July/August 2014 • No. 474

Autoist

Publication of the Volkswagen Club of America

IT'S A FIELD DAY AT THE VWCA CONVENTION

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

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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 (rallyes, 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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■ **COVER:** In the VWCA's 59 years of conventions, the setting in Hudson, Mich., was unique. Just ask VWCA's Tom Janiszewski, the guy driving the orange 1974 Camper.

Driver's Seat

■BY CLIFF LEPPKE

VWAG plots VW's U.S. strategy

While VWoA's big news should be the 2015 Golf/GTI arrival, soft U.S. sales trump everything. Most experts say VW spent lots of bucks on assembly plants to build Jettas and Passats. The plan: tailor their sizes and prices for mainstream American car buyers.

After launching these cars, VW hasn't revised them to meet changing marketing needs. VW's product lifecycle is relatively long—the Autoist's Richard Van Treuren rightly respects this philosophy. Experts say longevity makes VW vulnerable. Another perplexing problem: VW still hasn't determined when and where it will build a seven-passenger crossover. Currently, the North American market's growth is in light trucks.

VWAG's automotive talent now meets every other month. They are discussing how to restart VW's American assault. Oodles of executives attend these Wolfsburg "summits." They're exploring VW's product cadence, fleet fuel economy and product portfolio. VW says it will shorten the time it takes for model revamps, offer driver assistance features and play with more adventurous styling. VWoA CEO Michael Horn says customers want quicker change, so VW will introduce new products

■TURN TO PAGE 27

New Midsize Coupe

■ Cliff Leppke | cliff.leppke@fox6now.com

Small Talk

■VW • AUDI , QUICKLY

NEW & IMPROVED

■ **VIRTUAL, REAL WORLDS BLURRED:** When you give VW designers free rein in creating a supercar for a PlayStation video game without concern for price and production feasibility, you come up with this: GTI Roadster, Vision Gran Turismo. Sony and VW unveiled the version for the virtual world of PlayStation 3 on May 26 and three days later, VW unveiled the real GTI Roadster at the GTI festival in Reifnitz, Austria, as a tribute to fans of the Golf GTI and of GT6, the game. Go ahead and imagine a two-seat convertible powered by a 3-liter V-6 twin-turbocharged TSI engine producing 503 horsepower and 413 lb.-ft. of torque.

SAFETY FIRST

■ **GOLF, GOLF GTI:** New Golf and Golf GTI models, when equipped with optional forward collision warning, have earned the 2014 Top Safety Pick+ rating from the Insurance Institute for Highway Safety.

MONEY MATTERS

■ **SALES UPS AND DOWNS:** The Volkswagen Group reported delivering 4.11 million vehicles from the period covering January to May, an increase of 6.3 percent. The 4 million delivery barrier was broken for the first time. U.S. sales showed a 15.4 percent decline through mid-May.

RACING

■ **RALLY BEETLE:** The Volkswagen Andretti Rallycross team is reading its Beetle GRC rallycross car to run later this season in the Red Bull Global Rallycross championship, driven by Tanner Foust and Scott Speed. The Beetle features a 1.6-liter four-cylinder TSI turbocharged and intercooled engine making 544 horsepower.

RECREATION

■ **BIKES ON THE GO:** VWoA announced continuated support of PeopleForBikes. Since 2012, VW has helped PeopleForBikes reach nearly 5 million riders at 165 bike and lifestyle events across the country, nearly double the number of protected bike lanes in the U.S., and engage more than 800,000 Americans in a movement for better biking. See more at PeopleForBikes.org.

LABOR

■ **UNION FIGHT:** A German representative of VW's Global Group Works Council told United Auto Workers members that the German labor movement was still staunchly behind unionizing Volkswagen's Chattanooga, Tenn., plant.

■ CONTRIBUTING: Pete Frost

Retro Autoist

FROM THE ARCHIVES

10 YEARS AGO

■ **JULY/AUG 2004:** VW will build the Microbus for world markets starting in 2007 but says it will change the concept. The original concept considered for production was to be based on VW's Microbus design study (pictured), which was first shown at the 2001 Detroit auto show.

■ **JULY/AUG 2004:** With the end of classic Beetle production at the Puebla factory last summer, VW has announced that the gap will be filled with the fifth-generation Golf, which will be produced at the plant in 2005.

20 YEARS AGO

■ **JULY/AUG 1994:** VW's Golf is now the third most produced car in history. In early June, Golf No. 15,007,034 rolled off the assembly line in Wolfsburg. The historic model passed Ford's Motel T in the mass-production standings. The Beetle still occupies the top spot, with more than 22 million built.

■ **JULY/AUG 1994:** The 1956-57 VW Microbus has been named by car collector Rick Cole as one of the 10 best investments a collector can make this year. The bus has a current price ranging from $1,000 to $8,000. Cole projects the price to grow to up to $25,000 in the next five years.

30 YEARS AGO

■ **JULY/AUG 1984:** VW plans to offer a Golf GTI that'll blow almost anybody's doors off. *Automotive News* reports that the U.S. version will be powered by a 16-valve, 1.9-liter engine with digital gauges and lower profile tires. Engineers are working on the new GTI now, the magazine reported, but it won't be the first GTI with the new Golf body.

■ **JULY/AUG 1984:** Rabbits with automatic seat belts experienced an occupant injury claims rate that was 14 percent less than Rabbits without the restraints, according to government statistics. Belt usage in accidents was called 20 to 30 percent higher than in Rabbits with buckle-it-yourself restraints.

40 YEARS AGO

■ **JULY 1974:** The usually well informed *Automotive News* reports that the VW Golf will get the name Rabbit for the American market. Thus, a Rabbit might eventually run ahead of a Fox in the automobile business, too.

■ **AUGUST 1974:** Top VW executives on both sides of the Atlantic are pleased about the favorable reports of their Dasher and Fox models in *Consumer Reports* magazine.

50 YEARS AGO

■ **JULY 1964:** From one of the classic Beetle ads: "Women are soft and gentle, but they hit things. If your wife hits something in a Volkswagen, it doesn't hurt you very much. VW parts are easy to replace. ... It may make you furious, but it won't make you poor. So when your wife goes window-shopping in a Volkswagen, don't worry. You can conveniently replace anything she uses to stop the car. Even the brakes."

WAGONS, WAGENS AND MORE — WHERE THE

BUFFALO ROAM

BY SHELL TOMLIN

Volkswagens of all types and sizes descended on Hudson, Mich., early in June, bringing this quiet little town to life.

■ Shell Tomlin | vwclub@aol.com

The 59th annual VWCA Convention, combined with the second annual Midwest VW Jamboree, attracted VWs from a broad area, some from as far as Georgia.

The Jamboree is the brainchild of Rick Cramer and Tom Siligato, veterans of the popular Michigan Vintage Festival series, and features camping, an all-VW car show, swap meet, cruises and the old-fashioned camaraderie that only an event of this scope can provide.

As campers gathered Friday in Thompson Memorial Park, the organized activities kicked off with a cruise to the Sidekick, a 1950s-themed restaurant about a dozen miles down the road. We were so busy taking in all the automotive memorabilia there that many were too distracted to order our meals. And the likenesses of Marilyn Monroe and Jimmy Dean in the restrooms were — well, shocking to some!

On Saturday, our hero of the day was Dennis Smoke, owner of Rumors Restau-➤

rant. Dennis probably thinks VW people are nuts (can't blame him for that) but he does know food! Although the restaurant was closed to the public during the morning hours, Rumors hosted our convention business meeting with Dennis providing coffee and rolls for the attendees. Then, just before noon, the rest of the Jamboree folks arrived for lunch.

With full stomachs, we got back in our cars for another cruise, this time to the Buffalo Ranch. It was interesting to watch the locals along the way, gazing at the long procession of vintage and current VWs snaking through the countryside. Some just dropped what they were doing and stared.

After we crammed the parking lot at the Buffalo Ranch, we made our way to the wagons that took us out to the area where the herd was kept. As we approached, they all seemed to know that we tourists would feed them, so they followed the wagon until we stopped — some even came running after us.

We were given ears of corn, which the buffalo consumed whole, cob, husk and all, even though buffalo have no upper teeth. Our tour

William G. Thompson House Museum and Gardens.

National VWCA car show competition

Wouldn't you love to have one of these to add to your (car's) trophy display? Winning an award can be as easy as entering your prized VW in one of the VWCA-sanctioned car shows presented throughout the year by any of our chartered chapters.

If your local club is planning a car show, be sure that the organizers notify the National Activities director, Jack Lyman, to secure a sanction. There are no complicated restrictions to comply with, just contact Jack at 611 Stone Drive, Brandon, FL 33510 or email vw.sprite@verizon.net.

Then be sure your club follows up by sending the results to Jack so he can compile the scores. You will only be competing against other club members; non-members will be deleted and your score will be moved up. The total points earned from all the shows you enter for the contest year will be added to determine the winner. We could be presenting you with one of these beauties at our next convention!

This year's winners are listed below.

1. Dave Knowling, NIVA, 1964 Beetle.
2. Tom Janiszewski, Stateline, 1974 Camper.
3. (tie) Jack Connelly, NIVA, 1978 Camper.

Allison Schulz, NIVA, 2002 New Beetle.

5. (tie) Sara and Louis Lively, NIVA, 1970 Beetle.

Tom Kravcar, NIVA, 1965 Camper.

7. (tie) Martin Ramirez, NIVA, 2001 New Beetle.

Walt Dearie, NIVA, 1978 Super Beetle Convertible.

9. David Howard, NIVA, 1960 Beetle.
10. (tie) Dave Ahrens, NIVA, 1963 Dune Buggy.

George Lambesis, NIVA, 1967 Bus.

Robert Washburn, NIVA, 1973 Ghia

Gary Hanson, NIVA, 1986 Crew Cab.

Maurice Goldstein, VWOG, 2013 Jetta Sports Wagon.

15. Sara Mortensen, NIVA, 2009 Jetta.
16. (tie) Ryan Schulz, NIVA, 1979 Bus.

Mark Kuntze, At Large, 1973 Ghia.

Gary White, At Large, 1971 Bus.

guide took us to the site of the Spirit Walker memorial, which honors the spirit of a rare white buffalo born on the property in 1998 but who died only a few weeks later.

Then it was back to our cars for the return to Hudson — with an optional stop at the Sidekick for ice cream for some.

Saturday evening the VWCA group enjoyed a banquet of Lasagna Pinwheels, Chicken Picatta and Stuffed Pork Loin entrée, all provided by Dennis Smoke's Rumors Restaurant and served in the Carriage House of the William G. Thompson House Museum and Gardens. We let our food settle as we awarded our door prizes and announced the winners of the car show competition and local club contests.

Dennis Smoke's restaurant in a classy old building in Hudson was more than just a good rumor.

The Northeast Illinois Volkswagen Association swept the three major VWCA awards, winning the Wolfsburg Trophy for most active club, the John & Jean Eberle Best Newsletter Award and the Woodbury Dunn Safety Award.

Then Dennis returned with two spectacular desserts — rhubarb➤

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crisp and strawberry shortcake!

When we could eat no more, Thompson Museum curator Ray Leonard led our group on an exclusive tour of the mansion. Room after room of the collections of three generations of Thompsons were on display, leading many of us to wonder what we could do with that much space — and that much money!

Lynida Tomlin is behind the table in the VWCA tent. Tom Siligato (facing camera at right) is the Jamboree's co-organizer.

Meanwhile back at the park, the Jamboree campers were winding down with a campfire and a bit of live entertainment. There was no shortage of things to do this weekend.

On Sunday morning, the car show and swap meet began in earnest. While the morning was drizzly, it soon cleared up and the show cars came pouring in. This being new territory for VWCA, there were lots of unique cars on display that we had never seen before. The atmosphere was casual, the people were friendly and there was plenty of time to meet with other VW owners, most of whom had an interesting story or two about their cars.

A young girl offers corn to a buffalo.

But sooner or later the party had to end and by late afternoon, the VWs began returning to their homes, leaving Hudson the quiet little southeastern Michigan town it was before we arrived.

Thanks to Rick Cramer, Tom Siligato and many others behind the scenes for a smoothly run event, and to Dennis Smoke of Rumors Restaurant for a weekend of wonderful food. If you missed the Midwest VW Jamboree, put it on your calendar for next year. You'll be glad you did! VWCA

One of two Campers at the convention with a top that lifted straight up, a first for Shell Tomlin. "Usually they lift from the front, rear or right side," he said. "But these are the only two I've seen that lift straight up."

ABOVE: Tom Janiszewski's 1974 in all its camping glory. RIGHT: A dual fan of Woodstock — the "Peanuts" character and the 1969 extravaganza.

TSI POWER: LESS IS MORE

BY CLIFF LEPPKE

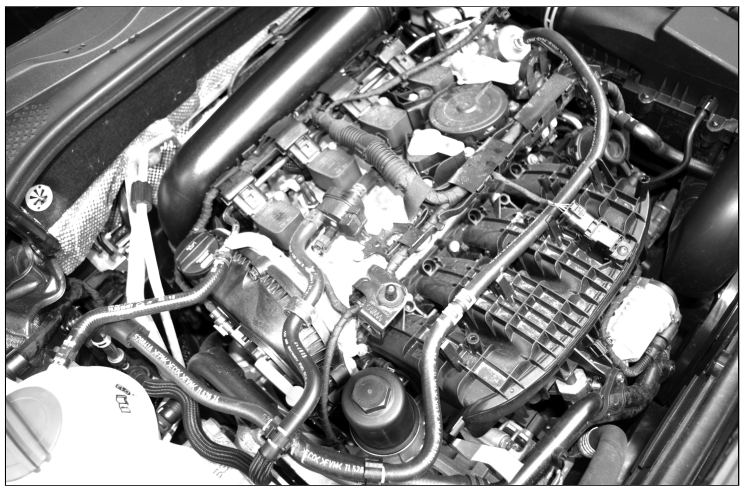
The 2012 North American Passat arrived with baggage: a 2.5-liter 170-hp five-cylinder engine rather than the European Passat's 200-hp turbocharged four. Adequate. Today you can select a different 170-hp mill, the 1.8-liter TSI with more torque, a turbocharger and one less cylinder. Less is more. The displacement is down, but this engine adds up to a major improvement. It resides in the front bay of some 2014 Passats. Look for the TSI badge in back.

I sampled the SEL Premium version. While some automotive writers have snored, claiming that the Passat is boring, I beg to differ. This engine might not be the most powerful, but it moves the six-speed automatic transmission Passat with the dignity of a vintage Bentley Six, and it's lively too, despite the eco-minded transmission gearing. Hint: there's a sport mode. The TSI likes to play with quick throt-

■ Cliff Leppke | cliff.leppke@fox6now.com

tle response and a throaty satisfying note. As with Mazda's SkyActiv bag of tricks, VW has geared this Passat for low-rpm operation. My only gripe: the otherwise smooth-shifting six-speed automatic pauses.

Let's talk numbers: 70 mph at a lazy 2,000 rpm. Sixty is a sleepy 1,750. This isn't a high-revving Italian sports car. Instead, it's broadband loafer: 184 lb.-ft. of torque comes on strong at 1,500 rpm and stays there as the rpm head toward redline. Like California Chrome, it's a winner. Editors at *Ward's Automotive* put the TSI on its 10-best list. A sensitive ear will notice some engine thrumming; the tranny likes to upshift early. Nonetheless the Passat has a library-grade cabin, highway trips are swift and tranquil. I netted 28 mpg overall. That's good for a midsize sedan, at least a 3-mpg improvement vs. the 2.5 liter. And the trip computer indicated 36 on one highway trip. The EPA says: 24 mpg city, 34 highway, 28 combined.



The Passat's emphasis: comfort and room. Yet the car feels light, like it just came back from a "Dancing With the Stars" tryout. With well weighted steering and a decent anti-nibble assist to correct for road crown, the Passat calms your nerves.

VW now has CarNet telematics. I pressed an overhead button; Roy the adviser answered. He downloaded directions to my TV station workplace, which the navigation system accepted. Later, the onboard voice said the location wasn't on the digitized map. Nevertheless, this direction aid did the unexpected. It sent me to the station's parking lot approach one street west of the building's limited-access front. Kudos!

Otherwise, VW's infotainment system is frustrating. It's molasses-like; the dedicated keys lack audible haptics—they click but don't produce a confirming beep. When you press radio band button nothing happens. Seconds later, it switches. By then, you've already pressed the button again. There's also a long pause as the system boots after starting the car. You'll reverse your way out of a driveway before the backup camera is displayed.

And you better like Apple's products as VW offers iPod/iPhone connectivity but not a USB port. My Android phone paired easily with the infotainment system via Bluetooth. It even politely asked to download my contact list. Do that, and you can press the steering wheel's speak button and say, "call Fred" and it does the dialing for you.

The Passat SEL has the Fender-branded sound system. It includes a CD player so you can listen this format's wider dynamics.

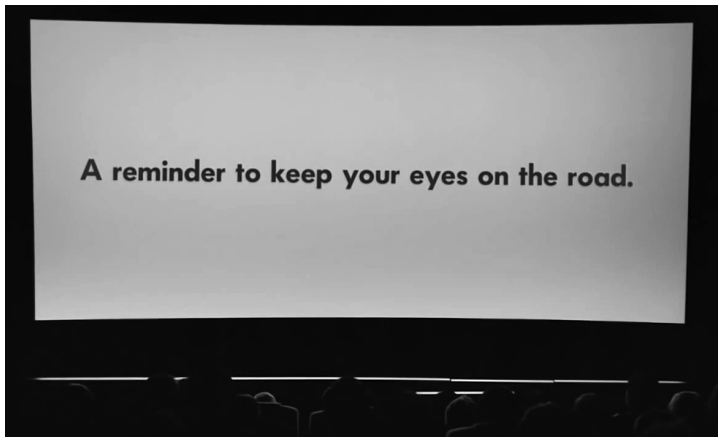
Previous Passats excelled in interior fit and finish. This car was neatly assembled, but the expanse of hard gray plastic was not up to the MSRP: $31,715. The instrument binnacle rattled, and the left-front seat doesn't fully recline. The Fender subwoofer reduces stowage height.

In sum, the Passat's alert handling, supportive front seats, smooth power delivery, ample space and improved fuel economy makes it a midsize-sedan contender. If you judge a car by how well it drives, rides and supports your backside, the Passat should top your list. If you want the latest in motoring fashion with driver support systems such as forward collision alert, the Passat seems outmoded.

VW says a dramatic refresh planned for 2016 includes up-to-date driver gear. Maybe that will put it on your digital or analogue map. VWCA

A HEAD-TURNER

VW's PSA on distracted driving strikes a chord



Distracted driving isn't just an issue in the United States. And a warning by Volkswagen AG to audiences in China is capturing the attention of a much wider audience.

In June, VW released the ad, "Eyes on the Road," showing the airing of a public service announcement in a Hong Kong movie theater.

Movie-goers are shown a moving vehicle with the camera angle from the driver's perspective. When a locally based broadcaster sends a text message to everyone in the theater, the car on screen veers into a stand of trees as audience members check their phones.

"Mobile use is now the leading cause of death behind the wheel," the screen reads. "A reminder to keep your eyes on the road."

As the AUTOIST was going to press, the video had garnered nearly 24 million views on YouTube. **VWCA**

• View the video.
tinyurl.com/oga2gkq

Sometimes concepts have to percolate. In the case of VW's Beetle Dune concept, about 14 years' worth.

The present-day Beetle Dune actually made its debut in January at the North American International Auto Show in Detroit. But it has roots from 2000, when VW first revealed a similar concept at the show in Los Angeles.

2000 Dune concept

The rugged two-door hatchback was seen undergoing development in June in Germany, and while the car is officially still a concept, VW officials are saying it's on the path to production.

The Beetle Dune would join the standard version of the Beetle in production at VW's factory in Mexico in 2015, both in coupe and cabriolet body styles.

VW says that with the carmaker's XDS electronic differential lock and a six-speed dual-clutch automatic transmission, the Dune will be at home in an off-road environment. *(Additional photo, next page.)* VWCA

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 centerspread for more information.

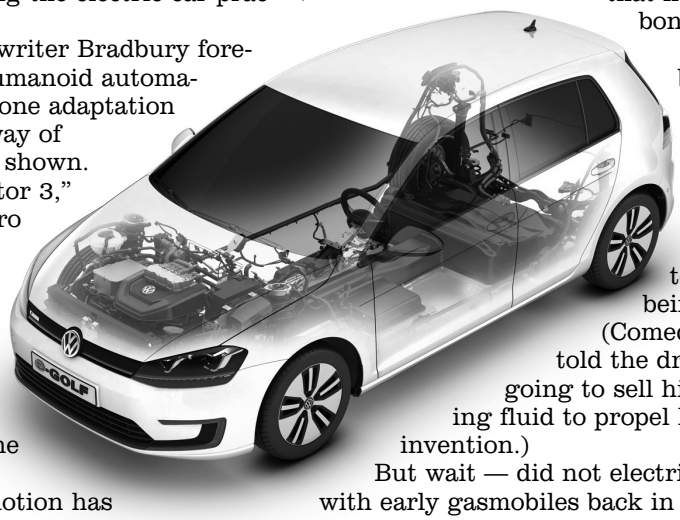
The Frontdriver

■BY RICHARD G. VAN TREUREN

E-power jolts forward

Ray Bradbury would have gotten a kick out of one of Sen. John McCain's campaign speeches. While running for president in 2008, McCain fired up the crowd by suggesting a $300 million prize be awarded to the guy who developed a battery breakthrough, making the electric car practical.

Indeed. Science fiction writer Bradbury foresaw the perfection of a humanoid automaton, but in the Twilight Zone adaptation of his story, little in the way of propulsion hardware was shown. Fast forward to "Terminator 3," in which the damaged hero robot has to discard one of his "hydrogen fuel cells" before it explodes in a mushroom cloud. McCain could have lived with that battery breakthrough. Couldn't we all ... but sadly, it's only in the movies.



Fact is, practical locomotion has always been and forever will be dependent on a high-density energy source. Munich's Deutsches Museum preserves a wood-burning automobile, a product of the desperate war days when it seemed practical to suck the vapors into an adapted intake manifold to propel the car.

All available coal had likely been saved for the external-combustion steam locomotives. A lighter-than-coal gas, hydrogen, was also pressed into wartime service with some of the most shaky-looking and dangerous storage schemes motivating down the road. (Volkswagen execs must have been scarred by those images, if not all the folks claiming to see hydrogen fire behind the Hindenburg's aluminum-rich nitrate-dope fabric burning. To date VW has made only a token hydrogen research effort, delivering a couple of uninspired demos just to say they are in that flavor of the low-carbon game.)

Spoiled as we are by the impressive energy offered in a gallon of petroleum fuel, small wonder we're ready to drop bombs when we're told our supply is being restricted. (Comedian Red Skelton told the druggist he wasn't going to sell him any more cleaning fluid to propel his dangerous invention.)

But wait — did not electric cars compete with early gasmobiles back in that movie's day? Sure, when both gas and electrics could do 25 mph for short ranges. Now, the Golf GTD can squeeze more than 50 miles out of a gallon of diesel oil (and carries a dozen or so more) at 50 mph, while VW says the new e-Golf can deliver 118 miles before a recharge.

Not unlike hydrogen, it's rather difficult to store a meaningful amount of electrical energy in something as small and lightweight as an automobile. If you go back far enough, you'll find

■TURN TO PAGE 22

■ Richard G. VanTreuren | rgvant@juno.com

2014
FRIENDS OF OUR CLUB

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.

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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

WOODBRIDGE: 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

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

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AUDI DEALERS

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

CALIFORNIA

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

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**

this reporter's AUTOIST discussion about the electric Rabbit's efforts into the early 1980s. Little had changed until recently.

• View highlights of the new e-Golf in production. tinyurl.com/pr3hxqg

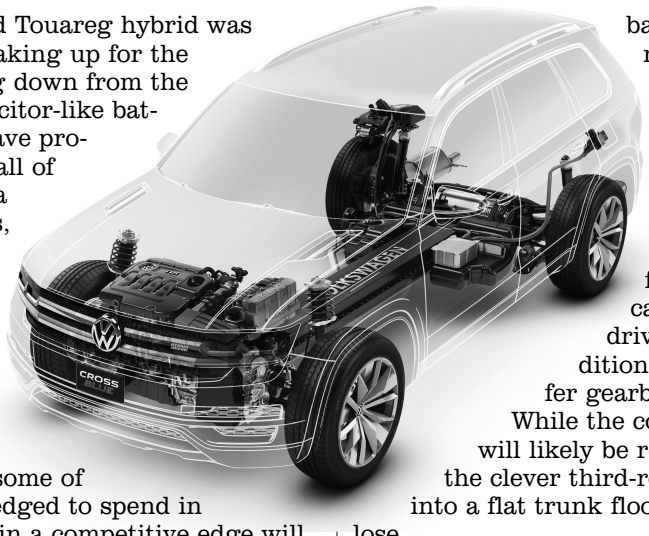
Enter lithium into the motivation equation. While not McCain's breakthrough boy, its unique properties solve some of the older ni-cad battery problems. Like scarce helium (with most of the world's practical supply existent within a 350-mile radius of Amarillo, Texas) lithium's fickle geology has helped geography students remember otherwise obscure Bolivia. Not waiting for McCain's imagined breakthrough, Volkswagen invested in its own battery manufacturing facilities. (Long a major player in South America, VW could find Bolivia on the map.) Powered by a motor also of VW's making, the e-Golf will debut in America later this year. Hopefully, a lot of people driving less than 25 miles to work, with a lot of power stations in support, will like e-Golf's payback payment numbers. For the general public, however, this seems little removed from the fellow who'd brought his electric Beetle to a recent VWCA convention. Packed with Walmart batteries, he'd traded engine for motor and stopped paying for gasoline.

It would seem that long sought practical union of the two technologies, the hybrid, would have made more progress in the decades since John Holland's submarine boat of 1899 was sold to the U.S. Navy. (It sank at the pier but was recovered.) Then as now, the weak point is the battery. Even the famed U-boats of WWII could only sustain their top speed of 7 knots for a short time. Well into the 1950s, Navy anti-submarine blimp crews were trained to "fight the battery" to defeat the improved Guppy II boats standing in for Russian subs in exercises. Obviously useful within their limitations, like diesel-electric submarines, petrol-electric automobiles have carved out a market share.

VW had already joined in. This reporter

CrossBlue

thought the short-lived Touareg hybrid was more an exercise in making up for the lack of torque stepping down from the V-8 to the V-6. Its capacitor-like battery pack would not have propelled it around the Mall of America's parking lot a few times. Still with us, the Chevy Volt is more (in)famous for its ripoff of the American taxpayer than any boasting about the range of its 16.5 kWh lithium-ion battery pack.



Happily, it appears some of the billions VW has pledged to spend in North America to regain a competitive edge will be applied in this area. Coming to grips with the limitation of battery technology, last year the company had shown CrossBlue a most interesting and somewhat unique concept car. Not unlike the advanced Guppy III submarines of the 1950s, CrossBlue can operate in "stealth" EV mode for neighborhood trips to the grocery (seven miles out, seven back) but be recharged back home. When you need to peel out and merge into a crowded freeway, you have 305 horsepower from the diesel driving the front wheels — and also the electric motors — for an astounding 516 lb.-ft. of torque. CrossBlue can be a true four-wheel-drive vehicle for rough conditions with no complex transfer gearbox or long propshaft. While the concept's flashy details will likely be revised in production, the clever third-row seating that turns into a flat trunk floor would be foolish to lose.

While VW has not actually announced it will make the CrossBlue as shown, it did confirm that a "crossover model is part of the automaker's $7 billion investment package for the North American market.

According to a recent report, Volkswagen is struggling to decide between Puebla, Mexico, and Chattanooga, Tenn., because of competing financial incentives from the two regions. Tennessee is discussing tax breaks and infrastructure support with VW, hoping to win CrossBlue for its Chattanooga plant.

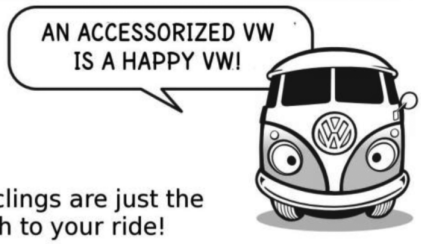
The headline read, "A model vital to Volkswagen's sales growth strategy in the U.S. has been delayed." By the time you read this, it's hoped the dust will have settled and VW will keep up with the competition by introducing this state-of-the-practical-art hybrid.

I'm not about to give up my V-8 Touareg, "Mr. T," any time soon, but it's nice to know there is a evolutionary step in the works. True, it's no battery breakthrough, but you and I may not live to see one. CrossBlue seems to make sense for the current state of affairs. VWCA

Third-row seating in the concept CrossBlue allowed for multiple fold-down options.

Volkswagen Club of America Club Store

Carwear



Window Clings

These inside-mount window clings are just the thing for adding a little splash to your ride! Removable and reusable.

Regular Price: $1.50 - Club Member Price: $1.00

License Plate Frame

These sturdy plastic frames proudly announce you're a Volkswagen Club of America member to all who sit behind you in traffic. White letters on black. Sorry, "VW 4 ME" insert not included.

Regular Price: $6 - Club Member Price: $4.50

Car Badge

The ultimate in collectible club memorabilia. Perfect for mounting on the bumper of your vintage VW. The VWCA logo is featured in full-color. Black and white center is surrounded with red type in a golden yellow ring. Available only to VWCA members. *Please provide your VWCA # when ordering your car badge.*

Club Member Price: $25

VWCA MEMBER EXCLUSIVE

Tool Bag/Tote Bag

Small overnight bag? Emergency tool kit bag? Car wash supply bag? This black vinyl VWCA tote bag is almost as versatile as a VW Bus! There's no need to hide this tool bag when settin' up your VW show trunk display! Measures 14.5" X 7" X 7".

Regular Price: $12 Club - Member Price: $10

Tool Box Decals

Class up the 'ol tool box with one of these logo decals! Adhesive on the back, so you can put it just about anywhere.

Regular Price: 2/$1.50 - Club Member Price: 2/$0.75

Rabbit/Golf T-Shirt

The beloved Rabbit evolved over generations to become the wildy popular and sporty Golf/TDI and this shirt proves it! Whether you're into the vintage model or the modern incarnation, hop to it and get your shirt while they last! Available in L, XL & XXL.

Regular Price: $12
Club Member Price: $10

Shippin' & Handlin' Table

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 Form

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

VWCA #
Name
Address
E-mail

Local Volks Scene

■BY JACK LYMAN

New dealer in Orlando

Aristocrat Volkswagen has sold its business and is now renamed Napleton VW. The new dealership planned to host the June meeting at the Sanford location for the **Central Florida VW Club, Orlando** centralfloridavwclub.org

Northeast Illinois Volkswagen Association, Chicago nivaclub.org June and July were busy times for this active club. Members headed out for such events as the Mid America Fun Fest, the VWCA Convention, Executed the Bug Fest show, held a meet and eat, participated in the July 4th parades, Stateline Vintage Picnic (car show) and met with State Line folks for a picnic at the Nichols estate. Now that is what an active club does. What activities does your club do? Because the members do a lot of driving, one of the articles in the Wolfsburg Edition is Tales from the Side of the Road on what you might want to take along on your trip in case of breakdown. It appears the Fix It Day was very busy with a lot of mechanical problems being solved. Members helping members with a few experts for guidance was a great helpful event.

Badger Beetles Auto Fun Club, Milwaukee: The group had a large showing for the annual Memorial Day weekend campout.

Stateline Volks Folks, Rockford, Ill.: statelinevolksfolks.com After events including the Mid America Funfest, the NIVA Bug Fest and it own Vintage Picnic, club members took time to attend a picnic with the NIVA folks at the Nichols estate.

■ **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 you 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.

■ **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.

Till next time please keep the newsletters, electronically or hard copy, 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

Members: Got a beef, a story, a point of view, a problem, a solution? Let us know at vwclub.org.

■ Jack Lyman | 611 Stone Drive | Brandon, FL 33510 | vw.sprite@verizon.net

DRIVER'S SEAT ■ FROM PAGE 3

every five years with major refreshes after three. VW currently revamps vehicles every seven years with tweaks at the four-year point.

This faster pace, ironically, must wait until 2017. A clue of what VW can do: At the 2014 Beijing Auto Show, it displayed what it dubbed the New Midsize Coupe. It looks like a chopped-top, four-door Jetta, a mini CC. The buzz: VW will build it in Mexico. Despite the bland name, it looks spicy.

VW will also triple its SUV line, Bloomberg News says. Worldwide, sales of crossovers/SUVs are expected to increase. VW would be more competitive if it offered a greater array of crossovers. Currently, top dog Toyota has an extensive portfolio of wagon-like light trucks.

Taigun

VW's Tiguan will be redesigned in 2015. It will weigh less and sip less fuel. Expect a coupe-like version and a longer wheelbase variant. VW might offer a subcompact crossover like either the boxy Taigun concept or the T-Roc prototype.

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.

VW's Audi brand already offers three SUVs with a fourth subcompact, Q1, arriving by 2016.

■ COMPACT CAR PERSONALITY: According to management consultant Mack Hanan, Detroit's answer to the VW Beetle in 1959 had to address the "compact car personality." This personality was susceptible to commercial appeals that emphasized familiarity. The CCP was a hearth setter not a pace setter, a joiner not a leader.

The best way to get this person into showrooms was to convince them that everyone was buying a compact. Ads were supposed to show as many people as possible using the product. Because the compact was an "unobtrusive car for unobtrusive people," it had to blend in. Renault's "everywhere you look there's the Renault" was cited as an ideal CCP approach.

In an interesting aside, Hanan said you needed to play up value, the "wonderfully low operating costs" like Triumph's "runs up hills…not bills," because one had to replace the 12 to 24 inches that the compact car took away!

T-Roc

Madison Avenue's CCP led to bland advertising. Within months of Hanan's sage advice, VW's ad agency dared to stick out. It told Americans that the subcompact Beetle was small, underpowered, ugly, but well made. It did not blend in. For VW, thinking small broke the rules.

VW ads ridiculed normal advertising. VW even dared men to arrive at social gatherings with their wives in Microbuses! Why even a Beetle driver would notice you in that tall, boxy contraption. And contrary to Hanan's advice, VW didn't populate its ads with scores of product-adoring people.

Flash forward: we're approaching the 40th➤

DRIVER'S SEAT

anniversary VW's big change in compact cars, the Golf/Rabbit. This now venerable hatchback is a rolling middle-age milestone.

The Golf has grown from a subcompact to a compact car. It's a bigger; it's heavier. So are its rivals. The Honda Civic is now larger than the first Accord! Nothing is sacred.

Yet, the Golf retains its iconic profile. The original wedge is softened. Still, it's a two-box hatchback with thick "C" pillars. A transverse water-cooled engine and front-wheel-drive packaging continue still motivate VW's air-cooled Beetle successor. Under the hood: horsepower is up nearly 100 since 1975. Both petrol and diesel engines are turbocharged. A high-performance GTI is also part of the mix.

■ **2015 GOLF/GTI LINEUP:** VW began delivering its seventh-generation GTIs in May. I spied one at Concours Motors near Milwaukee. It features a revised 210-hp turbocharged four-cylinder engine—10 more ponies than the old mill's; torque is up 51 lb.-ft. Base price: $24,395 plus destination for an "S" model with six-speed manual transmission. A performance package ups engine output to 220 hp. The top trim GTI is called Autobahn.

The 2015 Golf arrives at dealers in August. Price starts at $17,995 for the two-door Launch Edition with five-speed manual transmission. Standard equipment includes a 1.8-liter TSI direct-injection turbocharged engine, 5.8-inch touchscreen infotainment system, Bluetooth connectivity, post-collision braking system and satellite radio.

The Golf S begins at $18,995. If you want a sunroof, you must buy a four-door model. At the top, there's the SE four-door with six-speed automatic transmission for $24,495.

The popular TDI (clean diesel) returns with a more efficient engine. VW did a Walmart-like price cut — more than $3,000. The TDI in "S" trim with six-speed manual gearbox starts at $21,995. Higher trim lines include SE and SEL.

The new Golf is slightly larger; weighs about 79 fewer pounds. It's an example of VW's new MQB platform, the basis for many new VW models.

As in recent years, the lowest-priced Golf two-door had standard air conditioning and power windows. Move to the Golf S, an automatic transmission is available for $1,100. Want four doors, and you'll also get alloy wheels, leatherette seating surfaces, leather-wrapped multifunction steering wheel and cruise control. You can add Bi-Xenon headlights and LED interior lighting ($995 lighting package). There's a driver assistance package that has forward collision warning plus front and rear park distance control. This stuff in addition to "good" scores in IIHS crash tests earns it the Insurance Institute for Highway Safety's Top Safety Pick+ rating.

The SE model gets a rearview camera.

Diesel models ride on a rear beam axle, rather than the multi-link setup on TSIs and GTIs. This axle makes room for the diesel engine's pollution-reducing urea injection system.

■ **MAMA SPRING RALLY:** In Wisconsin, the first sign of spring is car-transporting trucks headed toward Road America, a fabled racetrack near Elkhart Lake. Unlike the past few Midwest Automotive Media Association's "spring collections," the weather was ideal, leading one auto rep to quip that Wisconsin is heaven on earth. Quick-drive observations:

Bentley Continental GT V8 S: Test driver Jamie Morrow slides this rig through corners, talk about carbon footprints!

Mercedes S-Class AMG 63: Tough to fault; it's sublime.

Mercedes CLA: Front-drive Merc compact steers well with good grip.

Honda Fit: This fling-happy subcompact now comes from Mexico. Early production goofs stalled deliveries. The CVT equipped tester revved annoyingly.

Cliff Leppke's trusty Scirocco makes another visit to Road America.

Chrysler 200: Big news at Chrysler, says Al Gardner, is yet another new Chrysler company. Its focus: "mainstream" value. It's no longer the big-car brand.

The 200 (V-6) was pleasant, although I spotted several early production gaffs. It's quiet, but its weight and body roll were obvious. It doesn't have the alert responses of a Mazda6, Ford Fusion or the VW Passat.

In some ways, the insides are trimmed with nicer materials than the former head of this class: the Passat. Where the Passat now has hard plastic pieces, the Chrysler has molded carpeting or soft surfaces.

BMW M2: Classic Teutonic muscle car.

Kia K900: When Better Buicks are built, Kia will make them? The $65,000 Kia is plush. But it floats like a disco-era waterbed on wheels.

Hyundia's Genesis V8 sedan was better composed. This one's lane departure warning system tugs the steering wheel. Other vehicles tickle your fanny or beep.

VW Beetle GSR: Fix the brakes! Several cars required pit stops after hard laps. This is one.

Subaru WRX STI: Although the tires felt greasy, it hit 130 mph before the Canada Corner. Fascinating.

Ford Fiesta 1.0: The one-liter, turbocharged three-cylinder engine is an extra cost option. While counterweights calm its throb, it still sounds course. It must be spurred, but holds its own on the highway.

Jeep Grand Cherokee: The Fiat sourced V-6 diesel is an improvement. A faceoff with the Touareg TDI is due. Neither offers diesel motoring at a low price, but for those who want this kind of power, either is tough to beat.

Lincoln MKZ: Lincoln's oft-delayed version of Ford's Fusion has a push-button transmission control system. The turbocharged six and decent handling say sporty.

Chevrolet Suburban: You might want one of these if you tow your VW to meets and haul lots of people and gear. GM has luxed it up — it has self-deploying running boards.

Nissan Rogue: Nissan has upgraded the compact Rogue crossover with finer materials. The third-row seat is a joke. Again Nissan serves a nerve-racking CVT: engine revs where it buzzes.

Honda Accord's Hybrid: this one gets high marks for its seamless transitions. But the single-speed drive system causes the engine to protest very loudly. That racket and the bounding ride are disappointing.

■ **DIRECT FOOL INJECTION:** While direct-fuel injection helps engines perform better, there's an unhappy truth. VW/Audi power plants that employ this technology (TSI/FSI gas engines) can be service headaches. Deposits form on the intake valves causing them to stick.

Port injection, which sprays fuel in into the intake manifold, tends to clean valves, as fuel is drawn around them. Not so for direct injection. Deposits are caused by crankcase vapors that are sucked into the combustion process.

Service techs have access to equipment that's designed to remove this filth. At this moment, I➤

cannot say which method is the most effective.

■ **VW CHANNELS FAMED DOCTOR:** Back in the '60s, heart transplants were medical miracles. The press went bonkers covering Dr. Christiaan Barnard and his patients. This frenzy fed on the fear of heart disease driven home by President Dwight Eisenhower's heart attack in 1955. Many Americans worried about the hearts of men.

Now VW is performing heart surgery. It already yanked out the Jetta's inline five-pot motivator and neatly sutured its newly minted 1.8-liter turbocharged four. In the Jetta with manual transmission (driven near Road America), the engine completely transforms the car. This is what the doctor ordered, despite the economy-oriented gear ratios. That's because this little engine that can cranks out plenty of torque at only 1,500 rpm. Thus, there's very little thrumming or lugging.

Coupled with the engine, VW includes its electric power steering, an improvement. At the car's rear, VW put back its independent suspension. The result: a very satisfying compact car. Its fuel economy that can easily beat the EPA estimates.

On the flipside, VW hasn't upgraded the hard plastic dash or low-rent door panels. VW's Leigh Anne Sessions says that the 2015 Jetta gets piano-black interior inserts. Those expecting the GLI version's sports sedan polish will wince. It's got the right stuff, however, it's tuned for comfort. Nevertheless, this Jetta drives well, is frugal too.

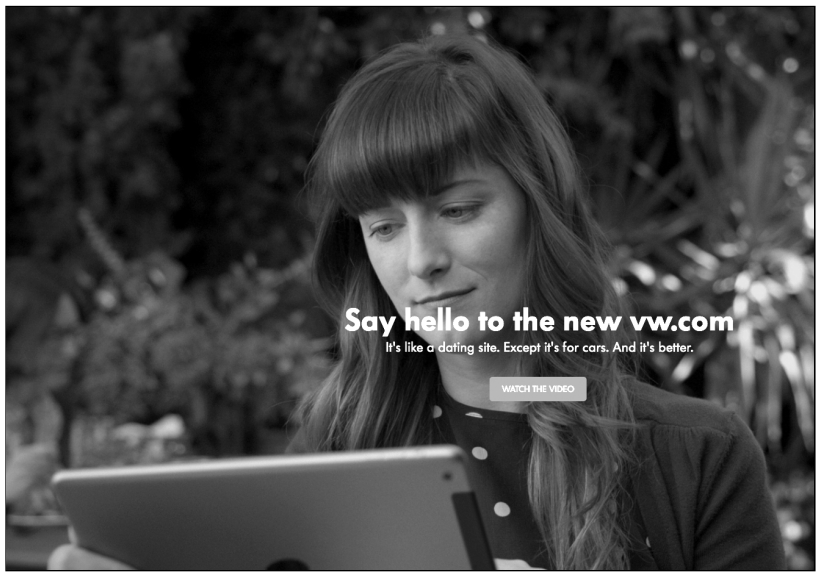
■ **VW'S LOVE CONNECTION HAS BUGS**: According to *Automotive News*, VWoA's retooled website was inspired by online dating.

Most carmaker websites are orderly; you take a trip through configuration gizmo selecting nameplate, color, trim and so forth. Sensible. This drill doesn't, however, always reflect consumer priorities. VWoA's Vinay Shahani claims that just as matchmaking sites let visitors sort choices by what's relevant to them, VW lets shoppers pick, say, the price first, color second. He argues that "you to define those characteristics upfront."

In a sense, VW's online brochure offers a nonlinear rather than a linear experience. You can start on page one, three or six. Once you've defined what matters, VW audaciously claims your perfect match appears as a vehicle profile with a VIN. It also tells you what dealer has it. Shahani says consumers use fewer keystrokes than the old way.

Launched in April, the new VW.com is part of a larger revitalization of the brand's marketing.

I test drove VW's new online experience. There are detours and potholes. Previously, I just clicked on the Golf icon, chose manual transmis-



sion and found out which VW dealers had this car—very handy for shopping certified pre-owned. Now, I feel as though I must tell and then retell the program info that isn't necessary. I'm not in love.

Because I don't design websites, I asked someone who does for a review—my brother Mark. With a degree in graphic arts, Mark has a solid background.

He thinks VW's website has more style than substance. It sometimes submerges you in ad agency "cleverness." "Find a match," for instance, actually sets you up to configure a car but the user interface doesn't imply this. Affordance, (the ability to recognize what elements are interactive) takes the backseat to visual aesthetics. For example, the "mystery carousel dot navigation" (apes a VW radio screen?) doesn't make it clear that the dots represent viewable items. Another less-than-truthful gimmick: the color-selector gradient scale. You slide through hues, as though you control the palette. That's a waste; sometimes there are only five colors. While it might be novel, just showing the chips is straight to the point.

Another bother: constant nagging for your ZIP code. Mark says this is a painful user interface. You'd think that once you've told this virtual VW consultant where you live, it wouldn't forget. But it does, requesting your ZIP for each matchmaking attempt.

In sum, Mark says VW's website fails to deliver good design as defined by Deiter Ram. It needs further work in honesty, obtrusiveness and understandability.

■ **VW'S ADS:** VWoA has changed what the industry calls tier-two advertising. On TV, these ads often touted VW's Sign Then Drive Event—a lot.

The new focus is on VW products and their value. Probably the first thing you'll notice is that VW's spokesman is comedian Matt Gourley (pictured). He often explains how a VW model stacks up against the competition. In addition, VW revived its use of co-operative advertising. For these ads, dealers contribute funds toward local-market advertising. In order to keep dealers happy, VW will continue funding tier-two advertising as it did before. On top of that, it will now match dealer funds for additional promotion.

■ **NISSAN PHOTOSHOP FOR AFT VIEWS:** Nissan's reps trekked to the Windy City in June with two new developments: one, the upcoming Murano crossover; two, a nifty rearview mirror. Nissan's Scott Pak says the Murano has a premium social lounge interior — fabric-covered interior plastics and marble-like inlays (crystalline finish). Lots of color displays and USB ports with provisions for parking smartphones, coupled with a long list of abbreviations for driving aids are further proof that rather than kicking tires, you'll boot up your next car in dealer showrooms.

Nissan's got another gimmick: a Smart Rear View Mirror. Demonstrated by Tony Baehner, the mirror uses a high-mounted rear camera to create an unobstructed aft view. The angle is about 50 degrees wide — more than a conventional mirror. This isn't a fisheye lens. It's like Photoshop for your car. Rear occupants and blind spots disappear. You select SRVM, which fills the entire glass panel, by flipping the 'day/night' lever. VWCA

Board Matters

Spring Trustees Meeting
April 26, 2014

The meeting opened at 10 a.m. by teleconference. Present were Shell Tomlin, Tom Janiszewski, Gary Hanson, Jack Lyman, Sue Friend, Maurice Goldstein (Volkswagens Over Georgia), Kim Rodriguez (Badger Beetles AutoFun Club) and guest, Fred Frank.

Local club information was reviewed and corrected where necessary.

Gary Hanson was elected as the new chairman of the Board of Trustees to replace Jack Lyman.

The President's Report focused on the need to recruit more new members. Possible recruiting opportunities are: placing a membership application form in the AUTOIST; including recruiting brochures in the renewal notice mailings; creating a VWCA Facebook page to stimulate interest in club activities. Tom J. volunteered to work on a Facebook page. It was also determined that a year-round effort be put forth to inspire members and local chapters to run for national offices, with regular AUTOIST articles aimed at this objective.

The Vice President's Report reflected the usual lack of inquiries regarding local clubs, although one somewhat promising lead came through the website after the report was prepared. The trend seems to be clubs that are made up of disorganized groups with little structure, no newsletter or dues and subsequently short life spans. Ultimately, the one or two people who started the club get tired and quit and the club disbands. Our "Local Club Affiliate" program may reap benefits in these cases.

The secretary was absent, so no report was presented. The president stated that he had sent out the Wolfsburg Trophy forms to each local club's president and trustee. Apparently, the forms were to have gone to each club's official mailing address, so NIVA's form was misdirected. A new form will be sent via email.

The Treasurer's Report showed a modest profit for the year despite the purchase of a new computer and software for the membership office. This was due largely to a successful 2013 convention. The surcharge for foreign memberships came under scrutiny after a sharp increase in foreign postage. There are relatively few foreign members (mostly Canadian), so this is not an urgent issue. The club still realizes a modest profit on foreign members, but the $6 surcharge covers only about a third of the actual cost of mailing the AUTOIST.

The Membership Secretary's Report showed membership levels relatively flat, with a majority of new members coming through the website. It was also noted that the Illowa chapter has disbanded due to attrition and the VW Club of Sheboygan has withdrawn as a local chapter, citing financial issues.

The Static Event Activities director reported that the scoring for the 2013-2014 car show awards has been completed, but the number of participants is lower than last year. Trophies will be mailed to all winners this year with the Static Event chairman unable to attend the convention.

Reports on the progress/status of upcoming Maifests, conventions and Oktoberfests were given with local chapters urged to host these events.

New Business: In recognition of decades of dedication and tireless efforts on behalf of the club, Jack and Barb Lyman and Greg and Barbara Boltz were awarded Family Life Memberships in the Volkswagen Club of America, approved by the Board of Trustees.

The meeting was adjourned at 11:15 a.m.

Submitted by Shell Tomlin
for Barbara Boltz, VWCA secretary

2014 VWCA Convention Business Meeting
June 7, 2014

The meeting was called to order at 9:08 a.m. at Rumors Restaurant in Hudson, Mich. Among the members present were the VWCA president, vice president, treasurer and membership secretary as well as representatives from five local chapters.

Lynida Tomlin was appointed chairwoman of the Ballot Counting Committee and was given the verified ballots for the 2014 national election.

The president's report emphasized the need for all

members to help recruit new members, citing his experiences enjoyed over the past several decades. The vice president is working on promotional literature to insert into the new member packets and renewal notices along with a supply of recruiting brochures.

The vice president reported on new local chapter inquiries, citing an enthusiastic new member who has the basics of an independent club in the Amarillo, Texas area.

In the absence of the secretary, the president updated the status of the activities of that office, primarily dealing with receiving the ballots and handling the Wolfsburg Trophy contest process.

The Treasurer's Report reflected increased expenses for the year, due primarily to the purchase of new equipment and forms for the membership office. Even so, a modest financial gain from operations was shown for the year, and the forms purchased will not have to be reordered for several years.

The Membership Secretary's report showed membership figures fairly flat overall. the Illowa chapter has disbanded due to attrition and the Sheboygan club has withdrawn as a local chapter citing financial issues. Those members were reclassified and re-rebilled as members-at-large.

The Static Event chairman's report showed 135 cars participating in the 2013-2014 contest year. There were 18 trophies awarded and most were mailed directly to the winners. Some were to be presented to winners attending the convention banquet.

The Kokomo (Ind.) Oktoberfest, hosted by the City of Firsts VW Club there, is designated as our fall event in September, 2014. Maurice Goldstein will explore the possibility of revisiting the Chattanooga VW Plant for the 2015 Maifest, with the usual Michigan Vintage Festival Weekend as a backup. The 60th VWCA Convention will likely be held in the western suburbs of Chicago in June 2015. Watch the AUTOIST and the website for details and registration information.

The Ballot Counting Committee reported the results of the 2014 election. The winners are: Shell Tomlin, president; Tom Janiszewski, vice president; Barbara Boltz, secretary; Gary Hanson, treasurer; and Fred Frank, trustee-at-Large.

Lynida Tomlin was appointed chairwoman of the Nominating Committee for the 2015 Election for trustee-at-large.

The meeting was adjourned at 10:22 a.m.

Submitted by Shell Tomlin
for Barbara Boltz, VWCA secretary

2014 Convention Trustees Meeting
June 7, 2014

The meeting was called to order at 10:25 a.m. at Rumors Restaurant in Hudson, Mich. by Board Chairman Gary Hanson.

The calendar spacing of the two required trustees meetings was discussed, with the possibility of moving the spring meeting to the fall or early winter when club activity schedules are lighter. Currently the non-convention trustees meeting is done by teleconference, so winter travel is not a critical factor. The Executive Board will review the Constitution and Bylaws and make a recommendation to the full Board of Trustees.

The Trustees Meeting was adjourned at 10:40 a.m.

Submitted by Shell Tomlin
for Barbara Boltz, VWCA Secretary

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.

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: Immaculate 1965 VW Beetle with professionally rebuilt 1641cc single port engine with 30 miles on it. New clutch, carburetor, exhaust system, Pertronix ignition, steering box and shift rod. Interior and exterior 100 percent. Color Ivory with black interior. Call or email Denny for pictures: (541) 563-2560 or email hopscotch64@hotmail.com.

FOR SALE: Transmission from 1969 VW bug that was modified for off-road racing. I was able to run 20 mph in 4th gear! $150. Due to weight, this must be shipped by truck. Suggest this be shipped to you freight collect. To avoid a costly residential delivery charge, have it shipped to the trucking company terminal nearest you and set up for you top pick up there. Also have 12V generator that works fine. $25 shipped to you via UPS. (319) 270-7708 (IA) or email iowatwite@gmail.com.

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: 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.

New Members

CALIFORNIA: Drain Marshall, Rolling Hills Estates; Patti Reyes, Bakersfield

CONNECTICUT: Robert Hendrickson, Waterbury

ILLINOIS: Robert Artinian, Lincolnwood; Robin Dunn, Oak Park; Dave See, Wheaton; Roberto Robles, Woodstock

INDIANA: Tommy McBroon, Elkhart

MASSACHUSETTS: Doug Steinhauser, Dennis

MICHIGAN: Tim Mendenhall, Brighton

MINNESOTA: Jon Anderson, Hermantown

NEVADA: William J.Toensing, Nevada City

OHIO: Dana Parker, Canton

OREGON: Don L. Grace, Redmond

PENNSYLVANIA: Dennis Volker, New Eagle; Stephen Kellar, Royersford

TENNESSEE: Aaron Boggs, Nashville

TEXAS: Kitty O Cairre, Amarillo; Robert Flocke, Wimberley

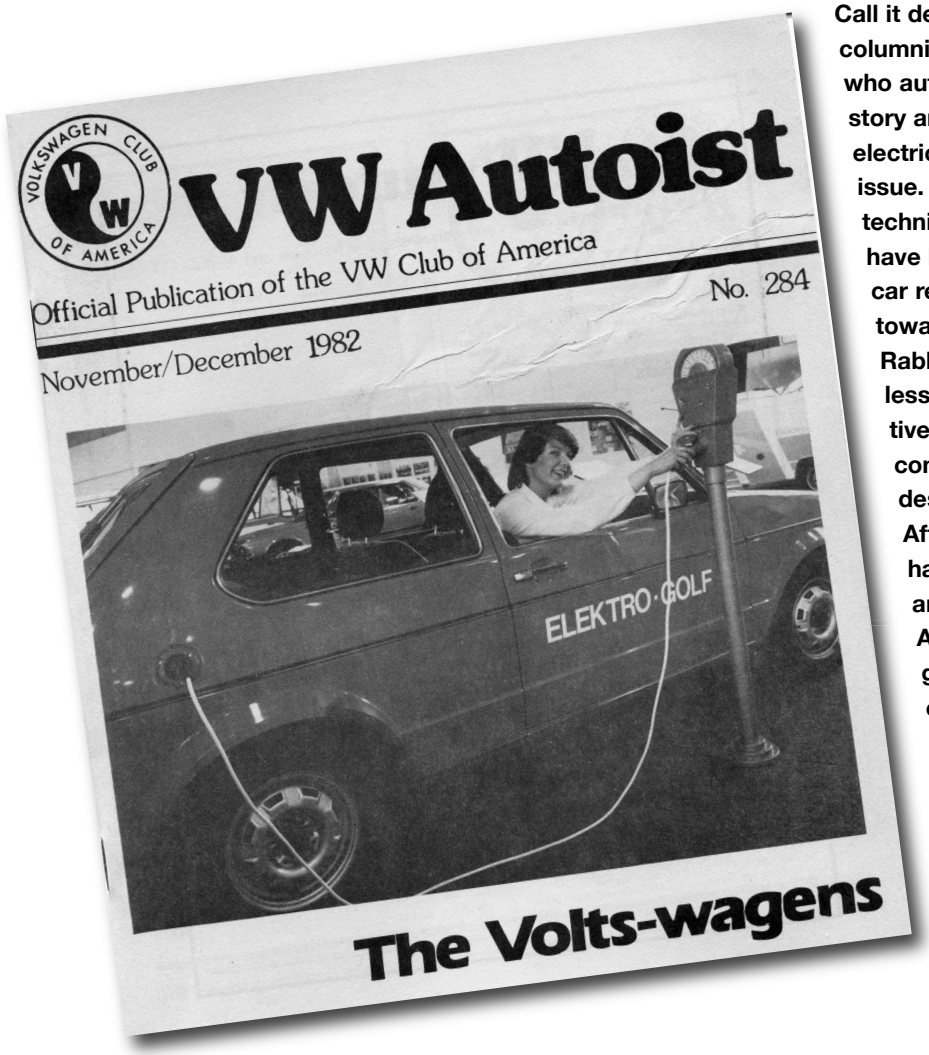
WISCONSIN: Jack Dallman, Madison

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 email 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

■WHAT GOES AROUND ...



Call it deja vu for Frontdriver columnist Richard Van Treuren, who authored this 1982 cover story and revisited the idea of electric car development in this issue. In 1982, he wrote: "Few technical details on the Golf E have been released, but the car represents a big step toward a practical electric Rabbit. No doubt VW, regardless of government's incentives or disincentives, will continue to refine this design to stay competitive. After all, General Motors has pledged to introduce an electric car by 1986." And later, playing off a jingle from a late 1970s commercial for the conventionally powered Rabbit: "VW's efforts to sing the Rabbit electric may now be a solution in search of a problem, but if trends continue, we may well see the Volts-wagen do it again."

■ **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.

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

VW Toon-ups

■BY TOM JANISZEWSKI

■ Tom Janiszewski | volkstom@sbcglobal.net