far from perfect, but it was all mine.”

Over the next few years of daily driving to school and work, Anthony learned a lot about the car. However after a series of vapor lock issues which they were unable to solve, he picked up a more modern car,

They also had to determine what the Bug’s



power plant would be. Ultimately they had Cedric "Jockomoe" Jacobs, also with Time Honored Classics, build them a stout 1915cc engine with dual Weber 44 IDF carburetors. No shortage of power here, this car can tear up the nearby desert roads!

The car was finished shortly before the annual El Prado Show & Shine event in Southern California. Anthony and Mark debuted 'Orange Lush' at the show, and it made an immediate impression. All day long the car had a crowd around it admiring everything from the color, to the fine details like the Blaupunkt radio and rear speaker, the trip speedometer by Speedo King, the subtle orange pinstripe on the Porsche wheels, to the overall workmanship.

"We never expected that at such a giant show, we would take 2nd place in the '66 and earlier Bug class! Who would have known I would get a trophy in my first ever show? This was a complete honor for my family, and to everyone involved in the build."

Keep your eyes open, because 'Orange Lush' is now hitting the scene! "I'm looking forward to many more shows to come in the future; riding with my Dad's California Chapter of German Toyz Club. Living here in Southern California is a blessing with all the local car meets, cruises and car shows. There's always something going on in the VW community!"

Another VW saved from the brink of darkness; not once, but twice! It just goes to show that every car can have a second or even a third life. Kudos to Anthony and Mark for seeing the potential in the sad car sitting on the side of the house, and believing it could be truly 'Lush'.

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LOOK WHO'S BACK!

VW Trends



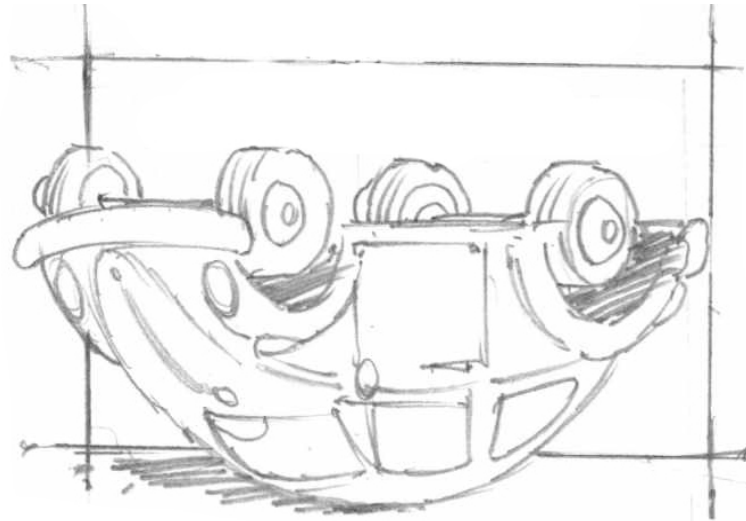
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The Exactly “What Not to Do” Manual for Volkswagen Bug Restoration

by Bill Ungar (aka “Silly Billy”)

Installment #23: Restoring the Paint on Your Classic Volkswagen (Not)



Dear Loyal Readers,

I’ve been driving the SillyBilymobile twice a week for quite some time now, and believe I have become somewhat “well known” in this part of town. I can only begin to guess what other drivers think of me and my Bug, but it is an educated guess. I’m more than certain they see a guy with an old red Bug and a Silly Billy logo, but do they know that I tear my hair out on a regular basis over this car? Do they know that just this week; after seeing quite a few restored Bugs at the local car show, I contracted a case of what I can only call a case of “automobile shine envy”?

You will know you have this affliction, if you constantly notice that other Volkswagens are shinier than yours. And although there are no doctors with a remedy for this – I have attempted to cure myself by improving the shine of my Bug.

Remind me to remind you that I know close to nothing about restoring Volkswagens and that you should always disregard my advice, and consider it the rantings of a madman. My 5-year-old granddaughter knows more about restoring Volkswagens than I do, but they won’t sell her car polish. So, I was resolved to do this myself!

Step 1

Watch as many YouTube videos as you can on the subject of car polishing and then ignore them. You

know the videos. Put five dime size blobs of cutting polish on your electric polisher’s bonnet and your car’s finish will be magically restored to brilliance! Or in the case of the SillyBilymobile, restored to dullness!

Step 2

Buy a wide variety of wet and dry sandpaper, cutting compounds, polishes, and waxes and apply them liberally in any particular order. I figured the paint finish would get shinier if I removed the oxidation, but it looked exactly the same – even after considerable buffing. After more than three hours of polishing I realized I hadn’t attached the bonnet to the polisher.

Step 3

Use a polisher that has sufficient power. The first polisher I bought, had less power than an electric toothbrush. I couldn’t return it, so I decided to use it on my teeth instead. My next polisher had so much power; my arms became numb from the vibrations. Having numb arms and only a dull paint job to show for it is frustrating, but not as frustrating as buying a polisher I will probably definitely never use again.

Step 4

After spending an eternity attempting to wet sand, remove oxidation with cutting compound, and polish your Volkswagen, you'll have to face the reality. If your Volkswagen's finish ends up as dull and lifeless as mine, there is only one way to resolve the issue. Apply a whole lot of liquid wax, and buff your Volkswagen to a fine luster. I should have gone straight to wax, and avoided the heartache – but I figured, how could so many YouTube videos be wrong?

Step 5

Carefully put away all of the things you bought to shine your Volkswagens paint, and will never use again. That way if someone in your town that “knows” you drops by your home to ask how you keep your Volkswagen so shiny, you can show them the “tools of the trade”. Just don't tell them you still have “automobile shine envy” or show them the back of your head and that you've torn all your hair out in the process.

Yours Truly,
Silly Billy

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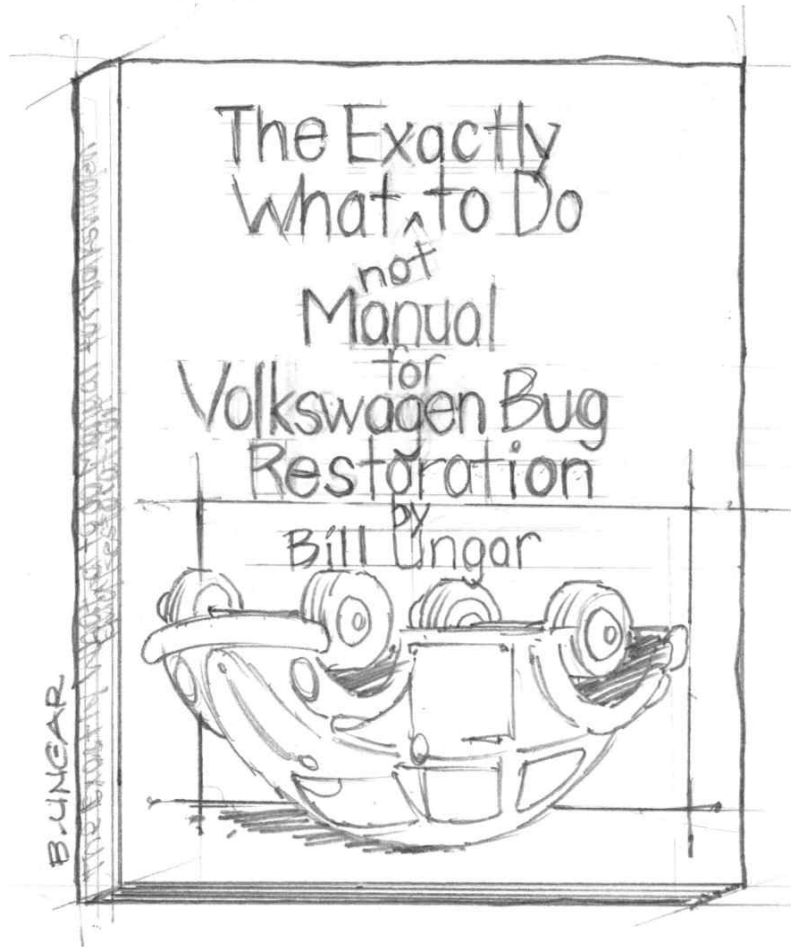




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