

MAY/JUNE 2014 • No. 473



# *Autoist*

PUBLICATION OF THE VOLKSWAGEN CLUB OF AMERICA

**CONVENTION 2014:  
LAST CALL!**

**15 YEARS**  
(AND COUNTING)



**NEW BEETLE HITS  
HAPPY MILESTONE**

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

# Autoist

## **STAFF**

**Editor:** Fred Ortlip, 621 E. Essex Ave.,  
St. Louis, MO 63122; (314) 340-8167.  
E-mail: vwautoist@mindspring.com

**Correspondents:** Richard Van Treuren, Lois Grace,  
Tom Janiszewski, Steve Mierz, Jack Lyman, Cliff  
Leppke, Pete Frost.

## **NATIONAL OFFICERS**

**President:** Shell Tomlin, 1554 Roanoke Ave., Aurora,  
IL 60506, (630) 896-2803. E-mail: vwclub@aol.com

**Vice President:** Tom Janiszewski, 417 Dacy St.,  
Woodstock, IL 60098, (312) 213-5098. E-mail:  
volkstom@sbcglobal.net (Contact to form a local club.)

**Treasurer:** Gary Hanson, 107 Mohawk Drive, Clarendon  
Hills, IL 60514, (630) 325-4671.

**Secretary:** Barbara Boltz, 11007 S. Harding, Chicago,  
IL 60655, (773) 239-2685.

## **TRUSTEES**

**Chairman:** Jack Lyman, 611 Stone Dr., Brandon, FL 33510.

**Trustees At Large:** Jack Lyman, 611 Stone Dr., Brandon, FL  
33510 (until 9-14); Mark Kuntze, W810 Violet Road, Genoa  
City, WI 53128 (until 9-15); Cliff Leppke, 3315A N. 47th St.,  
Milwaukee, WI 53216 (until 9-16).

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## **CONTACT VW • AUDI**

**VW of America:** bit.ly/ghXLEO | vw.com

**Audi of America:** bit.ly/wjfbX0 | audiusa.com

## **DEPARTMENTS**

**Advertising Director:** Shell Tomlin, 1554 Roanoke  
Ave., Aurora, IL 60506, (630) 896-2803.

**Membership (new, renewals, address changes,  
missed issues):** Lynida Tomlin, 1554 Roanoke Ave.,  
Aurora, IL 60506, (630) 896-2803.

**Business Manager:** Barbara Boltz, 11007 S. Harding,  
Chicago, IL 60655, (773) 239-2685.

**Club Store (Badges, books, decals, clothing):** P.O.  
Box 154, North Aurora, IL 60542.

**Activities:** Greg Boltz (rallies, gymkhanas), 11007 S.  
Harding, Chicago, IL 60655, (773) 239-2685. Jack  
Lyman (car shows), 611 Stone Dr., Brandon, FL 33510.

**Recruiting Director:** P.O. Box 154, North Aurora, IL  
60542.

**Safety Director:** Tom Kravcar, 28W540 Lorraine Dr.,  
Winfield, IL 60190

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credit card to join or renew.

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### ■ CLUB MAILING ADDRESS

P.O. Box 154, North Aurora, IL 60542-0154

### ■ REACHING THE CLUB ONLINE

E-mail: vwclub@aol.com | vwclub.org

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■ **COVER:** It's been an interesting journey for Don Capestrain's 1999 New Beetle, which has traversed 90,000 miles over the past 15 years.

# Driver's Seat

■ BY CLIFF LEPPKE

## VWCA: The big Kahuna of clubs

VWCA president Shell Tomlin reports that Michael Yager of Mid America Motorworks claims we're the "500-pound gorilla for marque enthusiasts." Or that's how we're described in an automotive trade publication piece on riding the VW restoration wave.

Quick, ed., an new AUTOIST banner: The 500-lb Gorilla for VW Enthusiasts! Well, that gives us a new outlook on our shared small world.

Due to our dedicated staff, our national club does things better than many Web-based VW clubs. For example our diverse correspondents offer a range of views. And we don't read like a thread of ranting blowhards. Thank editor Fred Ortlip for his guidance.

That said, we could use some old-fashioned fine-tuning. Our website should make tech tips, observations, classifieds and VW news timely and simple to access. One thing I hear from industry insiders is that using our

club's website is awkward. They check it to confirm whether we're legit, worthy of their attention. The paid firewall blocks them.

A self-publication revision might help. I imagine a website section for everyone to post up-to-date info or your VW project glamour shot. Because our correspondents actually go to VW's press conferences and talk to VWoA representatives, we can offer timely musings on all things big at VW. It's a teaser for the next AUTOIST or a place for sidebars, bits that you'd want to know now.

The industry already has the infrastructure that supports on-the-spot VW coverage. We must decide whether we'll use it.

Another related question is nurturing local club affiliations. Many newer VW clubs have breezy social styles. They're informal. Seems to me that the VWCA could create a space for these clubs.

Only you can volunteer to update the AUTOIST's infrastructure. Ready?

■ TURN TO PAGE 27

■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM

# Small Talk

■ VW • AUDI , QUICKLY

## NEW & IMPROVED



■ **GOLF R 400 CONCEPT:** VW turned heads at the Beijing auto show with this 2.0-liter, turbocharged EA888 engine, projected to produce 395 hp and trek 0-62 in 3.9 seconds, with a top speed of 174 mph. The good news: VW plans to build it. But yet to be determined: Will it be available in the U.S.?

■ **PHAETON:** After a checkered three-year run in the U.S., VW's luxury Phaeton model is targeted to return to these shores in 2018 or 2019. This gives fans plenty of time to save up its projected \$60,000 sticker price.

■ **XL1:** VW's XL1, the world's most fuel-efficient hybrid car, has been named the winner of Britain's Transport category in the annual Designs of the Year Awards. The car is one of 76 designs in seven categories on display at the Design Museum in London until Aug. 25.

■ **CHINA MOVES:** The launch this year of VW's electric Up-1 and e-Golf2 models marks the company's foray into what it calls the biggest initiative for e-mobility in automotive history in China.

## RECALLS

■ **JETTA, BEETLE, BEETLE CONVERTIBLE, PASSAT:** VW is recalling certain 2014 models equipped with a 1.8T engine and torque converter automatic transmission. In the affected vehicles, the O-ring seals between the oil cooler and the transmission may leak fluid, contacting a hot surface and resulting in a vehicle fire. About 25,000 vehicles are involved

■ **PASSAT:** 150,201 sedans are being recalled for low-beam headlamp bulbs that can loosen. When closing the hood on 2012-2013 Passats, the vibration may be strong enough to shake a bulb from its socket.

## MONEY MATTERS

■ **CHINA PROGRESS:** In the run-up to the Beijing auto show, VW said it expects China deliveries to rise at least 10 percent from last year's record, pushing deliveries above 3.5 million vehicles. That would keep the company ahead of General Motors for the top sales spot for the second year in succession.

## EVENTS

■ **BLUE MOVES:** Volkswagen de Mexico is expanding its commitment to nature conservation and biodiversity in Mexico with its "Think Blue. Nature." The new project is the initiative "Eco Chavos" (young people for the environment), which will encourage 10,000 young people to participate in practical environmental protection and the conservation of biodiversity over a period of three years.

■ CONTRIBUTING: PETE FROST

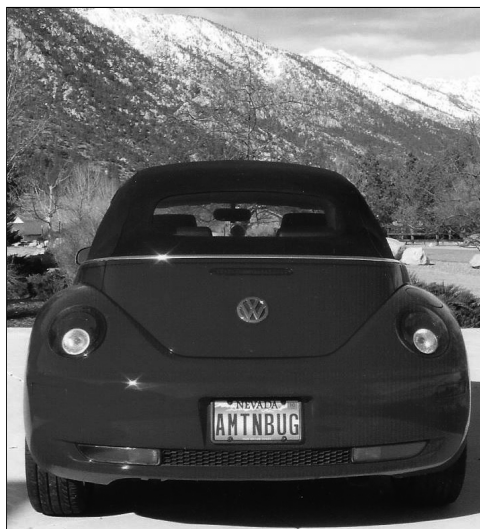
# Letters

## GR8 - PL8TS (cont.)

As a new club member, I enjoy the articles in the AUTOIST magazine. In the Jan/Feb issue, I got a kick out of the meaning of the personalized license plates.

In our case, the hunt for a specific year and color went on for close to two years. It began in Arizona, went to California and we finally found one in our home state of Nevada.

The hunt was for a 2010 New Beetle Convertible. It had to be red with a black top and black interior (good German colors) and with low mileage.



Living in Nevada and nestled at the foot of the Sierra Mountains, it had to be called AMTN BUG. This also relates to my initials, which are MTN.

Michael and Coletta Neuens  
Gardnerville, Nev.

**HOW TO REACH US:** Send letters to VW AUTOIST, 621 E. Essex Ave., St. Louis, MO 63122 or by email at [vwautoist@mindspring.com](mailto:vwautoist@mindspring.com)

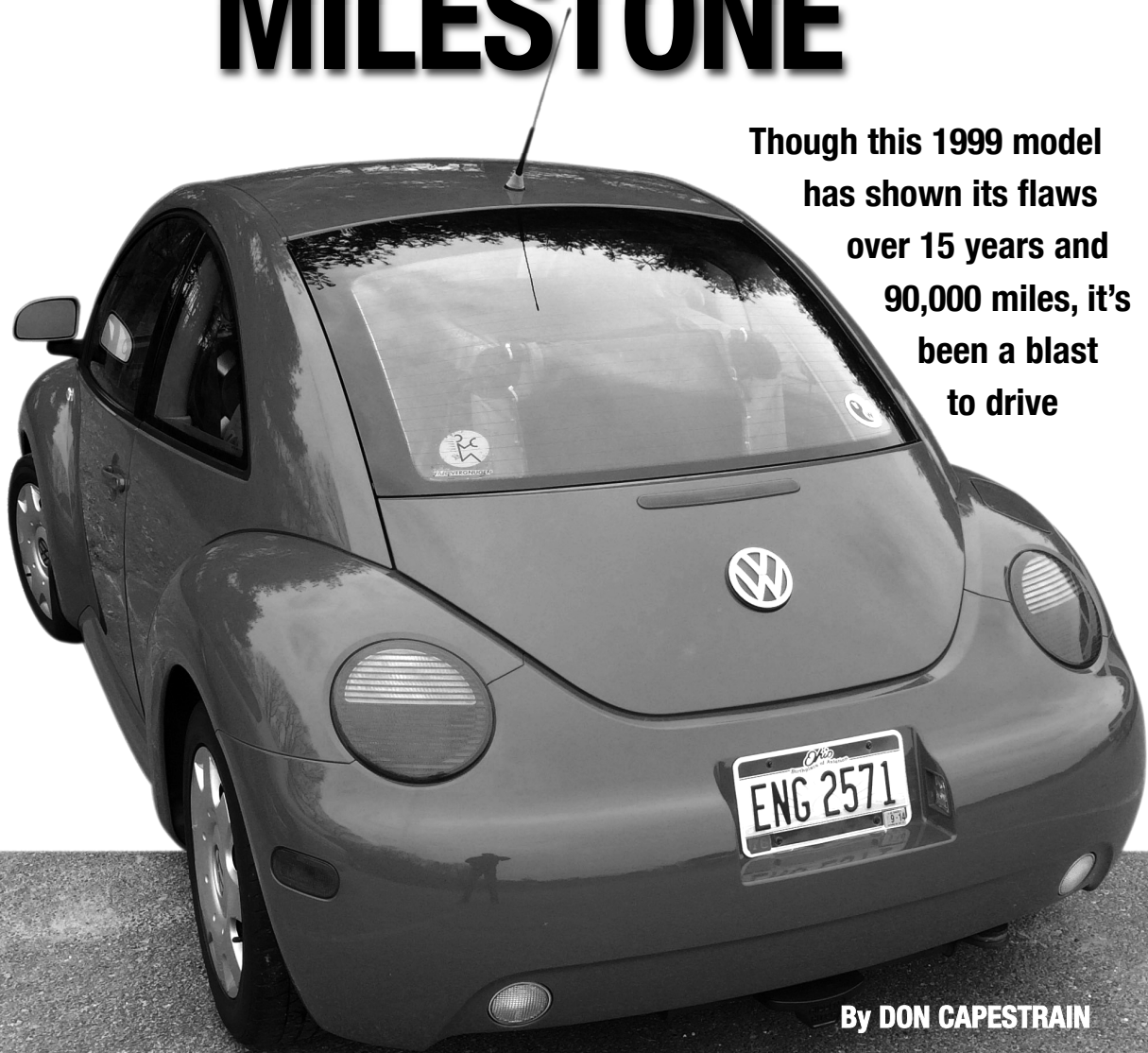
# HE COULD HAVE HAD A DISCOUNT

With the VWCA's Friends of Our Club, members can save money on parts, labor and accessories from affiliated Volkswagen dealers and independent shops in the U.S. and Canada. Turn to the AUTOIST center-spread for more information.



# NEW BEETLE MILESTONE

Though this 1999 model  
has shown its flaws  
over 15 years and  
90,000 miles, it's  
been a blast  
to drive



By **DON CAPESTRAIN**

■ DON CAPESTRAIN | VWLOVER77@HOTMAIL.COM

**M**ay 25 marks the 15th anniversary of my family's New Beetle ownership experience. It was on that day in 1999 that we took delivery of a brand new red GLS model from Kempthorn Volkswagen in Canton, Ohio. How the time has flown! I wish I could say the car was as perfect today as the day we brought it home from the dealership, but alas it now has many flaws. With only 90,000 miles logged, most of the issues are cosmetic, but it has a few mechanical maladies as well.

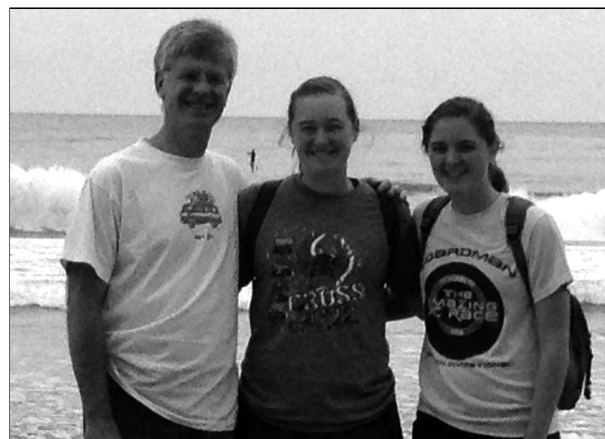
But wait; please don't think I'm disappointed! The car has been very enjoyable, fun and satisfying to own. It rides and handles as solidly and comfortably as the day we brought it home, with its smooth-running 2-liter engine still eager to power the car to imprudent speeds. I still enjoy looking at it, too. Despite its supposed lack of macho, I find the styling superior to the current Beetle, with cleaner, simpler lines that better connect it with its ancestor. It's still my daily driver too, not (yet) relegated to being a "kids car" for one of my daughters (both now college students)!

Cosmetically, the car has only three significant issues. The first is a longtime annoyance that has gotten worse as the years have passed: The light colored cloth seats are now permanently soiled and impossible to clean. Secondly, the red paint is changing color to a purplish hue in areas that have had the most sun exposure. (The front bumper also has one small spot of peeling clear-coat, but I'm not counting that as "signifi-

Don Capestrain's New Beetle Beat column appeared in the AUTOIST for nearly 10 years, starting in the spring of 2000.



**ABOVE:** Morgan (left) and Mallory pose with their dad, Don Capestrain, and their new 1999 New Beetle. **BELOW:** Don with Morgan (center) and Mallory on a California beach last summer.



cant” yet.) Finally, the headliner foam backing has disintegrated, causing it to drop. To “fix” that problem, I’ve installed two Masonite “bows” to hold up the fabric. The good news is that the body is amazingly rust-free and shiny even after all of the winter salt and grit the car has seen over the years.

Mechanically, very few issues have arisen over the life of the car. In 15 years, it has only failed to start once (due to a dead battery caused by a defective CD changer). One check-engine light incident required a dealer repair to install new vacuum hoses. Both rear brake calipers and the ignition coil were recently replaced.

The parking brake cables stretched and were also replaced. A few years back, the catalytic converter core began rattling inside the case. This was actually a common problem that caused VW to extend the catalytic converter warranty to 10 years or 100,000 miles. Although I was under the mileage, I was over 10 years and was not covered.

I installed an aftermarket unit at a much lower cost but now have a louder exhaust. The resonator between the catalytic converter and the muffler rusted away and was also replaced. As a preventive measure, I replaced the timing belt and water pump at 85,000 miles. I did this job myself and found it far easier than I expected.

Two mechanical issues remain. The air-conditioning stopped working last summer. The diagnosis is a leaking condenser and accumulator. The repair cost esti-



**ABOVE:** Morgan is studying this year in Sydney, Australia, and found a local VW to pose with (the same color as the Capestrain family’s Bus). **BELOW:** Mallory, now a freshman in college, had some of her high school senior pictures taken with the Capestrain Bus.



mate is high because of the need to remove the entire front of the car to gain access. I may try this repair myself (!).

The second issue is the clutch. Although it is not slipping, it has significant chatter that seems to get worse as the ambient temperature rises. Oil on the clutch lining perhaps? I’ve not yet decided when that will be addressed, or who will do the addressing!

There you have it. Fifteen years of ownership in a little more than 500 words. But perhaps the best summary is even shorter: 15 years later, I still love our New Beetle! VWCA



# Retro Autoist

## FROM THE ARCHIVES

### 10 YEARS AGO

■ **MAY/JUNE 2004:** VW has announced that CAR-FAX vehicle History Reports will now be incorporated in the certification process of all Volkswagen certified pre-owned vehicles. VW says adding the reports to the certification process further helps build the confidence and peace-of-mind customers have for owning VW vehicles under the pre-owned program.

### 20 YEARS AGO

■ **MAY/JUNE 1994:** James Womac, co-author of the auto industry book *The Machine That Changed The World*, predicts that the industry eventually will shake down to only 10 manufacturers. His picks: General Motors, Ford, Chrysler, BMW, Volkswagen, Mercedes-Benz, Toyota, Nissan, Honda and Mitsubishi.

■ **MAY/JUNE 1994:** VW failed to make the cut in its effort to win a \$1 billion minivan assembly contract in China. *Automotive News* reported that Chrysler Corp. and Mercedes-Benz were the two finalists for the project, in which 120,000 to 150,000 minivans a year would be produced.

### 30 YEARS AGO

■ **MAY/JUNE 1984:** Buyers of selected 1984 Quantum, Convertible and Scirocco models in West Germany will receive a free round-trip on Lufthansa, compliments of VW, to Frankfurt. VW's Tourist Delivery Program also includes free return shipment of the car to the United States and savings on the purchase price.

■ **MAY/JUNE 1984:** Volkswagen of West Germany says it has been approached by the Soviet Union

about possible licenses to produce VW diesel engines, the *New York Times* reported. But VW said that no sign of any agreement was evident.

■ **MAY/JUNE 1984:** The Wolfsburg Limited Edition Rabbit is now available in dealer showrooms. The midyear model is available at special savings and can be identified by its blue and gray upholstery, black front spoiler, black lower bodyside molding, GL wheel covers and Wolfsburg Edition emblem on the front fenders. The special model has a suggested retail price of



\$6,995.

### 40 YEARS AGO

■ **JUNE 1974:** The month of March 1974 marked a turning point in Volkswagen's post-World War II history: The Type I VW, better known as the Beetle, lost its undisputed No. 1 monthly sales record to another model. Fortunately for VW, the new leader is another VW, the Passat, known in the USA as the Dasher.



### 50 YEARS AGO

■ **MAY 1964:** The Volkswagen factory filed a \$2.5 million libel suit against the German consumer magazine *DM* for publishing a test report designating the VW 1500 S as a dangerous and unreliable automobile.

## 2014 VWCA CONVENTION

# LAST CALL

The big show in Michigan  
is set for June 6-8



2013 Midwest VW Jamboree, courtesy TheSamba.com

**W**ith last year's VWCA convention held late in our "season," it may be hard to realize that convention time is already upon us. But this year's event is much earlier in the year, so it's important to get your reservation in right away.

Why not now? The deadline is May 20.

Join us in Hudson, Mich., on June 6-8 as we partner with the second annual Midwest VW Jamboree for three days of camping, car shows, swap meet, cruises, tours and the most important ingredient, Volkswagens of every Type, style and condition. Located in the southeast corner of the state, Hudson is just a short trip

for most of our members in the middle west and northeast region of the country. If you love your Volkswagen, you should bring it to the 59th convention; you'll both have a grand time!

Prefer a casual atmosphere? This convention is just the ticket! Note that some of the Jamboree activities have separate registration, and some of those are discounted if you pre-register. Our Saturday evening awards banquet will be held in the Carriage House of the William G. Thompson House Museum and Gardens, followed by a private tour of the mansion itself included in the registration fee.

On Sunday, the huge VW car show and



swap meet are scheduled to start at 9 a.m. Swap spaces are \$25 if pre-registered 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.

Thompson Memorial Park IN Hudson will accommodate Friday night and Saturday night campers for \$60 for the weekend (vehicle and two people).

If you are not camping, be aware that lodging in Hudson proper is quite limited, so it is important to reserve your accommodations early to stay close to the center of activities. Fill out the registration form and mail it in today. Deadline is May 20. **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 Loin 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.



**From left, Gary Hanson's 1987 Vanagon, Ryan Schulz's 1979 Westfalia and Maurice Goldstein's 2013 Jetta SportWagen. Schulz was the car show winner and Hanson was second at the VWCA convention last year in Chattanooga, Tenn.**



BY CLIFF LEPPKE

# 2015 JETTA

New safety features, further refinements are hallmark of popular sedan



■ CLIFF LEPPKE | [CLIFF.LEPPKE@FOX6NOW.COM](mailto:CLIFF.LEPPKE@FOX6NOW.COM)

**T**he 2015 Jetta made its global debut in April on one of the world's biggest stages.

Rather quietly, VW had revamped its 2014 model, refining its popular compact with a new thrifty four-cylinder 1.8-liter TSI (turbocharged with direct fuel injection) mill, which replaced the 2.5-liter five cylinder.

Additional upgrades included an electrically assisted tiller and a multi-link rear suspension setup. The good stuff is back!

With new-found power and poise, this Jetta deserved a full-fledged publicity campaign. As I was informed in January in Detroit, VW opted to save its marketing dollars for an introduction of the refreshed 2015 model at the New York International Auto Show.

Here's the scoop: Subtle freshening outside, improved crash protection, reduced air drag and lowered rolling resistance. This means a safer, more efficient operation. Options include: drive-assist systems such as blind spot detection, frontal collision warning and rear cross traffic alert.

In sum, the Jetta's upgrades mean it should

ace Insurance Institute for Highway Safety's stringent moderate overlap crash test. With forward collision warning, the Jetta should move into the select group of vehicles that the IIHS designates as top safety plus. That's a smart move. Car shoppers can put the Jetta at the top of the list of safest compacts.

But wait, there's more. While the Jetta S is saddled with the 2.0-slow non-turbo four-cylinder engine, the SE and SEL models get either the Gen 3 EA888 turbocharged fours or the new 2.0-liter EA288 TDI clean diesel with improved fuel economy, lower emissions and better drivability.

Upfront, the three-bar grille is flanked by optional Bi-Xenon adaptive headlamps with LED running lamps. Radiator shutters reduce aerodynamic drag and improve the diesel's thermo management, shortening cold-weather warm-up time.

In back, the trunk lid, taillights and bumper are revised for improved aerodynamics. It resembles an Audi Q5.

Tweaked inside: Some models get seventh-generation Golf-style steering wheels with multi-►



## **JETTA**

function controls. Piano-black dash panels are optional.

More from the mill: the TDI utilizes two balance shafts rotating on roller bearings. This reduces engine vibration and internal friction. Piston rings are also low-friction. The 3.0-liter diesel's horsepower is up 10 at 150. Torque is 236 pound-feet at just 1,750 rpm. VW says the power band is wider than before. This TDI is LEV3-emission compliant, meeting upcoming stricter standards today. It uses a selective catalytic reduction system with urea injection (AdBlue). This reduces oxides of nitrogen. VW says it's EPA rated at 32 city, 45 highway, 37 combined.

The styling is mild: It has a wider-looking stance front and rear.

Underneath the skin: A major upgrade with up-to-date optional gear.

■ **GTI GOODIES, TOO:** A month after the NYC show, VW planned to introduce our seventh-generation Golf as the 2015 model. Before that, VW released upcoming GTI details. It arrives in showrooms in June.

VW says the lighter, faster, more fuel-efficient

GTI's price increases just \$195. Horsepower is up 10 to 210. The standard version's Gen 3 EA888 engine's torque is up an impressive 51 pound-feet.

Available on all trims: a performance package (\$1,495) including an electronically controlled torque-sensing limited slip differential. And you get 10 more ponies, to 220 hp.

Entry level S trim is \$24,395 (\$820 delivery extra). It's a two door with six-speed manual transmission with heritage-cloth seating. SE versions get sunroofs, keyless access, rear-view camera and leather seating surfaces (\$27,395). Autobahn models have four doors with power driver's seat and automatic climate control (\$29,595).

VW expects a 3-mpg bump in highway fuel economy to 34.

Optional on all GTIs is the six-speed DSG automated manual transmission (\$1,100). Adaptive Bi-Xenon headlamps with LED running lights, a driver's assist package with front-collision warning and park-distance control are available. VW hasn't announced availability or pricing for four-door S and SE models. Curb feelers to protect those fancy alloy wheels aren't on the list. **VWCA**



2015 Golf GTI

## BOOK REVIEW

# Dune buggies from an enthusiast's point of view

BY CHRIS HOBBS

Looking for a great gift for a VW or dune buggy fan? The Dune Buggy Handbook is a well-produced coffee-table anthology of the various makes and models of American and British dune buggies produced since the first Meyers Manx appeared in 1964. When first published, it boasted coverage of more than 70 makes of dune buggies and beach buggies in 160 pages.

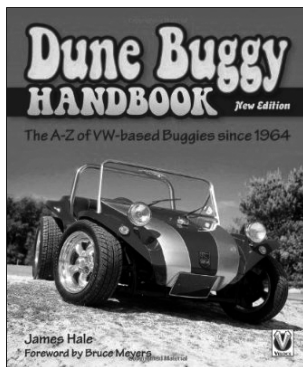
The new edition is 25 percent larger and features more than 100 makes, arranged in alphabetical order from Albar (British, 1971-1994) to Vulture (also British, 1970-72 and 1984-91). American entries include buggies by such familiar names as Barris, Empi, Kyote and Meyers, as well as many less-familiar names. Some were only produced in small numbers for two to three years, while others had production runs in the thousands that lasted decades.

Whether their total production numbers were large or small, each make is given a two-page article featuring a data panel, pictures and (where available) images from sales brochures, advertisements and magazine covers of the period. The corresponding text includes production details, dates, identification tips and a concise history of the make and its various models from conception

of the brand to fadeout. Each entry is careful to point out where traditional air-cooled VW components (engine, frame, suspension and so on) were incorporated into the buggy's design.

More than just a good encyclopedia of dune buggy makes, the Dune Buggy Handbook strives to re-create a feeling of the dune buggy culture, from its prime in the late 1960s through various cycles of boom and bust to the present day. A 20-page introduction gives a concise history of the dune buggy starting with its non-VW beginnings before World War II. Other features interspersed among the buggy entries include period magazine covers and record sleeves; a generous gallery of present-day color pictures; an additional montage of advertisements and sales brochures; and a gallery of period celebrity photos (Jimi Hendrix driving a Bushmaster buggy on Maui?).

The Dune Buggy Handbook is a comparison of dune buggy makes through the years, written from an enthusiast's point of view. While noting style and performance features, it does not judge or compare them. Accordingly, the Dune Buggy Handbook succeeds in summarizing the dune buggy world for fellow enthusiasts as well as the casual reader. **VWCA**



**Dune Buggy Handbook (New Edition): The A-Z of VW-based Buggies since 1964.**  
By James Hale.

First published in 1999, updated and revised edition March 2013 by Veloce Publishing Ltd., Poundbury, Dorchester, Dorset DT1 3AR, England. List price \$39.95 (less at retailers such as Amazon), softcover, 208 pages. Many high-quality color pictures and images from original advertisements and sales brochures.

■ CHRIS HOBBS | CHRHOBS@MINDSPRING.COM

## BOOK REVIEW

# Getting on the right road to old-car restoration

BY CLIFF LEPPKE

I first heard of Matt Joseph when working at a Madison, Wis., TV station in the 1980s. Joseph is, indeed, Wisconsin's doyenne of all things automotive. His auto authority, rich voice and charming co-host made his now infamous Wisconsin Public Radio show a must-hear program.

Matt exhausts various sources and mines a lifetime of experience to produce this avuncular guide to metal repair. Lots of photos, the hands of a skilled panel mender demonstrate how to use the tools of the trade. Sometimes you're a homicide detective making chalk marks of the scene that must be re-created in order to properly bump out

a dent. Hint: first in, first out. That works unless the section was stretched.

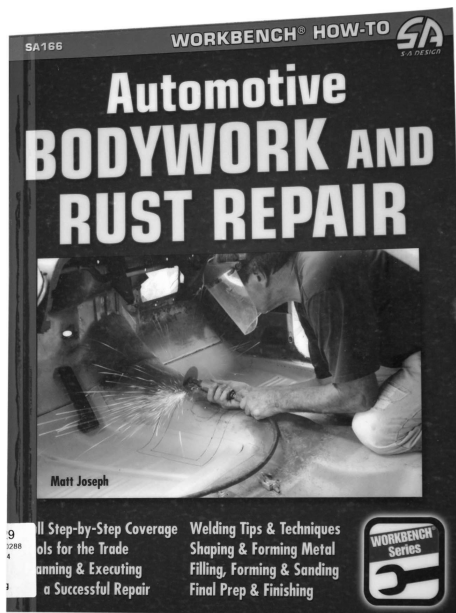
Even if you don't perform body repairs, you'll find this book a useful; it's a guide for doing things right. With it, you can confirm whether you, your body man or woman might do what Joseph says is the worst damage: body work by "truly clueless to the dedicated inept" that stretches or upsets metal. These injuries require gobs of filler to cover crude workmanship. Don't go there.

Joseph's words rise above the usual car repair textbook. He often embeds a truth about how something is done within a smartly told story. You're more likely to remember these nuggets due to the pithy manner in which they're presented. One example explains how vintage coachbuilders beat panels into shape. They signaled their progress with their heads not their words. Speech was ineffective; these guys were nearly deaf due to the din of hammers banging steel.

While Joseph's guide isn't specifically about VW restoration, it gets you started on the right road. The section on how one creates mending panels and rebuilds rolled fender edges revives an earlier era of car craft that we still need. **VWCA**

**Automotive Bodywork and Rust Repair.**  
By James Joseph.

Car Tech,  
2009, \$24.95.  
Updated in  
2012, \$36.49.  
At Amazon and  
other retailers.



■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM

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# The Frontdriver

■ BY RICHARD G. VAN TREUREN

## Farewell tour

Goodyear's iconic blimps have been part of the American scene for a long time now, the particular model in use today dating back to a 1935 patent on its then-unique design. They are as much a part of NASCAR as air coverage itself, so it was nothing unusual when Goodyear got the contract for TV coverage of the Daytona 500 this year. So imagine our surprise when TWO of these airships flew over our house in February last year. Given a lot of ink in the local press as eager reporters and local company friends were given the last passenger rides on Spirit of Goodyear (N3A), we learned that Ohio-based airship had come to Florida for retirement.

The blimps have been continuously updated and repeatedly rebuilt over the many decades from their high point during WWII. Then, all five had been impressed into the Navy and 14 more were built. Designated the "L" ships after the L-1, a regular model purchased by the Navy in 1938, some had "Goodyear Lifeguard Tires" painted out and replaced with "U.S. Navy."

Initially thrown into the anti-submarine war with little more than a radio to call for help, one pilot took along his hunting rifle to patrol Long

Beach harbor. Some of the little ships were later armed with two depth bombs.

In August 1942 one returned from patrol without its crew, one of the great mysteries of WWII. As the larger K-type ASW ships were mass-produced, the Ls were relegated to training roles. Putting on a demo for Hollywood, a total of 10 L-ships flew in a single formation for the "This Man's Navy" cameras, but that film was left on the cutting room floor.



Postwar, an L-ship could have been purchased for \$1,000. Howard Hughes had one advertising "The Outlaw" with Jane Russell (some suggesting he needed two). Several flew for Douglas Leigh sky advertising soup, beer, gasoline and bread. (This writer has a conscious memory of the "Wonder Ship," with its flashing polka-dot sign, but records show it taken out of service before I was born!)

Another was taken to Germany and flew for Underberg (digestive aid) and other clients for more than 10 years. Unable to obtain helium forbidden to Germany since 1939, the ex L-19 was inflated with hydrogen. Her longtime pilot was a chain smoker, who recently died of cancer, not by lighting up under the "dangerous" gas.

■ TURN TO PAGE 22

■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM

# 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

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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

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

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

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

### (AIR-COOLED PARTS)

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CARY: MIDWEST AUTOSAVERS, INC., 155 F CHICAGO ST., 224-357-8021, [midwestautosavers.com](http://midwestautosavers.com), P-10 A-10 L-10 AC (VW REPAIR & RESTORATION)

EVERGREEN PARK: BEETLE CRAFT SPORTS TUNING, 9535 S. PULASKI RD., 708-422-7548, P-10 A-10 L-10 AC (AIR & WATER-COOLED REPAIR & RESTORATION)

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# SUPPORT THE DEALERS WHO SUPPORT VWCA



## FRONTDRIVER

Nowadays, the current fleet of three blimps is getting somewhat bogged down by modern times. Their parent company had been sold back in the 1980s and the current holder of their type certificates, Lockheed-Martin, refuses to build new airships. That's not to mention what they charge to manufacture replacement parts. Likewise, in today's employment environment, the airship's manpower-intensive operations are costly to take on the road. But, you just can't do away with the Goodyear blimp – we've got friends in high places, as they say.

So, a considerable investment has been made to purchase and locally assemble three new technology Zepelins (Zep NT) and replace the older blimps over the next few years. The Akron ship was brought to Pampano Beach's twin hangar late last year to make room at Wingfoot Lake. The Spirit of Goodyear in its present configuration had more than 41,000 hours of flight time since being introduced in 2000. After giving this 500-mile race amazing twin-blimp coverage, the oldest continuously flown airship in the fleet has been disassembled by the time you read this. The parts will be recycled to keep the other two flying until they too are replaced with Zep NTs.



■ **STUDY IN CONTRAST:** After wearing out the OEM rubber, we always purchase Goodyear tires for our VWs, but recently I was tempted to defect. The company refuses to make Mr. T-size tires with raised white lettering. Nothing against Touaregs, you see even its fleet of support vehicles has plain black generics. (Note the man-lift mounted on the semi-tractor that hauls its mobile workshop trailer. The man-lift is used to reach the fins and nightsign for adjustments in the field.)

Turns out nobody makes them in my size, even at \$300 apiece. Painting doesn't work, I tried. Would you do gold, then? **VWCA**



# VWClub.org

Add value to your VWCA membership by registering at **VWClub.org**. In the "Members Only" area, take advantage of discounts on VWCA stuff and renew your membership, using PayPal or your credit card.

# VolksWoman

■ BY LOIS GRACE

## Historic show on the brink?

The long and glorious history of the Kelley Park show, a staple of the Golden Gate Chapter of the Vintage VW Club of America for 30 years, may be a victim of its own popularity.

The KP show, which meets in April in San Jose and for years held a second event in August, was always meant to be for stock, vintage VWs. We tried to discourage custom cars from coming, and the later models (1968 and newer) were always turned away at the gate.

Three or four years ago, I quit going to club meetings and stopped attending the Spring Meet because of a disturbing trend. We kept getting a huge number of the custom crowd showing up. Early on, we were not too concerned, as it cost a lot to rent the location for the day, and we needed the revenue to cover the high overhead.

Because our show has been so successful, that is no longer true, and we are faced with the issue of a different crowd with different interests in effect taking over our event.

Despite all our best efforts, chaos still reigned at the front gate. Gate workers (volunteers from our club) had no master list of people who were allowed inside before the gates opened to the public. Because of the sheer numbers, our show attracts, we are now forced to hire police officers for the day, and no one seems to brief them

on who is allowed in and who must wait.

Faced with waiting in a miles-long line, showgoers started camping out overnight at the gate, to get a place at the front of the line the next morning.

Non-stock (and sometimes even non-vintage) VWs showed up, and instead of honoring the rules, owners griped until someone caved and let them in. Once they got inside, they'd complain about our lack of awards for their custom cars!

I found it hard to stand idly by while our "stock vintage Volkswagen" show, with its rich heritage and long-running status, got hijacked by the custom car crowd.

When I joined the VVWCA, I was thrilled to find out that a chapter met near me. When I joined and went to my first meeting, members ►



An overview of the Bus parking area at Kelley Park, from the Firehouse stairs.

■ LOIS GRACE | VLKSWMN@SBCGLOBAL.NET |

## VOLKSWOMAN

were busy planning the Spring Meet for 1986. Because I was a newcomer (and recruits are always welcomed!) I volunteered for everything. Vernon, my 1959 single-cab Transporter, wasn't restored at the time, and I was hoping this group could provide some direction.

So I became heavily involved in the club and its activities. There seemed to be a few people who did everything, and the rest of the group was happy to go along with it.

The KP show began in August 1985, with a show-and-shine that consisted of about 15-20 club members' cars. Kelley Park was a nice spot for a picnic, so it was a good fit. As time went on, it was decided to invite other VW owners to show their cars. No awards were presented.

More time passed and some vintage Porsche people got in on the event. Because of so many similar features of the early Porsches, we thought it might be fun to include the 356 owners also. At this point we were nowhere near to filling the vast expanse of Kelley Park.

The Porsche people brought their own awards and did their own thing. But after a few shows with the double marques, it became clear that they were not too interested in mingling their German heritage with ours, and the Porsches were phased out. But they left a thought: What if we were to have awards for our stock Volkswagens? Would the lure of a trophy bring even more of us together?

The answer to that was a huge "YES," and soon folks came from all over California and around the U.S. to attend what quickly became known as "The Best Vintage Volkswagen Show in the Known Universe" (thanks to super-vintage-fan and AUTOIST correspondent Steve Mierz).

Even with all the added work at the time of a two-show schedule and the extras (such as dash plaques, T-shirts, show programs, a DJ), we had many enthusiastic members willing to make it happen. This system worked well for years. As attendance grew, so did the club workforce. We never seemed to lack enthusiasm for the event.



A BLTN Kombi with a one-wheeled trailer. "BLTN" stands for "Better Late Than Never," an informal VW group that formed in response to the Golden Gate Chapter requiring 1967-and-later models. Anything is welcome with BLTN, although the informal focus is on 1968 and later.

Eventually, we cut back to just the April event. Everyone loved the location, plus it was the first big vintage VW gathering of the year, and our California sun usually cooperated. What could possibly go wrong?

At its peak maybe a dozen years ago, the event drew more than 350 cars and 1,500 people, but that meant massive lines of people waiting to get in on the morning of the show. Word had gotten around that our show was the place to be and the VW faithful came in droves. Then, cars that weren't stock starting showing up. Cars that

weren't vintage were showing up.

The overnight camping generated noise, drunken behavior and untended trash. Music was played so loud that some people couldn't converse. Then they whined about how unfair it was that we decided they couldn't show their Super Beetle. Or their Rabbit. Some them stuffed the ballot box so their friends would win awards — even though the car might not even qualify.

Instead of doing their own show for custom cars, they continued to show up at ours, loud and disagreeable. Then the worst thing of all happened: Someone stole the ashtray from our president's 1953 convertible Beetle, as it sat next to the club booth with hundreds of people around.

Stealing from a fellow enthusiast is about as low as it gets, and we spent a very long session talking about how to remedy the associated problems. One thing was clear: The only time we had trouble was when the rowdies came in. And what did the rowdies seem to favor? Custom cars.

In all fairness, any car show can have problems, and it is not usually due to a certain demographic. And though many of the big problems are linked to one group, we've had plenty of issues with vintage-only people and stock vehicles, too.

If your event is open to the public, you're going to get a little bit of everything. The consensus in our discussion was that if we lessened the incentive for custom car owners, maybe they would not come to our show and this would solve some problems. Make our show vintage-only, and you make it stock VWs only. Everyone loved the idea.

And then we realized — making this show vintage-only would prove to be a huge problem: None of us club members wanted to be in a posi-



**A remarkably restored tan 1953 Oval Window, with heart-shaped taillights, semaphores and Tomato Red interior.**

tion to keep non-eligible entries out.

Kelley Park became a monster, a creature of our own making, with a life of its own. It was like the mythical Hydra: cut off one part and it grew 10 more, and it was greedily consuming all of us.

Gradually, as we made changes, we expected to see results. In all honesty, I didn't see that big an improvement. The park itself prompted some changes — no parking on the grass, mandatory police officers, portable

restrooms and a few more. But our show was still not strictly vintage. Our mistake was allowing the custom cars in the first place. And, taking our show back would not be that easy. In fact, it is still permitting any VW 1967 and earlier. I think that's the case. Because I haven't been as closely involved after taking an extended break.

It felt to me as if we were not able to work together as a group to solve the numerous problems our show presented. As long as things went smoothly and nothing changed, we were a powerful and effective group. Things deteriorated when the bigger issues evolved and nothing was fixed. Little seemed to change this year. I kept seeing custom cars competing with the stock cars.

So what's the answer? I don't know. But I do know I am done trying to help solve it. There is talk now that this year's show might be the last. It would be awful if The Best VW Show in the Known Universe died an undignified death.

But it also might be time to take a break for a year or two and start over with a new set of guidelines. And, if you have a custom VW and enjoy showing it, by all means get it out there! Just don't show up at our show and complain when we don't give awards for them. Better yet, do your OWN show. Be the change you want to see! **VWCA**

# Local Volks Scene

■ BY JACK LYMAN

## NIVA is back on the road

April was a swap meet for the **Northeast Illinois Volkswagen Association, Chicago** [niva-club.org](http://niva-club.org) to buy and sell all those rare and special parts. In May a tuneup day was planned to use those parts and get your ride ready for the travel and show season ahead. The Mid America Motorworks event has a lot to NIVA takers, who caravan down for the weekend as well as to other local area shows and cruise nights.

**Central Florida VW Club, Orlando** [centralfloridavwclub.org](http://centralfloridavwclub.org) Not much new to report as the last meeting was at the VanTreuren dome with a trip to New Smyrna's canal street planned.

**Badger Beetles Auto Fun Club, Milwaukee:** The Memorial Day weekend camping was the end-of-winter event to enjoy the great outdoors. We got to visit with the Bankses while they were visiting Florida and were sorry to hear Carol had to spend time in the hospital while in Georgia. They plan to make the Memorial Day weekend in Wisconsin. Camping in the 40s?

**VW Club of Chicago:** After their serious auto accident last year, Greg Boltz is back on his feet and wife Barb is still in the rehab center but on the road to recovery. We wish them the best.

**Stateline Volks Folks, Rockford, Ill.:** [statelinevolksfolks.com](http://statelinevolksfolks.com) No newsletter but a calendar I found says a garage day was held in April in preparation for the summer drive season.

■ **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).

Till next time please keep the newsletters and information coming. **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)

**Members:** Got a beef, a story, a point of view, a problem, a solution? Let us know at [vwclub.org](http://vwclub.org).

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



## DRIVER'S SEAT ■ FROM PAGE 3

■ **SPRING CLEANING:** Black is the new chrome. Rather than embellishing vehicles in bright work, carmakers have blacked out bumpers, trim and aero themed wings. Even my Mars red 1983 Scirocco is black from bumper, rub strip to bumper.

The problem then and now: black plastic trim turns chalky—looking worn and dingy gray. Blame exposure.

Auto detailing aisles proffer a virtual cornucopia of products that promise to restore black to black.

I've tried potions from retail stores and body shop suppliers. After considerable wiping and brushing, some make dramatic transformations. None retained that new dark sheen long.

*Consumer Reports* applied and weather tested several black restorers. Two pricey products rose to the top: ReNu Finish and Wipe New. They maintained a rich finish for 70 days and 10 washes. You'll pay about \$15-\$20 for less than two ounces of these two products.

Mothers Back-to-Black looked great but lasted two weeks. Meguiar's Ultimate Black Plastic



Restorer did about as well. Both are less expensive. Turtle Wax's Premium Grade Trim Restorer cost the most but its effect vanished by the end of CR's test.

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.

■ **VWS IN NEW YORK:** VW teased the press before its 2014 New York International Auto Show's unveilings. Temptation: the 2015 Golf SportWagen. That's not a misprint, the Mexi-



Golf SportWagen

can-made loadstar will not wear the Jetta's nameplate. Its face looks like a Golf, too.

Expect two power sources: the 1.8-liter TSI (EA888) gas four-cylinder turbo engine and the newly revised 2.0-liter TDI (EA288) diesel four. The latter has reduced engine friction and clever thermo management, and it is more powerful than the engine it replaces. The bigger story: reduced emissions, especially while it's warming up after a cold start. Expect about a two-mpg bump up in EPA fuel economy numbers. It also sips B20 biodiesel without a hiccup.

Transmissions follow VW's current trend. The 1.8 TSI sports a five-speed manual or six-speed automatic. Diesels get either a six-speed stick or a six-speed automated direct-shift gearbox (DSG). Expect improved smoothness at low speeds, when driving the DSG-equipped Golf TDI. The diesel's torque complements the auto stick.

With Subaru clearly a target, VW hatched a concept-car surprise: 4Motion. That's VW speak for all-wheel drive. It's possible that VW will offer maximum traction on select SportWagens. This setup should appeal to diesel die-hards. If it's priced right, a few Subaru drivers might notice. So will those eyeing Audi's premium Allroad.

With its sloping hood, pushed forward front wheels, and cab-back profile, the new SportWagen looks sportier. Its squared-off rump promises expansive cargo room.

Geneva Show: A Swiss Miss and a Hit

In Switzerland the VW group unveiled the new Audi TT. Back in 1999, the retro-inspired TT-►

## DRIVER'S SEAT

like the New Beetle, won over critics and the public. Based on VW's Golf, it was to Audi what the Karmann Ghia was to VW—affordable sporting style.

Like Mazda's Miata, the TT has stayed true to its sports car form. It's slated to arrive in the USA during 2015. Based on the latest Golf's toolkit, the TT retains its iconic shape. It's been "crispended" by incorporating Audi's more angular grille flanked by wedge-like of LED headlights. Inside, the center display has been moved to the instrument cluster—a trick we saw on Audi's Shooting Brake in Detroit.

Critics panned the new TT due to its subtle evolution. I'd say wait until you drive it.

VW's Geneva gem was the T-ROC. This two-door subcompact SUV concept says Scirocco on stilts. Currently VW doesn't have a player in the small, sporty crossover category, which Nissan's Juke defines.

The T-ROC demonstrates that VW's designers can put a new spin to VW's water-cooled heritage cues. It's got a wedge form, wheel arches and side window kinks.

■ **INSTANT RECALL:** While GM is in the hot seat due to its sloppy handling of a defective ignition switch, VW slipped in a Toyota-like stop sale. A faulty automatic transmission cooler seal mated to VW's recently launched Mexican-made 1.8-liter turbo-charged engine could leak. That's a potential fire hazard.

According to VWoA's Scott Vazin, about 25,000 cars are affected. He says VW noticed the problem in vehicles at their port of delivery. This power train, which will soon motivate most VWs sold in the USA, is found under the hoods of Jet-

tas, Beetles and Passats. VW thinks only cars built since February 2014 are problematical.

■ **ONE-HAND WONDER, SPIDER HAND:** Your editor and other VWCA members have kindly lent me, umm, a hand. Last summer I fell eight feet onto my outstretched left paw. I sought medical help, but neither the radiologist nor the doctor noticed that I had two broken bones: the hamate and the scaphoid. In December, a surgeon tried to fix the scaphoid, which is the key to wrist/finger function. He also excised the hamate's hook.

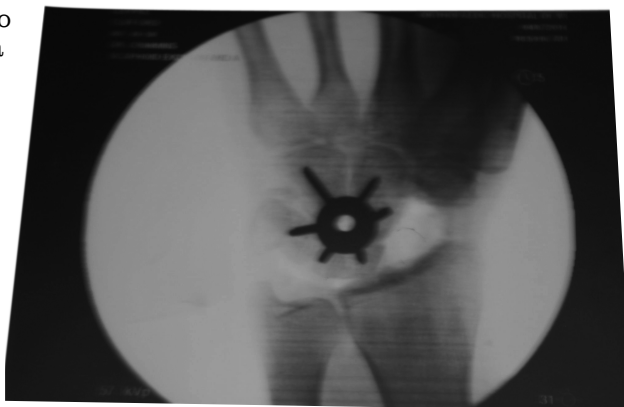
The result: a train wreck—a Frankenhand (X-ray pictured at left). Bones shifted. Wrist mobility and strength deteriorated. I'm typing this column soon after another surgery. It's called a scaphoid

excision with four-pole fusion. A metal plate was screwed into wrist bones. Now I'm the man of stainless steel, a spider hand.

Despite this setback, I managed to install the marathon Scirocco's transaxle, engine mounts and strut bearings. More recently I struggled to route new exhaust pipes and muffler on my impostor Scirocco. This rusty relic shod with winter tires is my snow-season beater.

I bought it from a VWCA member. And it pulled me through one tough season of ice, snow and potholes. Driving without use of one's left hand or fingers is a challenge. My imagined life as a driving ace: crashed. The left wrist doesn't flex for smooth passage of the steering hoop.

Another project: Wrestle a gas tank off a snow-bound 1989 salvage-yard Jetta. My brother Gary's 1991 Jetta has a cracked plastic fuel tank. He couldn't find an inexpensive replacement. I



volunteered, braved the Wisconsin cold weather and rescued a tank. I removed it but later discovered that someone drilled a small hole in this container. Boo.

The impostor Ro ride is a festival of patches, a cinematic fright sight that filmmaker James Whale might have used as a Boris Karloff prop.

This sorry mess, like some dogs, resembles its master.

I found a much better looking successor—a 1992 16-valve GTI with a decent body. Mechanical and electrical work required. I passed. It will be months before I can handle another project. A shame. Maybe I'll find another candidate before rust causes the impostor's rear axle to abandon ship. Its attachment points are wafer thin.

■ **EURO GOLF AT MILWAUKEE:** *Motor Trend* promotes mid-tier autos shows such as the one in Milwaukee. Sometimes these affairs offer more than they promise. Examine carefully. You'll find four-alloy wheel treats not displayed in Detroit, Chicago, LA or New York.

In Milwaukee, a silver two-door seventh-generation Golf sans rear trim badges represented what's ahead for Americans. This is not a penalty box! While the Golf's stand placard previewed the EA888 engine, a close inspection revealed a

top-secret spec. Under this Golf's hood: the latest EA211 alloy block mill—a 1.4-liter turbocharged engine. Inside: the electric parking brake, thrilling metric speedo and the lever for a seven-speed DSG prove that this is the German-sensation Golf: good performance, excellent fuel economy and persnickety assembly. It's a handsome understated ride that deserves more time in the limelight.

Scott Vazin says VWoA is evaluating the 1.4-liter turbocharged Golf. It could offer an uptick in fuel economy—ideal for meeting future mpg mandates. In Detroit, VW displayed an American-made Blue-Motion Passat with the same power plant.

Also seen in Milwaukee: a plug for PeopleForBikes at the VW booth. VWoA, under Jonathan Browning's leadership, backed this group. PFB wants to improve biking in America. Browning is a cycling enthusiast.

■ **NEW IRON INSIDE:** VW's Gen-3 EA888 turbocharged gas four-cylinder engine uses a cast-iron block. While the stuff this dream machine is made of sounds like it came from your grandma's prosaic heavy frying pan, it's not made of ordinary gray iron. Instead, the block is cast using compacted graphite iron. This is tough metal with excellent thermal conductivity. It's strong

with greater resistance to fatigue cracks. It's so strong that engineers can make iron blocks thinner and lighter—an excellent alternative to the aluminum.

■ **AUTO TRADER: VW'S ONLINE MARKETPLACE:**

VWoA and an offshoot of Mannheim (auto auction powerhouse) developed an online marketplace for VW dealers to buy and sell used vehicles among themselves. Dealers pay a flat monthly fee. It's called DealerMatchVW. The idea: let VW dealers buy used cars from other VW dealers. This should mean more eligi-➤



2015 1.4-liter TSI Golf

## DRIVER'S SEAT

ble certified pre-owned VWs within VW's retail network. The single fee lowers transaction costs.

One dealer says he purchased a Jetta TDI using this service. It cost less than he'd pay in buyer's fees if he bought from another online site or went to an auction.

■ **VW'S SERVICE XPRESS:** Tony Sanfilippo, Conco's near Milwaukee introduced me to VW's Service Xpress. Customers like it: no appointments, prompt service, factory parts and VW-trained technicians. Mike Wilson, Conco's service adviser, says it's so popular that they're looking for another Xpress tech.



## Service Xpress

*Automotive News* reports that 50 percent of VWoA's dealers have signed up for Service Xpress. The story is that improving vehicle quality has cut into dealership warranty work. To keep their shops busy, dealers have added Xpress bays, equipment and dedicated technicians. Customers, say VW, are pleased with the competitively priced quick-lube fast routine maintenance.

VW consulted an Arkansas firm to guide its venture into quick-service operations. The project began with a limited launch in 2011. Some dealers have invested \$20,000 to acquire tools, lifts and technicians. Chrysler's Express Lane and Nissan's Express Service are similar programs. Each is a low-margin, high-volume business.

Conco's Sanfilippo says no appointment is necessary for most factory-recommended maintenance. Money-saving deals include complimentary engine code reading, no-cost vehicle inspection, discount-rate oil changes (about the same price as you'd pay for the synthetic oil alone) and accessory rebates.

■ **10 MILLION IN 2014?:** Volkswagen Group

CEO Dr. Martin Winterkorn says VW is on course to make 10 million vehicles this year. That's four years ahead of VW's planned goal for 2018.

For the first quarter of 2014, the VW Group delivered 2.4 million vehicles—up 5.8 percent compared with 2013. March deliveries climbed to 929,500—up 7.6 percent vs. 2013.

Hot spots include rising European and Asian demand for nearly all of VW's brands. Weak regions include North and South America.

Ahead: lots of new products based on the new Golf's toolbox. While American sales are soft, VW's first quarter numbers look promising, says Winterkorn. And the situation in the Ukraine

doesn't appear promising, as it puts a damper on eastern European sales. The turmoil also makes the ruble unstable at a time when VW wants to invest in the Russian market.

Elsewhere, VW says it's going ahead with a low-cost model for India. This project stalled, when VW couldn't meet price objectives.

■ **ESC TUNING UPDATE:** Months ago I shared the story: I bought a backup light switch from an online VW parts house called ESC Tuning. While it's great that ESC ships Chinese-made parts that VW to replace those VW obsoleted, quality is dicey. ESC listed three choices at three price points. I ordered a Vemo-brand item; they shipped the Uro-brand one. ESC refunded my money. Later, after the first switch failed, they sent me a replacement.

What I've discovered: the Vemo switch and the Uro one are identical. Vemo has the Uro part number ground off of it. Neither has OEM switch action, it's stiff and sticky. ESC now charges in same price for either part.

■ **TIDBITS:** Fifty years ago, I wanted Beetle boots and a Mustang! Further cementing the Stang affair was my father. He went the 1964 New York World's Fair and returned from that exotic locale to our home in Appleton, Wis. He

brought gifts. Mine was a book about two kids who went to Ford's Rotunda. I was hooked. I built Mustang models. I went ape for Mustangs when our Ford wagon made an unscheduled pit stop at the dealer for a rear window lift repair. The salesman acted like he'd never heard of the car. What?

Things changed. The Mustang grew from a frisky pony into a whale-like behemoth. Then, it like a Shrinky Dink morphed into a Pinto-based Mustang II. While the II is largely forgotten, it sold like hotcakes during the 1970s fuel crisis era. I saw one and noticed that Toyota's Celica did mini-Stang better. I bought a used Fiat rather than a Mustang as my first car. After months of parts-finding misery, I opted for a rusty Beetle.

## UAW calls off appeal after union rejection by VW workers at Chattanooga

The United Auto Workers union has given up its fight to organize the Volkswagen plant in Tennessee.

The UAW called off its fight just before a scheduled appeals hearing in April before the National Labor Relations Board. In February, VW employees voted 712-626 against organizing, a move that Volkswagen had supported.

Republican lawmakers who opposed the UAW's organizing effort had blamed the appeal for holding up expansion plans at the plant. The UAW says that perceived obstacle is now out of the way.

Volkswagen wanted to introduce a German-style works council at the plant to represent both salaried and blue-collar workers, but it believed that under U.S. law, it was blocked from doing so without the involvement of an independent union.

VW called the UAW's decision "an important gesture for a constructive dialogue in Chattanooga." **VWCA**

Things change.

Mitsubishi says the end is near for its Lancer-based Evolution. The Evo is a hot rally car with gobs of power, all-wheel-drive and fantastic grip. It's a hoot to drive with the six-speed manual, less impressive with its automated manual gearbox. Mitsu has offered beefed up Lancers that ape the Evo. It hasn't said whether it will build an Evo pretender.

This means the Golf R and Subaru WRX are the darlings of the get-it-new hot all-wheel-drive compact-car crowd.

Cadillac's logo has changed. Previously, GM dropped the "V" and then later the wreath. Now, it has squashed the Mondrian (GM speak for the Caddy's abstract art like shield) to fit your wide-screen TV. It's now wider and lower. **VWCA**

## New Members

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**ALABAMA:** Jerry A. Kennedy, Luveme

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**ARIZONA:** Donald Worley, Tucson

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**CALIFORNIA:** Nick Sermchief, Los Angeles; John Ireland, Sherman Oaks

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**FLORIDA:** Robert C. Dickerson, Ruskin

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**GEORGIA:** Pauline Fisher, Mansfield; Stephanie Morrison, Woodstock

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**ILLINOIS:** Scott White, Chicago; Bob Saxer, Genoa; Howard Wesley, Sheridan

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**LOUISIANA:** Scott Greene, Lake Charles

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**MICHIGAN:** Timothy J. Wicksall, Kingsley; Jill Stoehr, White Lake

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**NEW JERSEY:** Michael Errico, Rutherford

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**NEW YORK:** Kevin Fear, Brewerton; Arthur Dufresne, Clifton Park; Paul Kruger, Hamilton

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**OHIO:** Steve Yamokoski, Cuyahoga Falls

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**OREGON:** Dennis Salon, Waldport

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**PENNSYLVANIA:** Albert Heiles, Cranberry Township; Matthew Lehrian, Pittsburgh

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**SOUTH CAROLINA:** Gabriel Lori, Myrtle Beach

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**TEXAS:** Larry Thomas, Fairview; Alejandro Quiroz, San Antonio

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**CANADA: ONTARIO:** Terrence Dugan, Kitchener



# 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**





# 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 emailed to vwclub@aol.com.



**FOR SALE:** 1987 VW Cabriolet Convertible, new paint, new top, always garaged, 135,000 miles, \$3,800. Call 704-483-1121 (NC) or e-mail gaputnam@charter.net.

**FOR SALE:** 1966 VW Karmann Ghia, red with black interior, 33,047 original miles, documented family owned car. Must see all original, with factory installed gas heater, stored in garage, runs excellent. Best offer. (770) 787-4337 (GA).

**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:** Vintage Bergfreund Lederhosen. These authentic high quality Bergfreund Lederhosen belonged to me. They were

purchased for me while we lived in Stuttgart between 1958 and 1961. These are in nice condition — no holes, tears, rips, odors, etc. I cannot call them new because they were probably worn three or four times. After we moved back to the U.S. in 1961, they have not been worn since. They are marked BERGFREUND on the inside of the waist. All four of the original buttons for the suspenders are present. The belt is original, but no suspenders are offered with this set of lederhosen. The size is stamped a 42, which is probably the European sizing, which has the following measurements: Length from top of waist to bottom of leg in the back: 19"; circumference of the waist: 31"; Length from top of



zip fly to crotch seam: 13"; Length of the belt when laid flat on a table: 35". They are from a non-smoking home. It is time that they go to someone who would appreciate this unique type of clothing. Please make an offer (\$) and contact me by email. Dan Spannraft, dsls@calcon.net.

**FOR SALE:** Two Audi TT's; 2009 Roadster, FWD, AT, 4,186 miles, perfect, unusual extras, \$34,000/best. 2002 Coupe, Quattro, 5-speed, 5,933 miles, perfect, \$20,000/best. Peter A. Dykema, (269) 671-4727 (MI).

**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:** 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.

**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.

**Got something to sell?** Try the AUTOIST classifieds. The price is right for members — they're free! And ads appear more promptly on the club website, vwclub.org.



# Parting Shot

■ IT COULD BE ... IT MIGHT BE ...



VW's 2011 microbus concept caused twitters among many fans of the old Buses, and a report from the German website AutoBild.de will get the juices flowing again. AutoBild reports that a new generation of Beetle will be headed into production in 2019 and not just a standalone coupe and convertible, but a whole family of cars, which includes the Bulli microbus, a sportscar with a chopped roof and Golf R powertrain and a crossover. Starting with the Bulli, the van would have a five-door body and seating for five.



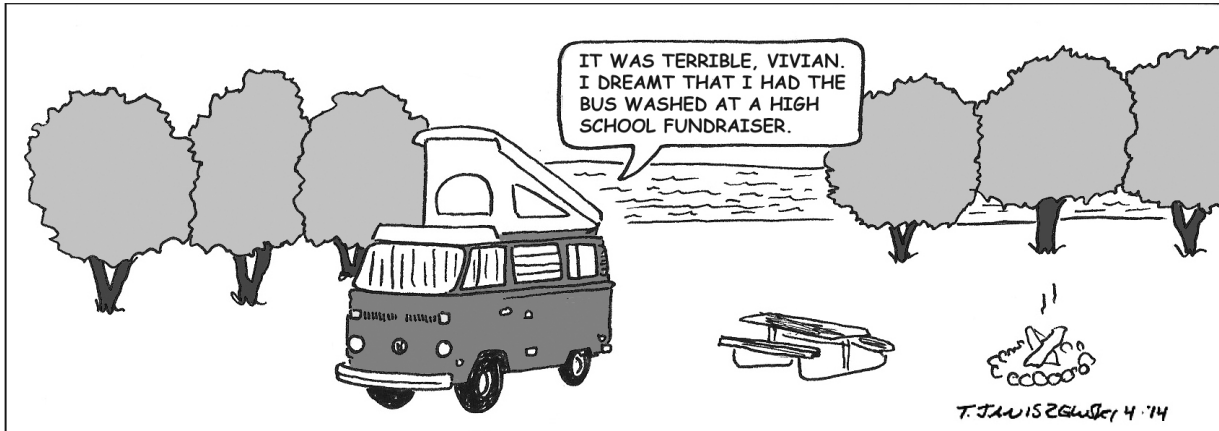
■ **MOVING?:** The AUTOIST is not automatically forwarded to your new address. Please send your address changes promptly to Lynida Tomlin, VWCA, P.O. Box 154, North Aurora, IL 60542. Or notify by email to [vwclub@aol.com](mailto:vwclub@aol.com).



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North Aurora IL 60542

# VW Toon-ups

■ BY TOM JANISZEWSKI



■ TOM JANISZEWSKI | VOLKSTOM@SBCGLOBAL.NET