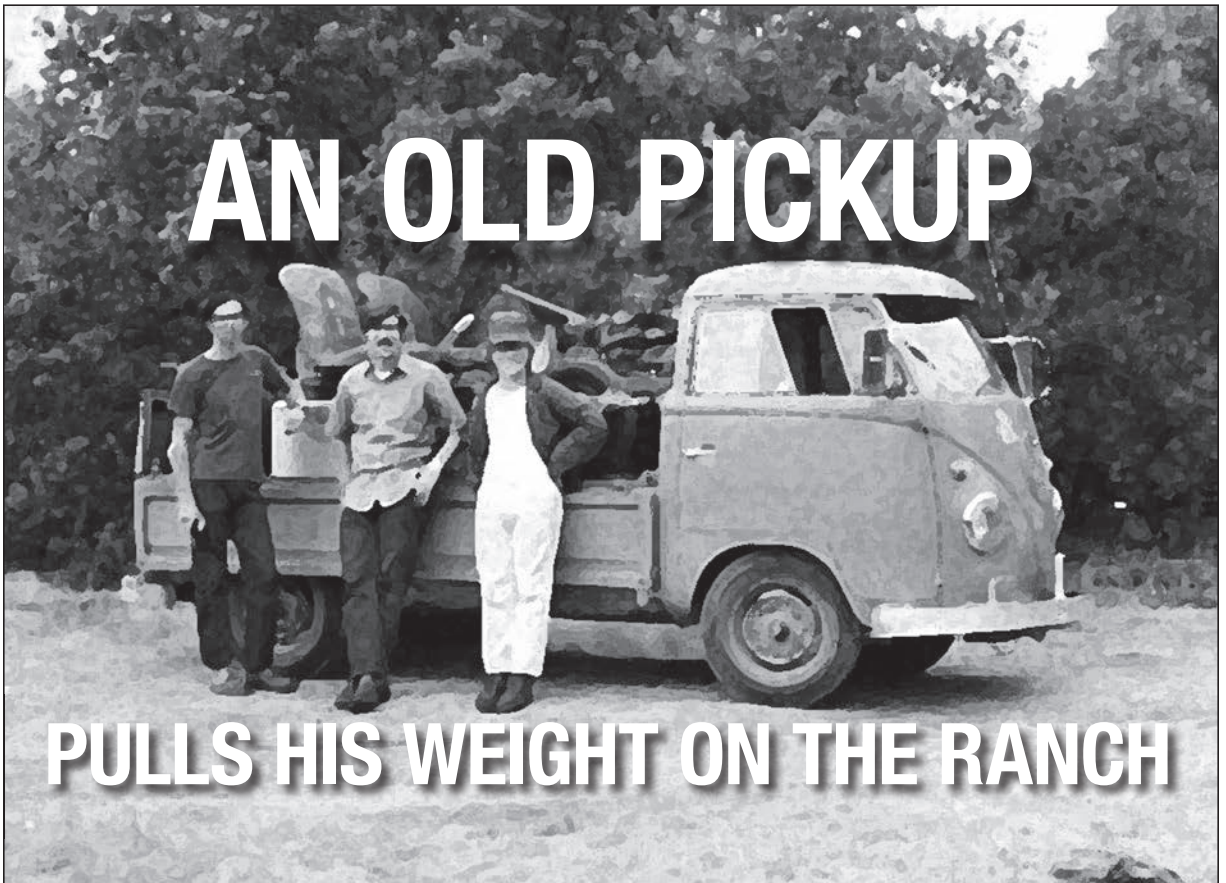


JANUARY/FEBRUARY 2014 • No. 471



# *Autoist*

PUBLICATION OF THE VOLKSWAGEN CLUB OF AMERICA



## AN OLD PICKUP

PULLS HIS WEIGHT ON THE RANCH

[WWW.VWCLUB.ORG](http://WWW.VWCLUB.ORG)

# Autoist

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Box 154, North Aurora, IL 60542 or visit our secured  
website at VWclub.org (click Membership) and use a  
credit card to join or renew.

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■ **COVER:** A family photo from the early 1970s shows two of Lois Grace's brothers in front of Vernon, her 1959 Single Cab Transporter, at a northern California getaway.

# Driver's Seat

■ BY CLIFF LEPPKE

## VW faces many unhappy returns

VW announced that it is recalling 78,000 Tiguan SUVs sold in the USA and Canada from 2009 to 2011. Coating on a fuse, which leads to a bad connection, may cause the vehicle's under-hood fuse box to overheat. That, in turn, causes partial loss of exterior lighting. VW will replace the fuse and fuse boxes.

VW also announced a global recall of cars using its seven-speed dry-clutch automated manual gearboxes. The synthetic gear lube in those boxes has additives that can form deposits that cause electrical components to corrode. Rust deposits can lead to electric shorts, blown fuses and possible gearbox failure.

The big fuss was in China, home to scores of complaints

about VW cars that stalled. This problem affects about 1.6 million vehicles. In the USA, 3,837 hybrid Jettas are involved.

The remedy: swap the synthetic oil with a mineral oil-based lubrication.

■ **VWVA HITS A SPEED BUMP:** The Party's Over: that's how *Automotive News* sized up VW's situation in the USA. After several years of double-digit sales increases in the States, VW's momentum has slowed. Last year, due to a blast of new products aimed directly at the compact and midsize



Tiguan

■ TURN TO PAGE 29

■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM

# Small Talk

■ VW • AUDI , QUICKLY

## NEW & IMPROVED



■ **CHINA, AGAIN:** Production has begun at VW's 105th plant worldwide and 16th factory in China, VW's biggest market. New production technology based on the modular transverse matrix will create 5,700 new jobs. The plant is designed for an annual production capacity of 300,000 vehicles, starting with the new Škoda Superb.

■ **BUDGET MODEL:** The British website Auto-car.co.uk reports that VW is planning to return to its roots by offering a budget-level car, with plans to be announced sometime this year.

■ **ANOTHER COMMERCIAL:** VW has yet another story to tell during the Super Bowl. The company announced it will have a commercial presence for the fifth consecutive year of the National Football League's championship game.

## AWARDS

■ **NEW ENGINE HONORED:** VW's new turbocharged, direct-injection four-cylinder EA888 engine, housed in the 2014 Jetta and Passat has been named to the "Ward's 10 Best Engines" list

for 2014. WardsAuto editors tested more than 40 vehicles and honored the all-new engine for its unique combination of refinement, power, value and fuel economy.

■ **GOLF 7 SHINES IN JAPAN:** The Golf is the first imported car to win Japan's Car of the Year award in the 34 years of the honor. The seventh generation Golf, which has been available in Japan only since June, earned 504 out of a possible 600 points, a record for an imported car and 131 points better than the second-placed vehicle. The honor is one of two dozen the new Golf has won over the past 12 months.

■ **GOLD MEDAL FOR "THINK BLUE":** VW's Think Blue theme has earned it a gold medal for International Corporate Achievement in Sustainable Development from the World Environment Center. VW is being recognized for its comprehensive commitments to environmental sustainability operations, most notably through Think Blue, its holistic sustainable business model. VW will accept award in May in Washington, D.C.

## OIL BURNERS

■ **TDI MILESTONE:** VW's diesel models continue to grow in popularity in the United States. VWoA reported in December that it had topped the 100,000 sales mark for VW and Audi TDI models for the first time in a calendar year. More than 75 percent of the diesel engines sold in the passenger car and SUV segments in the United States can be found under the hoods of VW and Audi models. Ever since 1977, when VW first offered a diesel in the Rabbit, the company has sold more than 1 million cars and SUVs powered by these engines in this market.

■ CONTRIBUTING: PETE FROST

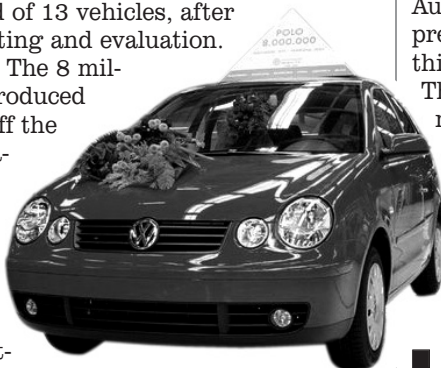
# Retro Autoist

## FROM THE ARCHIVES

### 10 YEARS AGO

■ **JAN/FEB 2004:** *Motor Trend* selected VW's new Touareg model as sport utility vehicle of the year. The magazine's editorial staff selected the winner from a field of 13 vehicles, after comprehensive testing and evaluation.

■ **JAN/FEB 2004:** The 8 millionth Polo to be produced worldwide rolled off the line at the Volkswagen Navarra S.A. subsidiary in Spain. The jubilee vehicle was a red, four-door, 1.4 liter model. The sub-compact Polo, started in Wolfsburg in 1975, has never been available in North America but is still going strong after nearly three decades.



### 20 YEARS AGO

■ **JAN/FEB 1994:** Top Volkswagen officials put to rest rumors that VW was abandoning the U.S. market by putting in writing their pledge to stick it out in America. A letter signed by VW chairman Ferdinand Piech and Jens Neumann, who is in charge of the North American region, was sent to U.S. dealers and employees. The letter was in response to an article in the German publication *Der Spiegel*, saying the company was considering withdrawing from the U.S. market.

### 30 YEARS AGO

■ **JAN/FEB 1984:** Porsche-Audi



has unveiled its new 4000S Quattro, an all-wheel drive model priced at \$16,500 that it is aiming at the expanding market of affluent performance buffs. The car is not intended as an off-road vehicle for slogging through mud and snow, but to enhance Audi's image, said Peter Fischer, a company vice president. "We really believe we can make this car, this technology, this package, a cult car," he said.

The 2.2-liter, five-cylinder engine will get you to 60 mph in 9.5 seconds and hit a top speed of 115 mph, Audi says.

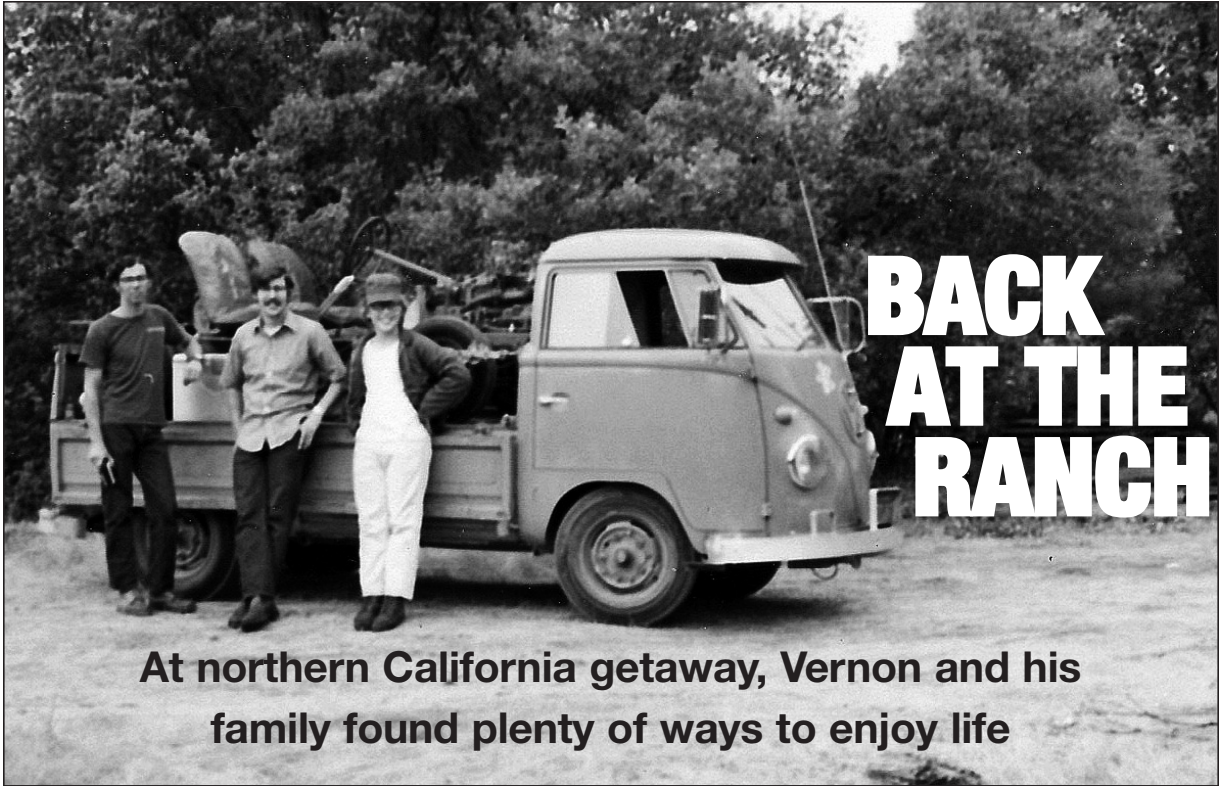
■ **JAN/FEB 1984:** Volkmar Jungk of Munich owns 1,453 toy models of the VW Beetle, according to the 1983 edition of the Guinness Book of World Records.

### 40 YEARS AGO

■ **JANUARY 1974:** The German press is reporting that Volkswagen had to change the name it planned for its new small car. VW was not able to register a trademark for Blizzard and now plans to call the new car Golf. Another "windy" name has been given to the new coupe slated to replace the venerable Karmann-Ghia. The new baby, to be introduced to European customers in March 1974, will be known as Scirocco.

### 50 YEARS AGO

■ **JANUARY 1964:** Miami columnist Al Volker reported that "the Volkswagen people do some of the cleverest advertising in the business. You've seen the billboard showing a VW with a flat tire with the caption 'Nobody's perfect.' Eli Crespi tried to buy space next to it, but the billboard people say it would be dirty pool. Eli wanted to show a Renault without a flat with the copy reading, 'Who says?'"



**At northern California getaway, Vernon and his family found plenty of ways to enjoy life**

**By LOIS GRACE**

**M**endocino County, in northern California, is considered the U.S. capital for pot-growers. But when my parents bought 40 acres there in 1963 or 1964, Dad just wanted the land for a “ranch” — his own getaway spot where he could escape with Mom, myself, my two brothers and occasionally my sister. And, once he had this land, he discovered it would be mighty handy to have a pickup to run up there and back every couple of weeks, because he was always hauling or building something. And, because Dad had been a longtime Volkswagen fan, the battered blue 1959 Single Cab Transporter he found seemed perfect. The sides folded down! It had a

small engine, which meant great gas mileage! It was cheap to fix because (and maybe best of all) Dad knew how to work on VWs! In October 1967, 8-year-old Vernon came to live with us.

Obviously, Vernon had a rich history before Dad bought him, and his dents and missing pieces only hinted of his adventures. Not content with just one lower side door (to access the treasure chest underneath the bed) a former owner had cut another hole on the opposing side. This hole was covered with sheet metal and fastened down with one side of a hinge. The other side of the hinge was welded to the truck body below for a secure latch. His tiny round glass taillights were still there, enhanced by a

■ LOIS GRACE | VLKSWMN@SBCGLOBAL.NET

pair of big plastic reflectors attached above them. In those very early days Vern looked as if he'd been ridden hard and put away wet. In other words, he'd lived a tough life.

Dad always made sure Vernon ran well and was in tip-top mechanical condition. The trip to the ranch was a 200-mile trip, one way, and spending time along the roadside when he could be at his place digging wells or pulling out tree stumps was not in the plan. Vernon suffered the occasional breakdown, but Dad would just pull over and replace the clutch cable, or whatever was ailing, and they'd get on home. Vernon never let anyone down, and in the years of those long trips to the ranch and back he was the reliable Blue Bomb.

Once up at the ranch, things tended to be a bit less predictable. If it was rainy, and Vernon sat for a while, there'd be a puddle on each side of the cab floor when you got in. The windshield flanges were badly rusted, and water would run freely under the rubber gaskets meant to keep it out. While driving, the flow was even worse: Many times we rode up to the ranch with Kleenex stuffed firmly into the rusty gap. When the Kleenex couldn't soak up any more rain, the water ran out and over the dash onto our knees. At that point we'd wring the Kleenex out the window and stuff it back in for another few miles. The wipers were also mostly ineffectual in any real rain, owing to VW's old 6-volt electrical system.

Even more unpredictable was the local population. Because this was (and still is, supposedly)

one of the biggest marijuana-growing areas of the country, the folks who lived there tended to be protective of their turf. Imagine yourself as an overall-wearing, shotgun-carrying, pot-grower living in the hills around Dad's ranch and you see this blue Volkswagen coming up your dirt road.

The fact that Vern was a VW truck and not a Chevy or a Ford meant that its driver might be one of you! Your first thought might be "COOL! Another dude to help with the harvest!" But actually seeing the driver, your second thought might be, "Wait just a cotton pickin' minute..." when you notice it's some guy and his wife and the kiddies riding and shrieking in the back.

In the '60s, our family faced both scenarios, and the second one is the contact you hope to never have. In that instance, rain was falling lightly and Dad was driving us up to a ridge behind his property on a dirt road. He decided the road was getting more and more slippery, so he stopped to turn around and we were suddenly confronted by the overall-clad Hill Man carrying a shotgun. Dad waved to the guy, and the guy charged at us and shouted, "You're not going any farther on THIS road!"

Dad quickly agreed and said "Nope! No, you're right, we're not! We're turning around!" As he wheeled Vernon into a turn, the truck's rear end slid off the muddy road and into a ditch. The ditch was running with about a foot of water coming off the hill, and we kids climbed out of the muck ▶



**PREVIOUS PAGE:** In a photo from around 1971, Lois Grace's brothers, Bruce (center) and David Kile (right) pose with Bruce's friend, Dan Phillips, and Vernon, a 1959 VW Transporter, at the family's getaway near Laytonville, Calif. The boys' hand-built dune buggy is perched on the truck's bed. Notice Vernon's big side mirrors, lack of hubcaps and the hippie flowers. "That Barden bumper is worth quite a bit now," Lois says. "I gave both the front and the rear ones to the VW Used Parts Center in San Jose when I started restoring him. The guy was so happy to get them. I should have had a clue." **PHOTO ABOVE:** The contemporary Vernon, restored to his 1950s glory and always rarin' to go.

## VERNON

and stood on Vern's back bumper, for traction. It worked great and Mom and Dad scurried off. They even remembered to stop and pick up us kids.

My older brother, Bruce, liked collecting old cars and had nearly restored a 1930 Model A Coupe when he discovered the Crosley. He found he could park two Crosleys in the space it would take to house a Model A Ford.

We all enjoyed our time at the ranch, but Bruce had a building there and stored many of his collector cars and parts in the building. He began buying Crosleys at an alarming rate and getting gobs of spare parts for them in the process. At some point Bruce had a bunch of parts he decided to make into a "dune buggy," designed and built for scrounging around Dad's 40 acres.

Now, you might think that after the shotgun incident we would be leery of wandering too far up any unknown dirt roads. And to be honest, we were. But Dad's 40 acres were still HIS, and most locals respected the boundaries.

Bruce took the chassis and two transmissions from his Crosley pile and an engine from a Renault 4CV and somehow cobbled it all together to make the vehicle. The two transmissions were mounted one directly behind

the other, so the "dune buggy" was really more of a tractor than a vehicle. He began driving us around on the dirt roads we weren't afraid to



Mike Frybarger, a friend of Lois Grace's brother Bruce Kile, is the "speeder" in this "fake fast photo" of the dune buggy piggybacked to Vernon.



Lois Grace with her mother, Eva Jeanne Kile, and Vernon in 2003. Vernon's production date is listed as Feb. 9, 1959, and coincidentally, Kile will mark her 91st birthday on that day this year. She jokes that Vernon is the one who had all the work, not her. Lois regrets she doesn't have a suitable photo of her late dad, Richard Kile, with Vernon.



explore. This mutant creature had two seats at first. He later added a third seat, between and slightly over the rear wheels.

We soon found out that only small people could ride in that third seat, or the dune buggy would tip backward. It wasn't my favorite spot to ride anyway, because the rear wheels would spray whatever you were driving through all over you.

Once the dune buggy got to the ranch, it lived in the car building with Bruce's other treasures, ready to have fun whenever we went there. The dune buggy got to the ranch the same way all the other cars and stuff got there: on Vernon's bed. With Vern's sides folded down, and two planks propped up against the rear end of his bed, the buggy was pushed and pulled up onto the ramps and then onto Vernon.

With this odd-looking contraption riding piggybacked, Vern went north again. My brother and a couple of his friends followed to unload it. We all knew neither the dune buggy nor Vernon would be going anywhere very fast, so Mike (Bruce's friend) got the brilliant idea for a "fake fast photo." And to this day, it remains the only picture of Vernon and the buggy speeding.

But Vern's main duty was to Dad and whatever Dad needed him to do. He pulled stumps (with a chain and trailer hitch on his rear bumper) and cleared land on that acreage, making way for a family to build a house and later move in once my Dad sold a 5-acre parcel.

Because Dad's place was a 40-foot prehistoric mobile home without running water, he built an outhouse for the woods. Poor Vern got the dubious honor of carting our A-frame outhouse 200 miles north. I would be very surprised if people weren't snapping photos of this odd rig and its "skipper" all the way up Highway 101.

Vernon has had a rich and varied history indeed. His life with my family reads like the memoirs of an eccentric uncle. The Kiles, and now the Graces, have owned him for all but 8 years of his 55 years. The family that had him before Dad had also put him through many unique experiences, and it showed. It's easy to look at Vern and remember all the great times we had with him. Trouble is, my memory doesn't dispense them all at the same time, so I am sure you'll be hearing more. Every Volkswagen has a story; all you have to do is listen. **VWCA**

## Updates mean membership info is changing — for the better

Changes are a-comin' to the VWCA Membership Office. Obsolete hardware and software have been replaced by a new database program. Our 1980s-era dot matrix printer has been limping along for almost 30 years, so we're switching to laser printing.

How will all these changes affect you, as a VWCA member? You may see a difference in your AUTOIST mailing label. We have electronically converted our old database to the new one, but there may be some differences in how your name appears on the label. We opted to separate the first and last names this time to make it more personal when we print new membership cards. You are encouraged to examine your mailing label — right now — and let us know if it is not OK. Computers sometimes have trouble determining where your last name ends and your first name begins when analyzing our previous format. We made every effort to manually check each one of the 2,000 or so entries, but our eyes get blurry after a while.

The next big change will be seen on the Membership Renewal Notices. Instead of the blue printed card stock that has been a staple with VWCA for almost 60 years, you will receive an 8½ -by-11 sheet with detachable (you won't have to cut them out any more!) membership cards — yes, cards. Because all our memberships are Family Memberships, we are able to provide two membership cards so the spouse or significant other can have his or her own.

Our new database allows for this and we'll make every effort to put the second name on that card if we already know it. So this is the time to tell us what name, if any, you would like printed on that second card. Write to the VWCA Membership Office, P.O. Box 154, North Aurora IL 60542-0154, USA, or email us at vwclub@aol.com. And please do so before your renewal (why not today?) so we get it right the first time.

Thanks for your patience with us as we leap into the 21st century — finally! **VWCA**

## 2014 VWCA CONVENTION

# MICHIGAN JAMBOREE

**W**here in the world is Hudson, Mich.?

The city of Hudson is in the extreme south-central part of the state, just over the Ohio-Indiana border sitting on just two square miles of land. Its 2,500 residents have graciously offered to host the Midwest VW Jamboree show at their beautiful and spacious Thompson Memorial Park, within walking distance from the city's downtown (well, everything's within walking distance of "downtown!").

On June 6-8, Hudson will also be the site of our 59th VWCA Convention.

We'll join the second annual Midwest VW Jamboree for a weekend get-together for VWs of every type — air- and water-cooled, vintage and new, stock and custom

and everything in between!

Now in its second year, this event is a car show, swap meet, campout, cruise and social meet-up for all VW enthusiasts in the Midwest. Not sponsored by any one VW club, it is for any and all VW clubs, organizations and individuals who like to promote and participate in this festival celebrating all things VW.

Our usual business meeting and awards banquet will still leave plenty of time for the Jamboree's Saturday afternoon activity cruise through the beautiful south Michigan countryside. Last year's cruise included a visit to a buffalo ranch, where horseback and zip line rides were available for a nominal charge, and a stop at a 1950s-themed diner for a snack and an impromptu VW show. Who

### AREA HOTELS

- **Sunset Acres Motel**, 400 U.S. 127 S. Meridian, Hudson, MI 49247, (517) 448-8968, has only eight rooms ranging from \$45 to \$75 per night.
- **Days Inn**, 3241 Carleton Road, Hillsdale, MI 49242, (1-800-223-3297), Approximately \$87 per night, 18 miles (23 minutes) from Hudson.
- **Super 8**, 1091 US Hwy. 223 @ M52, Adrian, MI 49221, (517-265-8888), rates as low as \$73 per night, 19 miles (24 minutes) from Hudson.
- **Holiday Inn Express**, 1077 W. Highway 223, Adrian, MI 49221, (1-877-410-6687), approximately \$104 to \$109 per night, 19 miles (24 minutes) from Hudson.

ABOVE: 2013 Midwest VW Jamboree, courtesy Samba.com

knows what surprises are planned for this year?

On Sunday, the huge VW car show and swap meet are scheduled to start at 9 a.m. Swap spaces are \$25 if preregistered by May 31 by writing to Rick Cramer, 2870 Lake Ave., Osseo MI 49266. Car Show entry is \$15, payable on the day of the show.

Those who love to camp will be pleased to know that Hudson's Thompson Memorial Park will accommodate Friday night and Saturday night campers for \$60 for the weekend (vehicle and two people). For those requiring less-rustic lodging:

VWCA Convention headquarters will be in Hudson, and we have not booked a block of rooms at any of the area motels. Given the size of this event and the availability of nearby lodging, it is wise to arrange for your accommodations early. **VWCA**

## REGISTRATION FORM 59<sup>th</sup> VWCA CONVENTION

Hudson, Michigan - June 6 - 8, 2014

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_  
VWCA No: \_\_\_\_\_ Local Club: \_\_\_\_\_  
Names of others included in this Registration: \_\_\_\_\_

Convention Registration includes tour of the William G. Thompson Museum and Gardens, Saturday afternoon Activity Cruise and Saturday evening Awards Buffet Banquet with Lasagna Pinwheels, Chicken Picatta, and Stuffed Pork Loins entrée.

\_\_\_\_\_ Adult Registrations @ \$29.00 each . . . . . \$ \_\_\_\_\_  
\_\_\_\_\_ Youth Registrations (age 15 & under) @ \$19.00 each . . . . . \$ \_\_\_\_\_  
Total Enclosed: \$ \_\_\_\_\_

Mail this form with your check payable to "Volkswagen Club of America" to 59th VWCA Convention, P. O. Box 154, North Aurora IL 60542-0154. Convention Registration deadline is May 20, 2014.

**LODGING:** See the partial list of nearby motels in the accompanying article. We reiterate, given the size of this event and the availability of nearby lodging, it is wise to arrange for your accommodations early.

**CAMPING** is available for VWs on Friday and Saturday nights at Thompson Memorial Park in Hudson, MI. (\$60 for the weekend for vehicle and two adults, payable upon arrival.)

**MIDWEST VW JAMBOREE Car Show & Swap Meet on Sunday, June 8** will begin at 9:00 am. Arrange to **reserve a swap space** directly with Rick Cramer, 2870 Lake Ave., Osseo, MI 49266. Spaces are \$25 if registered by May 31, 2014. **Car Show** entry of \$15 need not be made prior to the day of the show.

## Bob Hadank dies at 95; VWCA member for nearly 50 years

Bob Hadank, longtime member of the VWCA and one of its local affiliates based in Peoria, Ill., died Nov. 9, 2013, at Kindred Hospital in Peoria.

In addition to being an involved member of the VWCA for many of his nearly 50 years in the club, Mr. Hadank, 95, stayed busy with the American Legion, Illinois Valley Antique Auto Club, AMVETS and the Mount Hawley Antique Bowlers, after retiring from Caterpillar in the 1980s. He was an Army veteran of World War II and witnessed some of the Nuremberg war crimes trials in 1946.



Bob Hadank

Fred Frank, fellow Heart of Illinois VW Club member, recalls meeting Mr. Hadank.

"At my first club meeting at his house, he showed his collection of antique radios, which he restored to like-new operating condition," Frank said. "Since he was the only other HIVW Club member with a water-cooled VW, I discussed my Rabbit issues with him. He took me to Whitlock's, which was then Peoria's version of J.C. Whitney, for accessories. If you ever went on a rallye at a HIVW Club-hosted national event, chances are Bob Hadank planned it. He wanted you to enjoy the Peoria area's Spoon River countryside, not get lost in it."

Frank attended the 2012 VWCA Convention in Rockford, Ill., with Mr. Hadank and his wife, Joann, "where he was most likely the oldest member who drove himself there. He had a feeling it would be his last and really wanted to be there."

VWCA President Shell Tomlin said Mr. Hadank "was always warm and smiling and would often take your hand in his when he talked to you."

A funeral Mass was held Nov. 12 at St. Thomas Catholic Church. Mr. Hadank is survived by a daughter, five grandchildren, 11 great-grandchildren, three great-great grandchildren and two stepchildren. **VWCA**



# GOLF 7

IT'S 'THE ONE' AT VW  
PRODUCT EXPERIENCE

By PETE FROST

Every couple of years, Volkswagen AG pulls out all the stops for European dealer staff to experience the latest high-profile model about to hit the market.

Product Experience 2012 for the new seventh-generation Golf was the latest in this series and was held on the former Expo 2008 site in Zaragoza, in northeast Spain, in October and November 2012. It was the biggest training event ever undertaken by the Volkswagen Group, with 14,000 delegates from 32 countries taking part over 44 days.

The theme was “The One” – meaning that of all cars in this segment, the new Golf is the one to beat for competitors, and for customers the one to consider when making a purchasing decision, above all others.

I attended with other colleagues from my dealership, Wayside Volkswagen St. Albans, a few miles north of London, during the middle of November on the final two days of the seven-week event. The all-expenses paid trip was truly a memorable experience.

During the first day we attended practical and interactive class-based workshops to learn about the new Golf’s features and technology and compare it with rivals. Though larger than its predecessor, this latest model weighs 220 pounds less — a reduction of 10 percent — thanks to lightweight designs in the wiring loom, engine, running gear and superstructure. To put this into perspective, the weight of the base 1.2-liter gasoline unit is 247 pounds. Volkswagen saved nearly the weight of an entire engine!

This, combined with an entirely new range of more fuel-efficient engines that use a start/stop



system, brake energy recuperation function and innovative cylinder shut-down technology, have resulted in significantly improved gas mileage and reduced CO2 emissions compared with the outgoing models. Incidentally, the curb weight of the new Golf 7 is about equal to the fourth genera-

tion from 1997.

It is also the first model to be based on Volkswagen’s latest platform: MQB, or modular transverse matrix. This is a variable and flexible chassis system that is now standardizing many component parameters across the many vehicle classes and brands of the Volkswagen Group and allows access to new powertrains and technologies. MQB can accept all engine and powertrain derivatives, whether they be gasoline, diesel, natural gas (CNG), electric or hybrid, which will result in huge cost savings.

During our workshop sessions, we learned that the latest generation Golf features a dazzling array of technology, assistance and safety systems and is the most advanced Golf ever. These include the Multicollision Brake – the Volkswagen Group is the only carmaker in the world to implement ▶

The fleet of demonstrator Golfs at a corral at the Expo site on the banks of the Ebro River.



# GOLF 7

such a system – a proactive occupant protection system; standard XDS electronic differential lock (as found in the previous-generation Golf GTI); ACC adaptive cruise control plus Front Assist and a City Emergency Braking function; Lane Assist lane-keeping assistant; Fatigue Detection; Traffic Sign Recognition and the latest generation of the automatic parking assistant Park Assist, including OPS (360-degree display) as well as the automated light functions Light Assist, Dynamic Light Assist and much more.

On the evening of day one, we were treated to a night of high-quality entertainment in Club 7 — a Golf-themed nightclub, created inside the defunct “Water Tower” building that was built for Expo 2008 in Zaragoza and so called as it is shaped like a droplet of water when viewed from above.

Elevators took us to the top floor, where a restaurant had been created with a delicious hot buffet of several dishes and desserts with plenty of beer and wine, all free of charge. Making our way down via a spiral walkway that wound round the building, we gasped at the huge atrium inside with spectacular lighting and thumping music played by a DJ in what looked like a flying saucer floating 150 feet above the dance floor, slowly lowering to floor level.

As the evening wore on with the disco in full swing and thinking it couldn't get more amazing than this, we were proved wrong with a stunning special effects show that featured a Golf 7 suspended on wires being “driven” vertically down one of the walls thanks to lighting effects and rappelling dancers.

On day two, which was disappointingly foggy, we were able to put the new Golf through its paces on the road and gave us a hands-on chance to test its dynamic and safety features in a specially prepared driving area, driving it to the limit with professional Volkswagen drivers as well as driving com-

petitor cars. This was a great opportunity to put what we'd learned in the classroom to the test.

We drove several miles in convoy to a compound with a vast open driving area, which had been configured for various tests to put the cars through their paces. First up was a braking comparison test of the new Golf alongside competitor vehicles such as the BMW 1 series, Mercedes A Class, Ford Focus and Opel Astra, taking turns in each one, driving a straight line to 70 km/h (43 mph) then performing an emergency stop.

Next exercise was driving through a slalom at speed to get a flavor of the handling and steering characteristics, followed by a session with professional drivers from Volkswagen to demonstrate some of the safety features on a wide open area. With three delegates in each car, the driver took off at speed and drove through a gateway supporting dozens of dangling rubber ropes, much like at a carwash. This was to show the effects of the Front

Assist radar system and Multi-collision Brake function and was quite spectacular.

Accelerating



For a gallery of photos, visit [on.fb.me/1ch7sz3](https://on.fb.me/1ch7sz3)



Pro drivers demonstrated the safety systems of the car to spectacular effect.

across the tarmac and with windows lowered, sunroof open and ESP switched off, the driver then threw the car in a severe turn while braking hard, fooling the car's safety systems into thinking "Pre-crash mode." At this "point of no return," the ECU prepared the car for impact by automatically closing the panoramic sunroof and raising the windows, leaving a small gap at the top to allow air displacement from potential airbag deployment. The closures were also to prevent occupants being thrown out of the car and also to increase the rigidity of the body shell. We could also feel the seat belts tightening, pulling us back into our seats to brace us for the crash. As we came to a judicious halt with our knuckles white, gripping the seat bolsters, we breathed a sigh of relief that it was all a controlled simulation, albeit a very real one. Though both



A Golf 7 convoy en route through the fog to the test drive compound. Driving on the "wrong" side of the road was a challenge for the British delegates.

scary and stimulating, it was also very impressive.

On the drive back to the hotel, we followed a Golf pace car in a convoy consisting of another Golf and the same competitor vehicles we'd driven in the braking test. Linked by radio, the pace car instructed us all to pull over at 10-minute intervals, where everyone switched into the next car to compare driving characteristics, performance, instrument layout, etc., compared with the Golf. By the time we'd arrived in a specially prepared area of the underground parking garage at the hotel, we'd all driven all of the cars, com-

pleted a "walk-round" assessment. The conclusion of everyone at the debriefing was unanimous: The Golf was the best of the bunch by a very wide margin in all categories.

On literature and signing throughout the event, the slogan "THE ONE moment: Experience of a Lifetime" certainly rang true as the entire two days were a fantastic and unforgettable experience.

Having experienced the new Golf 7 and its incredible technology and safety systems first hand, it came as no surprise to me that it was awarded the ultimate automotive accolade of World Car of the Year 2013 four months later.

Over the past 12 months it has gone on to win a further 24 awards with sales of 500,000 worldwide. Product Experience 2012 was the best Volkswagen event I've ever attended and clearly demonstrated not only that the newest generation Golf has set a new benchmark for the segment but also why the new Golf is so far ahead of the chasing pack.

**VWCA**

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TOUAREG TDI

# R-LINE



Majestic  
oil-burner  
is a 2½-ton  
marvel

BY CLIFF LEPPKE

**F**or 2014, VW suggests you take the R-Line. It's an optional sport-theme upgrade for the Tiguan, CC, Touareg, Beetle, Passat, Tiguan and Touareg. This is an entirely different R than one you find after the word Golf, as in Golf R. The latter has a high-output engine, rally-bred suspension and all-wheel-drive. R-Line spec is a tamer configuration with Bi-Xenon headlights, sporty exterior styling, larger wheels and R-Line badges.

On VW's Touareg, the R-Line TDI (diesel) puts the sport, ironically (it's a diesel), back in SUV. You roll on large 20-inch tires. The 240-turbocharged ponies and all-wheel-drive are standard in the Touareg. Eight

speeds automatically and seamlessly let you move as you enjoy a nearly flawless interior trimmed in black is the new black. Steinway-like glossy inserts replace wood-tone veneer. Ebony leather seats reside under a midnight-mesh canopy that retracts to reveal a panoramic sunroof that extends back to the vehicle's cargo bay.

Propelled by a 3-liter V-6 diesel mill, the Touareg majestically churns like a GE Mobile Maid dishwasher.

OK, I doubt anyone would describe a dishwasher as majestic, but muffled noises and vibrations remind you that there's a diesel under the hood. Yet, VW's TDI stands atop the diesel



■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM



SUV ladder; better behaved than, say, a Jeep Grand Cherokee. Much of the time, this engine responds to your right foot with syrupy goodness. Stomp on the go pedal; 406 pound-feet

of torque prompt this buggy to 60 mph in 6.9 seconds. You can yank as much as 7,700 pounds of towed freight. Engine rpm at 60 mph: a restful 1,600.

Fuel economy: I netted 27.7 mpg overall, a figure skewed by two long-distance treks. Filled with 26.4 gallons of winter blend fuel, this machine should travel about 700 miles. Whether diesel is a sound economic proposition is another matter; fuel was \$3.70 a gallon vs. \$3.05 for regular gas. VW says that your dollar goes further with the diesel. The real payback, however, is the TDI's power surge. It blasts through byways. EPA numbers: 20 mpg city; 29 highway; 23 combined.

Besides the badges, R-line trim includes those big wheels, body cladding and other custom pieces. Plus, you get a sport-tuned suspension. This is one SUV that's like Beethoven; well composed—even though it weighs 5,075 pounds.

Winter motoring is easy. Push the start button. A computer controls engine preheat and cranking. But first you must play key-fob roulette with the wagon's proximity sensing door-locks. Bet on the red-bristle snowbrush. As you dust off snow, you'll trip door handle sensors into thinking you're opening or locking doors. Croupiers beware.

Program the key and seat memory. Then, climb up onto the leather-clad power-controlled, heated thrones that automatically move to your sweet spot. Mirrors also swivel into place. And VW lets you keep the bun warmers as you like them. They don't reset after each start. You can program several keys. Hand one to every member of the family; Mom, Dad and Sis get their own customized place settings. Be careful opening the driver's door. Seat memory pushbuttons are smack dab where one would push the door when opening it.



You'll get the steering wheel panini squeeze if you inadvertently bump the wrong spot.

VW's designers reduced the dashboard's button count. There's an elegant array of

purposeful switchgear. If you'd like, press the steering wheel's talk button and you can ask Mr. T to tune the radio or make a phone call. Say an entire address—street number, name, city and state in one take—and the navigation system will search for that location. Lane guidance is effective; maps aren't always current. Bluetooth pairing with a cellphone took a few attempts. Sometimes the mid-dash touch screen/backup camera/control center was slow to boot. VW deleted its the dedicated back button, a pity. You must use the touch screen. Simplicity, therefore, masks an assortment of user-tweaked menus and submenus found on the tap-happy multipurpose screen.

Otherwise, VW's round-dial instrument pod with an Audi-like color info screen is sensible as a Boliva Accutron railroad watch.

Steering is ZF's Servotronic hydraulic rack-and-pinion with electronic boost control. It's nicely weighted and slop-free. It's precise if a tad numb. ZF boasts that Servotronic eliminates unpleasant kickback—it does. When you're bombing through 6 inches of slushy snow, one doesn't mind some wheel fight, though. With its electronic stability program, which can be partly but not completely turned off, this buggy remains resolute. A tight 39-foot turning circle is a bonus. This on-road off-road asset (there's also an off-road mode with hill descent control) is due to the T's sophisticated suspension that keeps all the hardware neatly tucked out of the way.

Brakes worked well; the Bi-Xenon adaptive headlights (they swivel at low speeds) offer excellent illumination.

Rear seating is 40/20/40. The mid-section back drops creating a ski pass-through slot. This aft

■ TURN TO PAGE 31

## VOLKSWAGEN DEALERS

### ALABAMA

MONTGOMERY: JACK INGRAM MOTORS, 241 EASTERN BLVD., 334-420-7700

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FLAGSTAFF: FINDLAY VW FLAGSTAFF, 5160 N. TEST DRIVE, 928-522-2700, P-10 A-15 L-10 AC

GILBERT: BERGE VW, 385 W. BASELINE RD., 480-833-0001, P-10 A-10 L-10

PRESCOTT: PRESCOTT IMPORT CAR SERVICE (SERVICE ONLY), 710 RUTH ST., 928-778-9305, L-10

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JOLIET: D'ARCY VW, 2861 W. JEFFERSON ST., 815-741-1100, P-10 A-10 L-10 AC

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# 2014

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Dealers and businesses listed here are friends, and we hope you will patronize them whenever possible. They are soliciting your business and will do all they can to satisfy you.

Several companies offer discounts to VWCA members showing valid membership cards. Discounts are shown next to the dealer's phone number. **P-15, A-10, L-5** means a 15 percent discount on parts, a 10 percent discount on accessories and a 5 percent discount on labor. **AC** means dealers service air-cooled VWs.

Because service and parts advisers may not be familiar with the discount offered, it might be helpful to show a copy of the AUTOIST when requesting the discount.

### CONTINUED FROM PREVIOUS PAGE

#### TENNESSEE

FRANKLIN: HALLMARK VW AT COOL SPRINGS, 620 BAKERS BRIDGE ROAD, 615-236-3200, P-10 A-10 L-10

MURFREESBORO: SOUTHEAST SIGNATURE MOTOR, 2203 NW BROAD ST., 615-898-0700, P-10 A-10 L-10

#### TEXAS

ARLINGTON: RANDY HILEY VW OF ARLINGTON, 1461 E. INTERSTATE 20, 817-575-6100, P-5 A-5 L-5

AUSTIN: MAUND AUTOMOTIVE GROUP, 6900 BURNET RD., 512-458-1111, P-10

BRYAN: GARLYN SHELTON IMPORTS, 3100 BRIARCREST DRIVE, 979-776-7600

DALLAS: VW PARK CITIES, 5555 LEMMON AVE., 214-561-8100, P-15 A-15 L-15

HOUSTON: ARCHER VW, 10400 SOUTHWEST FREEWAY, 713-272-1700

HOUSTON: DEMONTROND VW, 14101 N. FREEWAY (I-45), 281-872-7200

HOUSTON: MOMENTUM VW OF CLEAR LAKE, 15100 GULF FREEWAY, 281-848-5500

HOUSTON: MOMENTUM VW/AUDI, 2405 RICHMOND AVE., 713-596-3300

HOUSTON: MOMENTUM VW JERSEY VILLAGE, 19550 NORTHWEST FREEWAY, 281-925-5000, P-15 A-15 L-15

HOUSTON: WEST HOUSTON VW, 17113 KATY FREEWAY, 281-675-8600, P-15 A-15 L-15

SAN ANTONIO: ANCIRA VW, 6125 BANDERA RD., 210-681-2300, P-10 A-10 L-10 AC

#### UTAH

SALT LAKE CITY: STRONG VW, 1070 S. MAIN ST., 801-596-2200

ST. GEORGE: FINDLAY VW, 1333 S. SUNLAND DRIVE, 435-634-0900

#### VIRGINIA

CHESAPEAKE: SOUTHERN VW-GREENBRIER, 1248 S. MILITARY HWY., 757-424-4689, P-10 A-10 L-10

NEWPORT NEWS: CASEY IMPORTS, 12943 JEFFERSON AVE., 757-988-1200 <None>

RICHMOND: BROWN'S VW, 10501 MIDLOTHIAN PIKE, 804-379-7283

RICHMOND: WEST BROAD VW, 9001 W. BROAD ST., 804-270-9000

ROANOKE: FIRST TEAM VW, 6520 PETERS CREEK RD., 540-366-4830

STAUNTON: VALLEY VW, 314 LEE-JACKSON HWY., 540-213-6800

VIENNA: STOHLMAN VW, 8433 LEESBURG PIKE, 703-893-2990, P-15 A-15 L-15

WOODBRIE: KAREN RADLEY VW, 14700 JEFFERSON DAVIS HWY., 866-756-9770, P10 A-10 L-10

#### WASHINGTON

BELLEVUE: CHAPLIN'S BELLEVUE VW, 15000 SE EASTGATE WAY, 425-641-2002, P-10 A-10 L-10

EDMONDS: CAMPBELL-NELSON VW, 24329 HWY. 99, 425-778-1131

SEATTLE: CARTER VW, 5202 LEARY AVE. NW, 206-782-7474

SEATTLE: UNIVERSITY VW, 4724 ROOSEVELT WAY NE, 206-634-3322, P-10 A-10 L-10

#### WEST VIRGINIA

CLARKSBURG: STAR MOTOR CO., US RTE. 19 S., 304-623-7827, P-10 A-10 L-10

HUNTINGTON: MOSES VW, 5210 US RTE. 60 E., 304-736-5226, A-15 L-10

PARKERSBURG: LARRY SIMMONS, 1710 14TH ST., 304-485-5451

WHEELING: WHEELING VW, US ROUTE 40 E., 304-242-7313

#### WISCONSIN

EAU CLAIRE: KEN VANCE VW-AUDI, 5201 FAIRVIEW DR., 715-830-1111

GREEN BAY: BROADWAY IMPORTS LTD., 2700 S ASHLAND AVE., 920-498-6666

LACROSSE: BOB BURG VW, 700 MONITOR ST., 608-782-8808

MILWAUKEE: CONCOURS, 1400 W. SILVER SPRING DR., 414-290-1400, P-10 A-10 L-10

STEVENS POINT: SCAFFIDI MOTORS, 3733 STANLET ST., 715-344-4100, P-10 A-10 L-10

#### CANADA

ALBERTA: FIFTH AVENUE AUTOHAUS LTD., 1120 MERIDAN RD. NE, CALGARY, 403-273-2500, P-15 A-15

NOVA SCOTIA: JIM SAMPSON MOTORS LTD., 132 TOWNSEND ST, SYDNEY, 902-539-1610

ONTARIO: SARNIA VW, 791 CONFEDERATION ST, SARNIA, 519-339-0200

## AUDI DEALERS

### ARIZONA

TUCSON: AUDI OF TUCSON, 4690 E. 22ND ST., 520-748-1000

### CALIFORNIA

BURLINGAME: RECTOR AUDI, TOTO CADILLAC WAY, 650-348-0111

CARLSBAD: HOEHN AUDI, 5215 CAR COUNTRY DRIVE, 760-438-9490, P-10 A-10 L-10

LOS ANGELES: SANTA MONICA AUDI, 1933 PONTIUS AVE., 301-393-9922, P-15 L-15

NORWALK: McKENNA AUDI, 10850 FIRESTONE BLVD., 562-868-3233, P-20 A-20 L-20

WEST COVENA: AUDI WEST COVINA, 2016 E. GARVEY AVE. SOUTH, 626-384-3400

### ILLINOIS

NORMAL: SUD'S VW-AUDI, 1430 E. FORT JESSE @ TOWANDA AVE., 309-454-1101, P-5 A-5 L-10

### INDIANA

LAFAYETTE: MIKE RAISOR IMPORTS, 2912 E. MAIN ST., 765-448-4582

MERRILLVILLE: TEAM VW, 3990 E. LINCOLN HWY., 888-805-3689, P-10 A-10 AC

### MASSACHUSETTS

PITTSFIELD: FLYNN VW, 600 MERRILL RD., 413-443-4702

QUINCY: MURPHY BROTHERS, 57 QUINCY SHORE DRIVE, 617-328-1125, P-10 A-10 L-10 AC

### NEW JERSEY

CHERRY HILL: CHERRY HILL VW, 2261 MARLTON PIKE WEST, 856-665-5370, P-10 A-10 L-10 AC

### NEW YORK

ONEONTA: VW OF ONEONTA, 7517 STATE HWY. 23, 607-432-8100, P-15 A-15

### PENNSYLVANIA

LANCASTER: AUTOHAUS LANCASTER, 1373 MANHEIM PIKE, 717-299-2801, P-10 A-10 L-10 AC

### VIRGINIA

RICHMOND: WEST BROAD VW, 9001 W. BROAD ST., 804-270-9000

### WASHINGTON

SEATTLE: UNIVERSITY VW, 4724 ROOSEVELT WAY NE, 206-634-3322, P-10 A-10 L-10

### CANADA

ONTARIO: AUDI UPTOWN, 4080 HIGHWAY 7 EAST, MARKHAM, 905-513-8820, P-5

## OTHERS

### ARIZONA

KINGMAN: TNT AUTO CENTER, 535 E. ANDY DEVINE AVE., 928-753-1477, P-10 A-10 L-10 AC, (PARTS, SERVICE, MACHINE SHOP)

### CALIFORNIA

SANTA BARBARA: TOP SHOP AUTOMOTIVE, 177 S. PATTERSON AV., 805-964-6554, topshopautos.com, P-10 L-10 AC (VW & AUDI SERVICE & REPAIR)

VENTURA: AIRHEAD PARTS, 1604 MORSE AVE., 866-664-3724, P-10 AC (AIR-COOLED PARTS)

VENTURA: KARMANN GHIA PARTS, 1604 MORSE AVE., 866-664-3724, P-10 AC (AIR-COOLED PARTS)

### CONNECTICUT

WESTBROOK: CARDONE AND DAUGHTER AUTOMOTIVE, 177 BOSTON POST ROAD, 860-664-0727, cardoneanddaughter.com, AC (VW REPAIR)

### ILLINOIS

CARY: MIDWEST AUTOSAVERS, INC., 155 F CHICAGO ST., 224-357-8021, midwestautosavers.com, P-10 A-10 L-10 AC (VW REPAIR & RESTORATION)  
EVERGREEN PARK: BEETLE CRAFT SPORT TUNING, 9535 S. PULASKI RD., 708-422-7548, P-10 A-10 L-10 AC (AIR & WATER-COOLED PARTS)

EFFINGHAM: MID-AMERICA MOTORWORKS, 17082 N. US HWY. 45, 866-867-0540, AC (AIR-COOLED PARTS)

OAK LAWN: G&H IMPORT AUTO PARTS, 9734 S. CICERO AVE., 708-422-9272, AC (VW & AUDI PARTS)

### INDIANA

FORT WAYNE: WERNER'S GARAGE, 7804 FRITZ ROAD, 260-489-9783, AC (INDEPENDENT REPAIR FACILITY)

### MINNESOTA

MINNETONKA: DUNE BUGGY SUPPLY, 2345 HOPKINS CROSS ROAD, 952-938-8877, 866-DUNE BUG, AC (AIR-COOLED PARTS & LABOR)

### NEW YORK

WATERLOO: SELECT EUROCARS, INC., 0685 WATERLOO-GENEVA RD., 315-789-9368, P-5 A-5 L-5 (INDEPENDENT VW & AUDI SPECIALISTS)

# SUPPORT THE DEALERS WHO SUPPORT VWCA





VWCA LAND

# GR8 - PLOTS

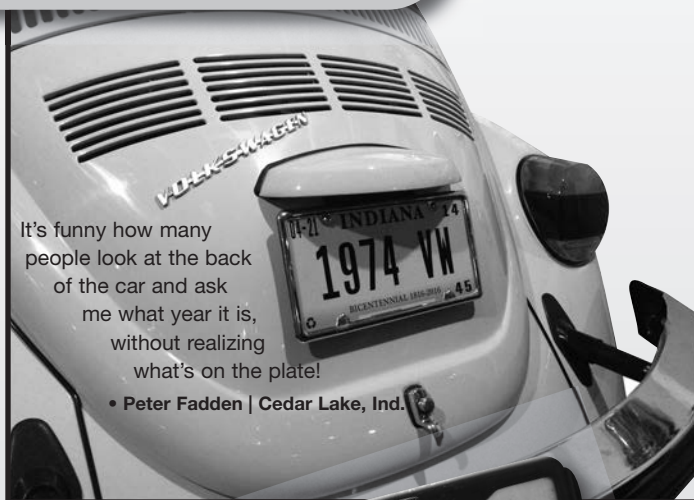
WHERE YOU CAN BE FAMOUS

In early 2010, then a proud owner since new of a 2007 New Beetle Triple White convertible, I read about what Volkswagen of America billed as the last New Beetle, after a production run from 1998 to 2010. Also as the owner of a cherry 1956 Karmann Cabriolet, I fell hard for the “two-tone” paint and retro look. So, I sold my cherry triple white tribute and searched for the 2010 New Beetle LE Final Edition Convertible (no easy task coming from Hawaii). After considerable effort, I became the proud owner of No.

1361 of 1500. Thrilled, I placed this Hawaii vanity plate, **BUG PAU**, on this rather rare VW. In the Hawaiian language, “PAU” translates to finished or concluded. Flash forward to 2012 and out comes what is essentially the third generation Bug. Sure, VWoA can spin it all it wants, saying as it does that it’s not a Bug because it’s built on a different platform, but who they foolin’? NOT us life-long VW fanatics. Now my vanity plate no longer makes sense and confuses people who often say, “Hey, VW is still makin’ Bugs.”

So, off comes this plate in favor of my initials.

• P. Gregory Frey | Honolulu, Hawaii



It's funny how many people look at the back of the car and ask me what year it is, without realizing what's on the plate!

• Peter Fadden | Cedar Lake, Ind.





My father, Warren Jund, bought his first used Beetle in 1960. From then on our family was a VW family forever. Over the years, my mom and dad had a number Beetles. In 1968, they bought a VW camper. Mom and Dad traveled all over the country in it.

When Jim and I got married, we bought a '68 Bay Window Westy. We eventually also had a '71 Bay Window Westy, and an '86 Vanagon Westy, which we drove cross-country with our two high school-aged sons. In '01, we sold our Vanagon and

bought our first new VW camper, an '02 Tornado Red

EuroVan Westphalia Weekender. Besides it being our first new VW camper,

it was our first one with color. Now that our boys are grown and our weekends are freed up, we decided to go to some VW shows with our gleaming red EuroVan. After attending them for a year, we noticed many of

the campers, young and old had a theme to their display. One son suggested **LOBSTERS** for ours

— we love lobsters, we love Maine and our camper was red. We even gave it a

New England flair with an

“accent.”

Because our '02

EuroVan is 12 years

old with 209,000-

plus miles on it and

driven daily, we

thought we should look for

another car to give this one a well

earned rest. So, in January 2013, we added a Silver '01

EuroVan GLS with “only” 78,000 miles. As the two EuroVans sat side-by-side in our driveway, it was reminiscent of those

many years ago when the two Beetles sat the same

in my parents' driveway! I got choked up.

But what to name it? After many suggestions, we

settled on **OYSTA!** Its gray/silvery color is like that

of oysters and it is, after all, a pearl of a car! We

took both EuroVans to our favorite VW show last

summer, the Litchfield Bug-In. They sat side by

side. But as usual, the Lobstermobile took the

prize!

We look forward to countless trips and years

with our two EuroVans. But VW, if you're listen-

ing, bring the EuroVan back to the U.S. We want

the California sold here!

• Pat and Jim Keegan | Northvale, N.J. ►





These plates are on a '72 Super Beetle (Sumatra Green in color), that I bought in broken-down (but drivable shape) about 15 years ago. My one and only Bug, but had fond memories of VWs when my roommate in college had one in 1970 – so I HAD to buy it! The bumper sticker underneath we found at an old “head shop” in New Mexico and thought it would be perfect to go on the car, along with the “peace” logo in the rear window.

The Beetle is our “weekend social status” car when my wife and I go out for a Saturday breakfast! Tie-dyed T-shirts and even a headband are standard fare (for a couple of 60 year olds!)

• Jim Lang | Lake Zurich, Ill.



Our vanity plates are attached to our 2012 Tiguan – **NAN DICK**, our nicknames, and on our 2002 Rialta, built on a 2001 VW EuroVan cab – **CAMP COX**, which identifies us to other campers in campgrounds and on the road. The plates are easy to remember, and somebody is always asking for a vehicle plate number, especially when registering at a campground.

• Richard Cox | Mapleton Depot, Pa.



# Local Volks Scene

■ BY JACK LYMAN

## Holiday celebrations

The Volkswagen Club of Sheboygan [shebvwc.com](http://shebvwc.com) held a car show at a local medical and rehab center. A report tells the story of the ECO system and recycling of site water for use in the daily operations, which I found interesting. Members seem to enjoy the Christmas parades, and a lot of members show up with decorated cars. Winter survival rules were among the safety articles.

**Central Florida VW Club, Orlando:** [centralfloridavwclub.org](http://centralfloridavwclub.org) Members have been unable to find a sponsor for the March Show and Shine and a show is unlikely. The November meeting was held at the Pasco Bug Jam, and I saw many members floating about at the show. Members looking over the crowd also decided on omitting cookies for the December meeting. Other than that members keep busy.

**Northeast Illinois Volkswagen Association, Chicago** [nivaclub.org](http://nivaclub.org) December was the holiday party and election of officers. Check the website for more activities.

**Badger Beetles Auto Fun Club, Milwaukee:** Members were into the holidays with a dinner and play, "Candy Cane Tales," at a local civic theater. A Super Bowl Party is scheduled in February. A very complimentary report about the convention was included in the newsletter.

**VW Club of Chicago:** We were sorry to hear about the Boltz family accident and wish them a speedy recovery.

**Stateline Volks Folks, Rockford, Ill.:** [statelinevolksfolks.com](http://statelinevolksfolks.com) A chili fest was held in November along with a planning meeting for next year. Holiday activities included a Festivus

party at Tom Janiszewski home. This has been a event the last few years.

■ **CLUB CONTESTS:** I would like to remind the clubs to enter the VWCA club contests. Information needs to be compiled for the contest period running April 1 and ending March 31 each year.

Does your club have a safety program? Want to start one? Contact the safety director. See inside front cover.

The club is always looking for ideas on improving the contests, so if you have ideas and suggestions or if you wish to get copies of the form e-mail a request to [info@vwclub.org](mailto:info@vwclub.org).

■ **VWCA CAR SHOW CONTESTS:** Local clubs put on car shows throughout the year and attendees compete for awards. Did you know that even if you did not finish first in your class in the VWCA portion of the contest that you could finish first? If the cars finishing above you were not VWCA members, they are removed and you can move up in the standings. Make sure the contest you attend is participating, and remind the show sponsors to send the results to me. Complete rules are available by contacting Jack Lyman, [vw.sprite@verizon.net](mailto:vw.sprite@verizon.net). VWCA

## JOHN'S CAR CORNER

Over 40 years worth of hard-to-find VW parts at great savings for both water- and air-cooled vehicles. Questions, advice on your VW (any year or model) FREE! John's Car Corner, Box 85, Westminster, Vermont 05158, (802) 722-3180. E-mail: [johnscarcorner@yahoo.com](mailto:johnscarcorner@yahoo.com)

■ JACK LYMAN | 611 STONE DRIVE | BRANDON, FL 33510 | [VW.SPRITE@VERIZON.NET](mailto:VW.SPRITE@VERIZON.NET)

# The Frontdriver

■ BY RICHARD G. VAN TREUREN

## More VW views from Iceland

Last issue opened our trip to beautiful Iceland, the most ill-named country in the world. Who needs water to cool an engine in Iceland? Somewhat surprisingly, we did not see any air- or water-cooled Beetles in any of our three ports of call. However, the very well kept pop-top at right featured tasteful personal touches, including curtains. Looking close, one sees the Icelandic flag on the license plate.



As one might expect, there were plenty of ATouaregs, most featuring trailer hitches with their one-size-only balls. This model shows that the 5-cylinder TDI engine, which was the champion of the Paris-to-Dakar races more than once, was sold in “civilian” guise.



Fishing is not only a major industry for domestic consumption and export, as this workaday Caddy illustrates, but also a source of tourism. Fishermen come from Europe for the sport. As in other countries we visited, the Caddy was common as the nearly identical Ford Transits known to Americans.

■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM



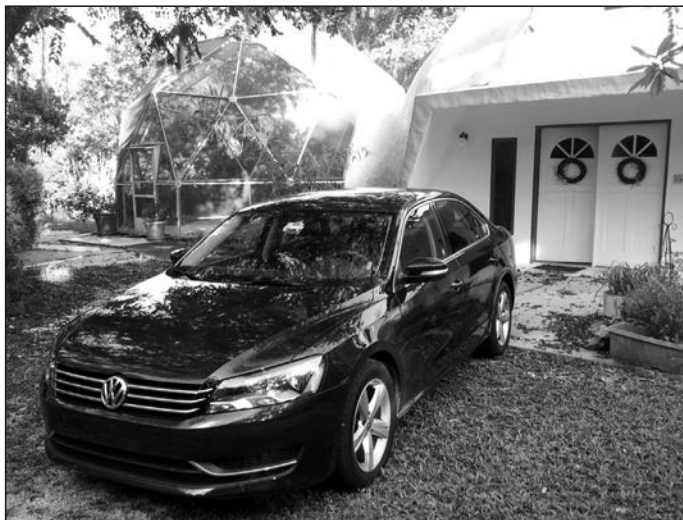
Passat wagons were, as elsewhere, employed as taxis, but this one featured an “EcoFuel” badge. The owner who kindly let me take his picture explained that Iceland is weaning itself off OPEC with a home-grown methanol industry. This car was dual-fuel, with large tanks under the rear seat and in place of the spare tire well. The engine switches to a small gasoline tank when necessary.



Iceland’s postal system relies heavily on Transporters. We saw many of this solid panel configuration. ▶

## **FRONTDRIVER**

Once again we were lucky enough to get a VW on rental from Budget. Nice way to start a trip if only to the airport. This proud Chattanooga product is seen in front of our geodesic dome house in Florida.



.....  
Imagine our surprise when, outside the Icelandic town of Isafjordur, we spotted this geodesic hothouse – whose owners drive a VW Polo! Small world.

VWCA

## DRIVER'S SEAT ■ FROM PAGE 3

sedan market, VW dealers moved more cars. Now that the competition is tougher, VW has upped incentives; it's difficult to sell vehicles. Mark Barnes, VWoA's former COO, said VW was ready for the competitive onslaught. Nevertheless, it has topped the charts throughout 2013 as the brand with the largest sales declines. Audi sales, however, continue to climb. Therefore, the VW group knows how to move metal.

What's wrong: the cars, the marketplace and VW's management. When it comes to cars, VW's emphasis on compact and midsize sedans puts it in an awkward spot. While U.S. vehicle sales are up, there's a pileup of unsold Ford Fiestas and Chevy Sonics. People are opting for compact or midsize crossover models. And full-size truck sales are Texas big. Thus, VW is heavily invested in a vehicle segment that has stalled.

VW's management, also, did not follow up



Cliff Leppke, a regular AUTOIST contributor since 1993, has upgraded his wheels since getting his first car in the early '60s. Reach him via email at [cliff.leppke@fox6now.com](mailto:cliff.leppke@fox6now.com).

with other vehicles aimed at lucrative crossover category. In fact, VW's compact crossover Tiguan and larger SUV Touareg have lost traction, down 10,000 units for 2013. Both are nifty machines but neither is equipped or priced near the major players. Yet, Audi moves a lot more Q5s and Q7s. So, you might chalk this up to image. VW must work to establish itself as



**VW's crossover concept, the CrossBlue.**



selling a complete lineup of vehicles. These must be profitable for dealers to sell; vehicles that people will buy.

If you've seen VW's Sign Then Drive advertising, you'll notice that these ads now show all of VW's models. The shift in visuals is intentional, VW insiders say.

Another problem is how VW equips its cars. It's been slow to adopt items like backup cameras. And its bread-and-butter Jetta SE and Passat SE aren't motivated with fuel-sipping gas engines. In an effort to cut prices, VW pared back the good stuff that made their cars feel and look like affordable alternatives to a BMW or Mercedes.

Gabriel Shenhar, *Consumer Reports* senior auto test engineer, says VW's reliability score still trails the industry average. While the Passat, Golf and even some Jettas are better than average, the brand's score is hurt by trouble-prone▶

## DRIVER'S SEAT

Beetles, Touaregs and GTIs. I found it interesting that the Audi Q7 would score better than the mechanically similar Touareg. *Consumer Reports'* testers tell me that differences in equipment may explain this. Yet, Shenhar tells me another Audi secret: It's the top performing European brand. Audi's team has met with *CR* several times to learn more about how that organization's surveys, which determine predicted reliability. Audi apparently listens.

Shenhar, is very careful when he speaks. So he made sure that I knew two things: the Audi A6 (pictured at right) is a top luxury-car pick; and that the revamped Jetta SE now ranks near the top of the compact car class.



■ **HOW BAD IS IT DOC?:** While VWoA's press releases talk about the best sales since 1973, the fact is those double-digit sales increases we've seen since 2009 have gone into reverse. November 2013 sales were off 16 percent compared with November 2012. For the first 11 months of 2013, VW brand sales are down 5.3 percent or 373,689 vs. 394,128 in 2012.

Audi is still moving ahead 141,048 deliveries through November 2013 vs. 124,469 last year, but the VW brand remains adrift. My informal talks with VW officials lead me to believe that they've got a confidence problem. Dealers want hot products, a crossover like the CrossBlue VW unveiled in Detroit. Yet, VWAG still hasn't confirmed when and where it will build such a vehicle.

■ **WHO'S OUT?:** That man in the hot seat: the class-act Jonathan Browning (the Brit in VW's haus), VWoA's CEO since 2010. According to Scott Vazin, VW's PR vice president, Jon, as he's called, informed VWAG that he'd step down. An all-employee meeting in Virginia was convened

with Browning and his replacement, Michael Horn.

The official press release says Browning left VW for personal reasons. He's returning to Britain. That's coded language. It usually means you've been fired. But Vazin assures me Browning made the exit plan himself. VW then opted

to assign Horn, a German who's been with VW since 1990 and was

head of VW's global after sales (think parts and service) since 2009. Experts expect Horn to speak more frankly with the Fatherland about VWoA's needs, which Browning couldn't.

Horn has more experience dealing with VWAG's management board.

Horn, who earned his graduate degree in business administration from the University of San Francisco, is expected to rely on Mark McNabb, an American who was hired in last year as VWoA's COO. Another executive suite shift: VW hired Vinay Shahani (formerly with Nissan) to fill the marketing post vacated by Tim Mahoney last spring.

Horn addressed VW's employees in Herndon. He promised to push for rapid development of a new crossover that American dealers want. This CrossBlue-type product is seen as the key to further growth of VW sales in the USA.

■ **WHAT'S IN?:** VW doesn't have new sheet metal for 2014, but fresh mechanicals appear under their skins.

VW's new 1.8-liter turbocharged engine that I sampled last fall is a Jetta game-changer, says *Consumer Reports*. This, the return to ZF's Servolectric power steering and an independent rear suspension make the Jetta a solid enjoyable to drive car. And it pulled off 30 mpg overall with an automatic transmission, reports *CR*. That's up five mpg from the previous car's in-line five cylinder 2.5 liter. Highway fuel economy is even



Browning

better than expected: 39. Now these cars deliver the performance that one expects. Sloppy emergency handling, however, is a weak spot. Improved stability control would help. And the interior's hard-shell plastics still disappoint.

This new power plant will propel the Passat. It has also replaced the 2.5-liter in the Beetle, too.

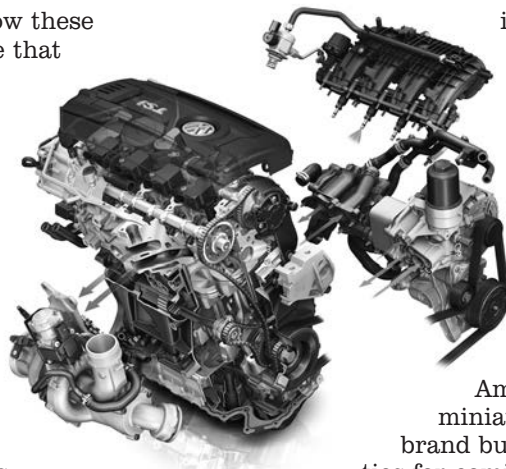
While it hasn't received much attention, the 2014 Golf represents a subtle shift. In many ways it's VW's most iconic car model since the Beetle. For this year, the sixth-generation Golf sold here (the seventh generation model is now available in Europe) comes solely as a "five"-door hatchback with a six-speed automatic transmission. That's a sin. It's like renaming Marshall Fields "Macy."

For decades, VWs were two-door cars. If you couldn't shift it yourself, you had to look elsewhere. Who would have thought that this signature VW model's transmission (strudel, you might say) would become so American apple pie?

The TDI (diesel) and GTI variants are still available with clutch pedals. VWoA tells me that when the seventh generation Golf arrives, two doors and manual transmissions will return to the base or "S" model, same for the sporting GTI.

For 2014 VW revised its warranty. Carefree Maintenance now covers two years or 24,000 miles. That's down from three years or 36,000 miles. Vazin says VW did this because it's in line with the competition. Another factor is that VW's warranty claims are down 54 percent since 2010. This and improved metrics in key surveys by JD Power (Initial Quality and APEAL) mean VW drivers should anticipate fewer unscheduled pit stops.

Three VW-related models made *Car and Driver's* 10 Best Cars for 2014: the Porsche Boxster/Cayman; Audi A6/A7 and the VW Golf/GTI. The latter is surprising because they're essentially leftover sixth-generation cars. VW plans to



introduce our Mexican-built version as a 2015 model later this year. They're teased in brochures at your local VW dealer.

It could be argued that our VW club doesn't need a vibrant new-car company. Instead, I argue that a robust VWoA helps our cause. Not because we'll get really nice stuff like a new Scirocco, Polo, UP or that

Amarok truck you can buy in miniature at Walmart. A vibrant VW brand builds awareness and opportunities for comity.

Let's see whether the new CEO and his team can grab the spotlight in Detroit during the North American International Auto Show. **vwca**

## **R-LINE** ■ FROM PAGE 17

row is expertly tailored; it's a supportive perch. You can slide and recline its sections too. Folding each seatback into a locked down configuration is straightforward. Besides manual levers, two switches let you release seatbacks from the cargo bay. While VW says you can remove the rear headrests at the push of a button, I couldn't. Thus, you might have to push each seat rearward before folding in order to provide enough clearance.

In the land of diesel SUVs, the Touareg's provenance might seem an unlikely choice: the R-Line tab is \$58,560. Base price is about \$48,300; the TDI adds \$3,500 to the standard gas V-6's tab. Thus, the money you'll spend on VW's Touareg in the same ballpark as the diesel Jeep Grand Cherokee. And it's about \$10,000 less than a similar size diesel BMW (X5) or Mercedes (ML350).

That's value for those who can afford such playthings. Whether the T has the right stuff: solid ride, firm handling and fitted insides, but no blind-spot detection, parking sensors, around-view camera nor foot-sensing rear lid, is your call. It's a marvelous contraption. R-Line frosting is icing on this top-tier cake. **vwca**



# Volkswagen Club of America Club Store



## Techno-Color Tees

Volkswagen never said you could pick any color for your car as long as it's black. We feel the same about our logo t-shirts. Hit the town wearing the latest incarnation of the VWCA's classic logo T-shirt in one of six hot new colors.

*Specify Orange, Tan, Sage Green, Olive, Gray or Blue when ordering.*

**Regular Price: \$15 (XXL \$16)**

**Club Member Price: \$12 (XXL \$13)**

## Paint Your 'Wagen Tees

Create a one-of-a-kind VWCA T-shirt with one of our Paint Your 'Wagen tees and your creativity! Fabric paints or markers are all you need to make your own one-of-a-kind VW shirt. Color the Bug or Bus in the club logo to match your ride, or just go wild!

Kid sizes: 6-8, 10-12. Adult sizes: M, L, XL

*Specify shirt size and Bug or Bus when ordering.*

**Regular Price: \$15 -Club Member Price: \$12**



MY PAINT YOUR WAGEN TEE  
WAS MADE FOR TIE-DYE!

## Club Gear



### Logo Patch

Make any article of clothing stylish with these embroidered logo patches. These 3" diameter patches look great on jackets or backpacks.

**Regular Price: \$5**

**Club Member Price: \$4**



### Fitness Bottle

24-oz. stainless, ergonomic bottle is FDA compliant, non-toxic, reusable and recyclable. It has a twist top and carabiner clip.

**Regular Price: \$12**

**Club Member Price: \$10**







### Bug & Bus T-shirts

Bursting with character, these VWCA logo T-shirts are the coolest around. Bug is printed in black and gold on ecru shirt. Bus is in red and black on gray threads. *Specify shirt size and Bug or Bus when ordering.*

Kid sizes 6-8 and 10-12. Adult sizes: s, M, L, XL and XXL.

**Regular price: \$15 (XXL \$16)**  
**Club Member Price: \$12 (XXL \$13)**

### Sweatshirts

Has your car's heater seen more efficient days? Stay warm on those cool drives in a VWCA sweatshirt! Beetle logo appears across the back, small classic VWCA logo on the front. *Specify shirt size and gray or black when ordering!* Adult sizes S, M, L, XL and XXL

**Regular Price: \$28 (XXL \$29)**  
**Club Member Price: \$25 (XXL \$26)**



Subtotal Amount	Shippin' & Handlin'
Up to \$5.00	\$2.00
\$5.01-\$20.00	\$5.00
\$20.01-\$35.00	\$8.00
\$35.01-\$50.00	\$11.00
\$50.01 and up	\$15.00

Send completed order form and a check/ money order payable to the Volkswagen Club of America to:  
 Volkswagen Club of America  
 Club Store  
 PO Box 154  
 North Aurora, IL 60542.

ORDER ONLINE AND PAY WITH PAYPAL AT [WWW.VWCLUB.ORG!](http://WWW.VWCLUB.ORG)



### Order Form

Qty.	Item Description	Type, Style or Size	Price
Subtotal			
Shippin' & Handlin' (see table above)			
Total			

VWCA # \_\_\_\_\_  
 Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 E-mail \_\_\_\_\_

To see the complete line of all Club Store items, visit [www.vwclub.org](http://www.vwclub.org) or write for a brochure: VWCA Club Store, P. O. Box 154, North Aurora IL 60542-0154 USA

# Classified

**RATES:** Free to members listing their club ID number (includes photos). For non-members, the rate is \$5 for the first 35 words plus 15 cents for each additional word; photos are an additional \$5. Advertisers must give their VWCA ID number or pay cash in advance. We reserve the right to edit ads as necessary due to space limitations. Photos to be returned must be accompanied by a S.A.S.E. of appropriate size. Send with ad copy to VWCA Classified Ads, 1554 Roanoke Ave., Aurora, IL 60506. Ads that require no payment or are not to be accompanied by printed photos can be e-mailed to vwclub@aol.com.

**FOR SALE:** 1952-2009 VW Factory Shop Manuals: \$29.95-\$149.95. Aftermarket VW Shop Manuals (6 different publishers): \$9.95-\$34.95. 1954-1979 VW Restoration Manual \$37.95. Alex Voss, 4850 37th Ave. So., Seattle WA 98118, (206) 721-3077 or toll free (888) 380-9277.

**FOR SALE:** VW air-cooled engines completely rebuilt. 36 horsepower, 40 horsepower, 1600cc single port & 1600cc dual port. Doug Nichols, (815) 389-6569 (IL).

**FOR SALE:** Stewart-Warner South Wind gas heater for a VW Bug. Completely rebuilt by Joe Boerio (J.B.'s Heater Service). Installed in car but never turned on, so it's virgin! Complete instructions included. Joe's rebuilt price: \$375. For sale at \$250 plus shipping. Call Allen at (708) 373-6269 (IL).

**FOR SALE:** Rebuild air-cooled VW 36 hp, 40 hp, 1600 single port, 1600 dual port, custom 1835, 1915, Porsche 911 2.0, 2.2, 2.4, 2.7, 3.0, 3.2 and custom 3108, 3.5, 3.6 liter engines by Wolfsburg and Zuffenhausen trained builder. Call Volker Bruckmann, (760) 765-2149 (CA).

**FOR SALE:** New and used Volkswagen and Audi parts. John's Car Corner, Box 85, Westminster, VT 05158, (802) 722-3180 or e-mail johnscarcorner@yahoo.com.

**WANTED:** Two N.O.S. front fenders for my 1954 VW Bug. Please no aftermarket ones. Call Bob Bybee, (310) 834-4933, Long Beach, Calif.

**WANTED:** VW Technicians (air-cooled preferred) and VW Parts Associates for employment in parts, service and machine shop facility in Kingman, AZ. Contact Julie at (928) 753-1477 or e-mail tntautocenter@frontier.com.

# New Members

**CALIFORNIA:** Robert Rurup, Perris; David Hathaway, Westminster

**CONNECTICUT:** Philippe Campus, Guilford; Ameran Flynn, Waterford

**FLORIDA:** Shirley Kaswinkel, Alachua; Mike Magden, Naples

**GEORGIA:** Phillip R. Benson, Dallas

**ILLINOIS:** Larry Lyles, Bartlett; Scott McCullagh, Batavia; Tina Panek, Chicago; Mike Paschen, Des Plaines; Anthony Dillard, Elgin; Lonny Terzo, Elk Grove Village

**INDIANA:** Nick Howard, Noblesville

**MINNESOTA:** Rick Mons, Shoreview

**MISSOURI:** Karen Horstman, Raytown

**NEVADA:** Michael Neuens, Gardnerville

**NEW JERSEY:** Susan Scheuermann, Egg Harbor City; Barbara Frankel, Franklin Lakes

**NEW YORK:** Robert W. Federspiel, Niagara Falls; Christian Borger, Niskayuna

**NORTH CAROLINA:** Jake Browne, Pfafftown

**OREGON:** John Hogue, Portland

**TENNESSEE:** Xen Portwood, Knoxville

**UTAH:** John Palacios, Price

**WASHINGTON:** Everett Hale, Tacoma

**WISCONSIN:** Victoria L. Horn, Madison

**Don't move!** Without telling us. Unlike first-class mail, the AUTOIST will not be forwarded to your new address by the post office. Please help us out — send changes to VWCA, P.O. Box 154, North Aurora, IL 60542, or by e-mail at vwclub@aol.com.

**Members:** Got a beef, a quip, a story (sob or otherwise), a point of view, a problem, a solution, some information? Let us know.

# Parting Shot

■ ZERO to 62, QUICKLY



If your perfectly acceptable GTI isn't sexy enough, this wild "Design Vision GTI" concept might be something to dream about. First debuted at Germany's Wörthersee festival, the brand's premier enthusiast gathering, the stunning 503-horsepower, 186-mph concept shows the bandwidth of the new Mark 7 GTI. VW's design team, led by Klaus Bischoff (Head of Design of Volkswagen Brand), drew the C-pillars and sills outward as autonomous body elements, thus creating space for substantially wider front and rear tracks, as well as specially developed 20-inch wheels (with 235 tires in the front and 275s at the rear). The "Design Vision GTI" can reach 62 mph from a standing start in just 3.9 seconds and looks like it could start tearing up racetracks tomorrow.

■ **MOVING?:** The **AUTOIST** is not automatically forwarded to your new address. Please send your address changes promptly to Lynida Tomlin, VWCA, P.O. Box 154, North Aurora, IL 60542. Or notify by email to [vwclub@aol.com](mailto:vwclub@aol.com).



VW Autoist  
P.O. Box 154  
North Aurora IL 60542

# VW Toon-ups

■ BY TOM JANISZEWSKI



SUDDENLY, TOM'S THOUGHTS TURNED TO BRIBERY, SLEIGHT-OF-HAND AND DECEPTION.