

SEPTEMBER/OCTOBER 2014 • No. 475



# *Autoist*

PUBLICATION OF THE VOLKSWAGEN CLUB OF AMERICA

A smartphone is centered in the image, displaying driving statistics. The background is a grayscale image of a car's instrument cluster, showing a speedometer on the right and a tachometer on the left. The smartphone screen shows:

S 10:04 N

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Consumption <sup>1</sup>

Ø 54.9 mpg

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86 °F

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miles 24173      trip 153.1

mph

1/2

30 260

50 60

10 0

**MORE  
SMILES  
PER GALLON**

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# Autoist

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■ **COVER:** A morning commute for a 2012 Golf TDI has become a test on how high the fuel mileage will end up. It hit a high mark in July.

# Driver's Seat

■ BY CLIFF LEPPKE

## VW's executive shuffle board

Keeping track of automotive company executive talent is a lot like playing Whac-a-Mole.

The moment you know who is with whom and in what capacity, things change.

At VWoA, Scott Vazin, who is executive vice president of group communications (replacing Tony Cervone, who's now at GM), tells the *AUTOIST* that the fluidity of its hot shots shouldn't be read too deeply. Short-term jobs are commonplace.

David Harvey uses term "condition of Postmodernity" to describe this situation. Fancy words. In the workplace, it means a set of cultural and economic norms that has led to fewer long-term employees, weaker incentives to stay with a firm (forget those gold watches for service), and higher reliance on contract labor. In turn, employees shift alliances and skill sets, if they can, in order to find gainful, if less than certain

employment.

While this is nothing new, many businesses consider per diem or contract employment to be the norm. In the auto field, VW's success is often told as one of against-the-odds lasting allegiance to the Bug and the company of devoted men and women who built and distributed it. Perhaps that's more fiction than we'd like to believe, but that's the story.

Former Audi of America's president, Johan de Nysschen, who left the four-hoop brand for a recent two-year stint at Infiniti illustrates the point. In July 2014, he signed on as Cadillac's president, replacing Bob Ferguson, who is now handling GM's public policy in Washington—how's that for a switch? De Nysschen once quipped that the Chevy Volt was a "car for idiots!" Currently, Cadillac sells the ELR, a variation of the Volt.

De Nysschen's shift caught *Motor Trend* off guard. Its September 2014 issue featured an exclusive interview with Infiniti president de Nysschen. The *AUTOIST* has

■ TURN TO PAGE 29

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# Small Talk

■ VW • AUDI , QUICKLY

## NEW & IMPROVED



■ **NEXT-GEN GOLF:** Reports out of Germany suggest that the eighth-generation Golf will roll out in 2017, just five years from the debut of the current. *Auto Motor und Sport* reports that the next Golf would come sooner than the usual six- to seven-year cycle enjoyed by most models on the market.

## MONEY MATTERS

■ **E-GOLF PRICED:** Buyers of the new Golf hybrid will get a charge out of the price VW has announced for the new model: \$36,265 with shipping — and lots of extras. Figure a range of 70 to 90 miles, on par with similar electric cars.

■ **JETTA PRICED:** You can get a bare-bones basic 2015 Jetta for just \$16,215, featuring a 2.0-liter, four-cylinder and a five-speed manual gearbox. But VW says you'll have to order it from the factory. The more realistic S model, one of a dozen different configurations, starts at \$18,145.

■ **SALES:** Worldwide, the Volkswagen Group delivered 5.78 million vehicles from January to July, up 6 percent. Analysts are pegging VW to overtake Toyota and become the world's largest

automaker by the end of 2014, a feat that would put the company four years ahead of projections.

■ **UNION VOTE:** Union representation at VW's production plant in Tennessee appears to have gained momentum. While a vote to unionize the plant last February failed by 712-626 margin, a UAW official says a new local in Chattanooga has signed up the equivalent of what would have been a winning margin for the union vote.

## ENVIRONMENT

■ **CARBON OFFSETS:** Though the new e-Golf is all electric with zero emissions, building and transporting it will require fossil fuel. So VW is purchasing carbon offsets in California and other areas in the U.S. to counter those greenhouse gas emissions associated with the e-Golf, which include charging its battery.

## SAFETY FIRST

■ **CARS FOR TEENS:** The Insurance Institute for Highway Safety recommends five VW models as safe vehicles for teen drivers. 2009 or later models under \$20,000 are the CC, Passat, Jetta SportWagen, Tiguan and the 2012 Routan minivan. Models under \$10,000 are the 2006-08 Passat and 2009-11 Routan.

## RECALLS

■ **TIGUAN, GTI, GOLF:** VW is recalling 151,389 model year 2009-2014 Tiguan models for a potential stalling issue linked to gas bubbles forming in winterized fuel used in warmer areas. About 2,000 Golf GTI and Golf models from 2015 are being recalled to check fasteners that secure the front stabilizer rods.

# Retro Autoist

## ■ FROM THE ARCHIVES

### **10 YEARS AGO**

■ **SEPT/OCT 2004:** VW showcased its new cabriolet Concept C design study at the 74th Geneva Automobile Show. The vehicle features a new generation of fold-away steel roof, which transforms this four-seat VW from a coupe to a cabriolet in only seconds. Or vice-versa. The roof also features an integrated glass sunroof.



■ **SEPT/OCT 2004:** With its new advertising campaign dubbed "Drive it. You'll Get it," VW is focusing its message on the German-engineered driving experience of its vehicles. VW dubs the campaign boldly reinforces with U.S. car buyers that VW is and always will be the "Drivers Wanted" brand.

### **20 YEARS AGO**

■ **SEPT/OCT 1994:** Thanks in part to the new EuroVan Camper, sold through VW dealers, and the Rialta motor home (right), based on the chassis cab version of VW's van, Winnebago Industries reported sales were up 1.9 percent from a year earlier.



### **30 YEARS AGO**

■ **SEPT/OCT 1984:** Volkswagen of West Germany has signed a deal with China to deliver 2,000 more Santana (Quantum in North America; Passat in

Europe) models in kit form for assembly in Shanghai. VW spokesman Ortwin Witzel said the latest Chinese order was seen as a favorable sign during negotiations with the Peking government on setting up a joint carmaking venture in Shanghai. Production of at least 20,000 Santanas is projected starting in 1988.

■ **SEPT/OCT 1984:** J.D. Power & Associates says its Automotive Consumer Profile for 1984 shows that the average buyer planning to choose a used car is 35 and had an annual household income of \$18,840. The average new car buyer is 45 and makes \$31,350 a year.

### **40 YEARS AGO**

■ **OCTOBER 1974:** Volkswagen, like all other automakers, is currently suffering tremendous financial losses. A layoff from Sept. 22-27 affected 49,000 of VW's 118,000 workers, and several board members and VW executives consider the establishment of a rumored plant in the USA at this time financially imprudent.

### **50 YEARS AGO**

■ **SEPTEMBER 1964:** At the ninth annual VWCA convention in Atlanta, National Economy Run trophies were awarded to Central Indiana VW Club (54.180 MPG); Jim Hegeman from Central Indiana VW Club (87.593 mpg) for sedan class; and Herb Oliver (47.541 MPG) for bus class. Each local club is only required to have a 30 mph average speed and to run over typical local roads for at least 100 miles. Cars must be stock but may run with up to 40 PSI of air in their tires. Average miles per gallon of the 121 members reporting in runs conducted by 12 of the club's regions this year was 47.348 miles per gallon. That compares with 32 MPG experienced by VW drivers in normal driving.

# FUN WITH MPG

By FRED ORTLIP

Newer cars these days are filled with technology that can distract us while driving, but who knew that newer models came with a built-in video game you play with your right foot — an exercise that actually adds focus to your driving and can save you money?

Our 2012 Golf TDI, with six-speed DSG automatic transmission, is one of those cars because of the travel feedback available by toggling the multi-function display buttons on the steering wheel. Not only do you get an instant fuel mileage readout but also the current-trip average, which is updated every 5 seconds, and total trip information over 100 hours or 10,000 miles depending on the instrument cluster.

Factor in the right foot in this formula and you can actually have some fun on your daily commute to work. Mine is 14 miles each way, 10 on an interstate and the remainder on secondary streets. Warm-weather months are optimal for fuel mileage, so occasionally I'll hit the 50 mpg



mark on the morning jaunt.

The morning commute's numbers are always better than the ride home, presumably because (1) I'm heading east with the prevailing western wind and (2) the elevation change between home and work is 300 feet, according to our friends at Google. So I'm going slightly downhill in the morning with the wind behind me and vice versa in the evening.

Practicing hypermiling techniques makes a difference. As Mr. Hixson advised in drivers ed all those many years ago, pretend you've got an egg between your foot and the gas pedal and try not to break it.

Typically, the morning readout will reach in the high 40s by

the end of the drive, but on one day in July, I hit the jackpot — 54.9. Not

sure why. I drive essentially the same way every day, generally right around the speed limit or slightly below, light on the throttle where possible. On this day, with mild (for July)

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temperatures, the AC was off and the passenger side window was cracked (which actually creates drag and can be a drag on fuel mileage). I must have hit fewer red lights.

If you're wondering whether sliding the DSG transmission into neutral while coasting to a stop to prevent downshifting is a good idea, VW recommends against it for my model.

So this turned out to be just another way to have fun driving the Golf TDI. We hit our second anniversary with the car in June, and with the help of the AccuFuel iPhone app storing consumption stats, the numbers can be offloaded to a spreadsheet for analysis.

The first 12 calendar months saw an overall return of 38.7 miles per gallon over 11,900 miles. Mileage tends to improve as the engine breaks in, and it did in Year 2, bumping up to 39.4 over 10,700 miles. I suspect the improvement would have been even better had we not suffered such a brutally cold winter. The mileage numbers reflect that. In the winter months of November through February of 2012-13, the Golf delivered 37.8 mpg. In the same winter stretch in the year just ended, it was 1.2 mpg worse.

Now we're cruising through the early weeks of Year 3, which saw the "personal-best" 54.9 commute and better-than-ever numbers on our annual July trek to Michigan, about a 1,300-mile round trip (with three adults and a



The AccuFuel app logs fuel consumption and offers multiple readout options. Above, the Golf TDI is shown to have averaged more than 43 miles per gallon from mid-June to mid-August.

### HYPERMILING TECHNIQUES

- Use both the gas pedal and the brakes as little as possible, and when you do, use them gently.
- Keep tire pressures filled to the manufacturer's recommendation.
- Consider shutting down your vehicle if stopped for more than seven seconds as that is all the fuel it takes to restart a modern day, fuel-injected engine.
- Conserve momentum: Time your approach, to arrive at the stop sign or light as the last car ahead is departing.
  - Keep the throttle position constant: You'll go slower up hills but faster going down.

View a time-lapse video of Fred's morning commute. [bit.ly/VVbqqC](http://bit.ly/VVbqqC)

jammed trunk). By mid-August, the AccuFuel app reported 43 mpg over the previous three months and 42 mpg over the previous two.

Summertime means the inevitable orange barrels during construction season, but the frustration of one-lane travel at 55 mph or less is tempered by mpg numbers that tick upward on the display. One 10-mile construction stretch on the Michigan trek saw the trip average rise nearly 2 mpg. Another good way to make the numbers rise is to find a big rig that's traveling a speed you're comfortable with and tuck in behind at a safe and appropriate distance to assure you have plenty of reaction time.

While the big rig is punching a large hole in the air, the display will blink out 0.1 higher increments over time. And here's where the real-time mpg readout can confirm that the big rig is pulling you along. On a flat surface at a steady speed, watch the real-time number drop when you veer out of the draft and into the fast lane.

You don't need a TDI to play fuel-mileage video. Any VW with multi-function display can help you achieve more smiles per gallon. And maybe even earn some braggin' rights. **VWCA**



**W**ith its sinister-looking 18-inch Twister wheels, you'd expect VW's R-Line Beetle convertible to whip up a storm. You will not be disappointed. Its prime mover is a turbocharged 2.0-liter 210-hp mill sporting VW's latest EA888 Gen 3 engine updates.

While "blown" is usually saved for supercharging, a method of forced induction that utilizes an engine-driven air pump like a Judson unit on a vintage 36-hp Bug, these days VW ups engine performance with another type of blower—an exhaust-driven tur-

## GONE WITH THE WIND

Exhaust-driven turbo gives Bug a big push

**BY CLIFF LEPPKE**

bocharger.

For 2014, turbos dominate VW's revamped Beetle lineup. It replaced the 2.5-liter inline five-cylinder engine with a new turbo (TSI) 170-hp 1.8-liter four cylinder. This and suspension upgrades improve the Bug's road-going sophistication. In addition, the top-dog 2.0-liter turbo gas mill has also been refined. It's now rated 210 hp, (up 10). Two overhead cams, 16 valves, variable intake valve timing, and two balance shafts add up to smoother power delivery. Torque: 207 pound-feet. This

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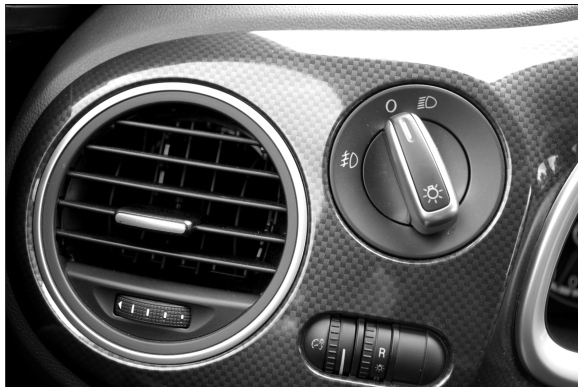


means the 3,238-pound vehicle charges forward like it's been launched by the USS Abraham Lincoln's catapult.

Because all Beetles are now turbocharged (the turbo diesel is optional), VW puts the R-Line badge on 2.0-liter's front quarter panels. They mark the hot VW.

My R-Line convertible tester came with a slick operating six-speed manual transmission. While it's geared for economy—the engine spins at 2,000 rpm in top gear at 60 mph—it is not a slug Bug; it's a punch buggy. Step on the go pedal and second gear redlines at nearly 60 mph. Upshift to third, when approaching an expressway onramp, and bam you're at 60 mph. There's enough power that you can go directly to sixth and continue accelerating.

A brass ensemble that knows Haydn or Blood



fled.

At the helm, you'll discover that VW ditched its Radio Flyer-grade hydraulic power steering. It's now electro-mechanical. This improves precision with road sense, on-center feel, and proper steering effort that will tickle your inner Tanner Faust. With bigger sway bars, the soft-top Bug no longer waddles like the 2.5-liter did.

Shod with ContiSportContact 3s, (235/45X18)►

Sweat and Tears accompanies enthusiastic use of the thrill pedal. This car's been to Juilliard—hitting all the right notes from a saucy tuba to a well-modulated French horn, punctuated by the wastegate's *wha, wha, wha*.

This means is the R-Line is either a lazy cruiser, (it's parade ready, as the dual-mass flywheel makes clutch engagement jerk free and low-rpm engine operation flexible) or a potent rocket that Wernher van Braun would have dug. I netted 37 mpg during a leisurely trip along Milwaukee's Lakeshore Drive; saw 33 mpg on the highway according to the trip computer.

Pick the right gear, stomp on the go pedal and the thrusting tires chirp. Torque steer and other front-drive quirks are sti-

## **BEETLE**

summer performance tires, this Bug hangs in there without squealing, bombing through back roads or carving twisty onramps. Body roll is noticeable, but probably well suited to the top-less car's wiggle-prone body. Sometimes, big bumps induce jiggle spells. Nonetheless, suspension tuning is sensible; it scrubs some speed when pushed, as the front runs wider. That's until you back off the throttle or the stability program kicks in. Yet, all four wheels drift in a manner that ups driver confidence.

R-Line trim means shiny sill plates, bright pedal covers, glossy black dash and door panels with faux carbon fiber instrument framing. The flat seats are clad in V-Tex vinyl. They'll be perforated in 2015. Atop the dash reside the oil temp and boost gauges plus an electronic stopwatch.

The acrobatic motorized top goes up and down quickly. Occasionally, a power window didn't close—something tripped the anti-pinch feature, causing it to retract.

As with other Beetles these days, the interior is a festival of hard unlovely plastics, from the dash top to the rear side panels. The driver gets cushioned pads for each elbow though. Fitment of these pieces looks better than earlier Beetles.



Top-down motoring is a breeze; just pull the overhead switch. There's a wind blocker that fills the space aft the front seats and there's a tidy cover for the retracted top. These

items usurp much of the trunk that's accessed via a Postmaster-approved aperture. With the blocker erected, the interior is suitable for conversation. On the highway, you might want to raise the side windows to reduce shoulder strap buffeting.

In the infotainment department, the tester lacked navigation. But it did have Bluetooth connectivity with your cellphone via the steering wheel's switchgear and the radio. VW supplies cables for iPhone but it's missing a USB port for Androids.

In sum, you might say that VW's Beetle refresh has breathed new life into its whimsical model. Now it drives with Teutonic precision; its engine meets or beats contemporary standards. That's not hot air. In fact, I think some who are attracted to the retro styling will discover that it now has a winsome chassis and power train.

The MSRP is \$29,395 plus destination. It's EPA rated at 23 city mpg; 31 highway. I got 31 mpg overall. **VWCA**



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VW and Audi dealers across North America support the club by sponsoring the AUTOIST centerfold. Many offer discounts on parts, accessories and service, and some even service air-cooled VWs using authorized parts.

**DEALERS:** Watch for 2015 "Friends" renewals, coming soon.



**Y**ou could say that the 2015 Hyundai Sonata is the VW Passat's sincerest form of flattery. Automakers often assess the competition looking at what makes their cars appealing. Then, they take what they've learned and use it to develop products that appeal to car buyers. When it comes to body rigidity, Hyundai chose VW's midsize Passat. Likewise, when VW set out to recapture a significant share of the U.S. market, it not only built a new North American factory but

## SONATA CHANNELS

redesigned its midsize Passat sedan with American tastes in mind. According to VW's Scott Vazin, the Ohio-built Honda Accord was and remains VW's benchmark. Thus, our Passat differs from its European namesake, with a longer wheelbase and less ambitious equipment. For example, the 2012 Passat ditched the 2.0-liter turbocharged engine in favor of an inline five-cylinder mill, the electronic parking brakes were dropped and door slots for umbrellas were banished. Items like side window curtains were also jettisoned. Base price now aped the Honda. VW had high hopes for this▶



## ITS INNER PASSAT

While VW aspires to Accord status, Hyundai is in hot pursuit.

**BY CLIFF LEPPKE**

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# SONATA

car. Mark Barnes, VW's COO during the Passat launch, told the *AUTOIST* that the car did very well in clinics where it was compared to the Accord. Insiders told me that all signs said full steam ahead until Hyundai made waves with a swoopy fastback Sonata that aped VW's coupe-like CC (based on the Euro Passat) for less.

Suddenly, Hyundai, which up to this point had been gaining momentum on the pillars of a warranty and value pricing, now wowed with daring styling.

For 2015, Hyundai retooled its Sonata. At this car's Chicago press presentation, Hyundai's operatives revealed that they wanted their car to ride like VW's Passat. One insider told me that Hyundai also selected the GTI as the paragon of steering behavior executives wanted to copy.

Hyundai invited your correspondent to drive the new Sonata from Chicago to Ann Arbor. What I discovered is that Hyundai toned down the car's curves for a more mature look, upped the optional features and moved into the more-than-\$30k

price bracket with a more engaging car.

And although VW has teased us with R-Line Passat styling, the 2014 Sport with a TSI mill and the potential of a gas-sipping BlueMotion version, Hyundai has done most of what VW hints it can do, in a flash.

For example, the Sonata Eco has a turbocharged direct-injection 1.6-liter engine. It mates to a seven-speed dual dry clutch automated manual transmission. VW calls this DSG. On my highway trek, it netted 38 mpg. But Eco, in Hyundai speak, also means a less expensive trim level. Unlike some competitors, Hyundai plans to make the high efficiency version a high value proposition rather than an expensive option.

The 2.0-liter 245-hp turbo sport, which I also sampled, promises high performance. Hyundai says it did not develop a six-cylinder version as this engine type gobbles up valuable interior space. Front legroom, by the way, is very generous.

While the specs says this is a hot mill, none of

us found it particularly potent, although there's every reason to believe that the production models will have the low-rpm torque that makes VW's new TSI Passat work so well.

On the 2.0-liter turbo, Hyundai uses a rack-mounted electric motor, as found on several VW's such as the Passat Sport. This improves on-center feel, comparable to VW's



2014 Volkswagen CC R-Line

ZF supplied Servolectric that arrived with the fifth-generation Golf/Jetta. Even the base Sonata, which has column-mounted electric motor, has been tweaked. A quicker computerized control unit improves its behavior.

Unlike the Passat, which offers a manual transmission, you cannot get a Sonata with three pedals.

In many ways, the Sonata, which has more high-strength steel, some hot formed pieces and more structural adhesives, offers Passat-like solidity.

In other measures, the Sonata borrows a lot from the previous-generation European-built Passat. For example, my 2.0-liter tester had electric parking brakes with an auto-hold feature—something VW dropped from its American Passat. Other items include adaptive cruise control with start stop, blind spot detection and lane assistance—features European drivers can get on their VWs. Overall, ride compliance seems well tuned. And like the previous Passat, those riding in the aft seat pockets have window shades.

Some didn't dig the volume Sonata's faux-wood trim. Sport models have metal-look plastic, whereas the Passat Sport uses faux carbon fiber. I found the seating hard. GTI drivers will dig the Sonata Sport's flat-bottom steering wheel—another VW-like item.

Meanwhile, in Germany, VW has announced its new Passat built with the MQB toolkit. The artist renderings depict a sexy sedan, but the production version is geared toward practicality. In Europe, the Passat is business class—the most-popular fleet vehicle its category—intended for those who have company cars. It's too early to know when or whether we'll get this Euro version, as the stated plan for the Tennessee-built car is to get a few more years out of its tooling. But since that plant has been picked to build VW's new SUV based on the MQB toolkit, perhaps the economies of production will lead VW to shorten

the current Passat's lifecycle so that it can utilize the new manufacturing methods.

Hyundai's Sonata Sport, as equipped, lists for \$34,460 including shipping. Skip the "ultimate package" and you'll shave nearly \$5,000 off the price.

Hyundai's bumper-to-bumper warranty still bests VW. It's five years or 60,000 miles. Powertrain remains 10 years, 100,000 miles.

An automatic opening rear lid that doesn't require one to perform the Charleston in order to operate it is optional. VW offers hands-free lifts on its European vehicles—not so in the USA.



Overall, I'd say Hyundai has channeled what made the previous generation Passat so appealing. And the higher trim lines now cost as much or more than the Passat—bumping into the sexy CC's territory. VW says that it cannot tweak the existing CC to undercut or match its rival's price. I found the CC competitive with the new Mercedes CLA, a sign that VW's Passat/CC combo could keep VW in the game with some marketing muscle and updated gear.

In sum, VW could learn a lot from this Korean automaker. Like VW, it opened a U.S. assembly plant to build its midsize sedan. With its new-found refinement, it seems destined to be an American best seller. **VWCA**

# DIESEL DANDIES

AutosCheatSheet at [wallstcheatsheet.com/automobiles](http://wallstcheatsheet.com/automobiles) announced its "8 Most Efficient Diesel Cars for 2014 and 2015" in August.

**VW and Audi dominated.**



**2014 BMW 328d** • An eight-speed automatic comes standard with the 2.0-liter twin turbo engine capable of 180 horsepower and 280 pounds-feet of torque. That's quite a power quotient for the most efficient diesel on the road.



**2015 Golf TDI** • Volkswagen has four different Golf models in the top 12 of most efficient diesel cars available in the U.S. Its top performer is the third-best car in the land in terms of efficiency: the 2015 VW Golf TDI.



**2015 Jetta TDI** • In the 2015 Jetta TDI, drivers get 36 mpg in combined efficiency. This figure is the average 31 mpg (in both manual and automatic) and the manual model's impressive 46 highway mpg. Automatic Jetta TDI models trail just behind at 45 mpg on the highway.



**2015 Audi A3 TDI** • Audi has the 2014 World Car of the Year in the A3. Its TDI model offers exceptional efficiency at 36 mpg combined. The A3 diesel model's tailpipe emissions rate an EPA No. 8 on the scale of 1 to 10, with 10 being the lowest in volume.



**2014 Mercedes-Benz E250 BlueTEC** • Before the arrival of the Mercedes B-Class Electric Drive, there wasn't much in the way of high-efficiency models coming from the German luxury giant, excepting this gorgeous E-Class sedan. The Mercedes E250 BlueTEC is a pricey proposition at a base \$51,400, but there is impressive efficiency to tap at 33 mpg combined. That works out to 28 mpg for city driving and 42 mpg on the highway.



**2014 Passat TDI** • Though the 2015 model hit 44 mpg highway, it was set back a peg with 30 mpg city, which kept it at 35 mpg overall. The 2015 model costs \$2,700 more than the gas model and is expected to save drivers \$3,250 in fuel costs over the average car in five years.



**2014 Beetle TDI** • While several of Volkswagen's diesel models are coming out in new 2015 models, the 2014 VW Beetle is one of the top options that is already on the market. A 2014 Beetle is quoted at 32 mpg combined in both manual and automatic transmission models. The most efficient highway mileage is available in the manual model with 41 mpg (28 city), while automatic transmission models rated at 39 mpg highway and 29 mpg city.



**2014 Chevy Cruze** • The Chevy Cruze turbo diesel model is the only car by a U.S. brand making the list. Cruze diesel models get 33 mpg combined at their best, though the discrepancy between highway (46 mpg) and city (27 mpg) is considerable. Drivers who have long, regular highway commutes would see the most benefit out of this diesel ride from GM's bowtie brand.

## 4-door version of VW's XL1 gains traction

Volkswagen executives are considering adding a four-door version of its exotic XL1 concept to the drawing board, according to published reports.

The move is said to have come from the top, with VW Group chairman Ferdinand Piëch giving the go-ahead.

In its report, *Autocar* says it suspects the necessary changes could raise the weight of the car to 2,068 pounds from 1,749 pounds but that the extra capacity wouldn't change the two-seater's 310-mile-per-gallon rating, with tech tweaks and the aerodynamic benefit of a longer car offset-



Volkswagen's XL1

ting the weight. One approach would be to stagger the back seats like the fronts to maintain the XL1's overall profile.

Volkswagen's move to produce the car would be to counter Honda's hydrogen-powered FCEV concept, scheduled for launch next year. The FCEV has the similar spaceship styling of the XL1. **VWCA**

*Save the date for this special event*

# 60th VWCA CONVENTION



**JUNE 12-14, 2015**

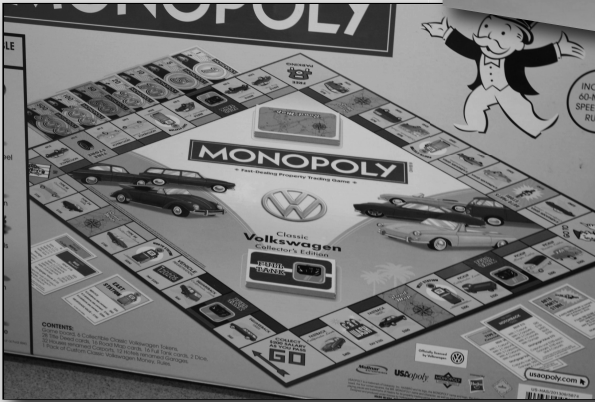
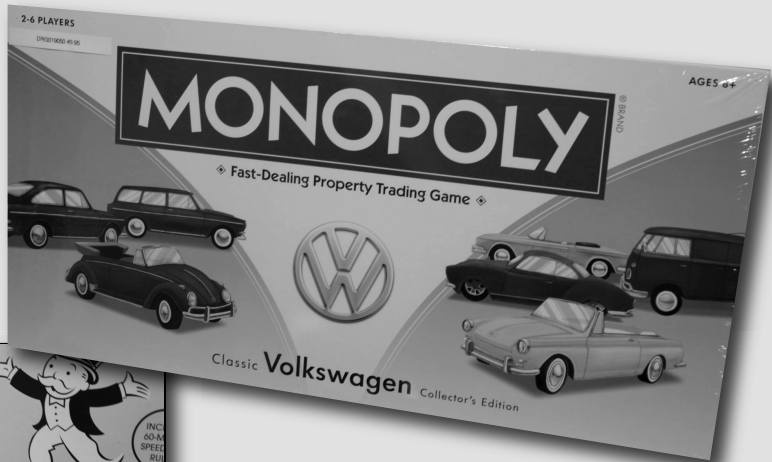
**HOST:** Northeast Illinois Volkswagen Association, Chicago

WATCH THE AUTOIST FOR DETAILS





FOR  
**TOKEN  
COLLECTORS**



Hasbro put a new spin (VW wheels) on its old board game by licensing others to create regional or themed Monopoly games. This classic game is for the classic Volkswagen enthusiast, in which players can buy, sell and trade their favorite vintage VWs. Contents include game board, 6 collectible tokens, 28 title deed cards, 16 road map cards, 16 full tank cards, custom classic Volkswagen money, 32 carports, 12 garages, 2 dice. The game is priced at \$49 at Amazon.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 centerspread for more information.



# 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.

### CONTINUED FROM PREVIOUS PAGE

#### TENNESSEE

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

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

#### TEXAS

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

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

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

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

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

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

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

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

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

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

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

#### UTAH

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

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

#### VIRGINIA

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

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

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

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

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

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

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

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#### WASHINGTON

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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

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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

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

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

### ILLINOIS

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

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

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### NEW YORK

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

### PENNSYLVANIA

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

### VIRGINIA

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

### WASHINGTON

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

### CANADA

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

## OTHERS

### ARIZONA

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

### CALIFORNIA

SANTA BARBARA: TOP SHOP AUTOMOTIVE, 177 S. PATTERSON AV., 805-964-6554, 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)

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### ILLINOIS

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

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

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

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

### INDIANA

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

### MINNESOTA

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

### NEW YORK

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

# SUPPORT THE DEALERS WHO SUPPORT VWCA



# The Frontdriver

■ BY RICHARD G. VAN TREUREN

## Mr. T's reborn radio

On the 50th anniversary of the U.S. Air Mail Service, my father and his 1929 Curtiss Robin airplane were chosen to meet and escort a restored 1918 de Havilland DH-4 airmail plane into Cleveland's airport.

Jack Hackbarth, one of the actual airmail mechanics from the 1920s, had found the airplane's remains on a mountaintop where it had made an emergency landing back in the day.

Recovering what remained of it after decades of exposure, Hackbarth began a careful restoration. After years, he'd reached the point where he was searching for an engine, when a brush fire once again reduced the airplane to a handful of metal parts.

A second time he labored to re-create it, he found a rebuildable engine and declared victory in time for the 1968 milestone anniversary. Retracing the original air mail route, he was to fly into Cleveland. There was a problem: Burke Lakefront airport as well as the larger Hopkins were tower-controlled fields. The 1918 airplane was absolutely original, so an electrical system capable of supporting a radio, let alone a transceiver itself, was out of the question.

Hence, Dad and I were circling in the Robin around the Sandusky Omni to meet the "Old 249" one crisp May Ohio morning some 46 years ago. Unhappily the air was so rough we only cir-

clad Lakefront, as we were waved on to Hopkins inland and a safer landing area. One of the few times I was uncontrollably air sick, I wondered why the man couldn't have sneaked in a radio behind a hidden flap or something.

Fast forward to Debbie and I in tears driving away from our beloved 2000 Pas-sat left at the dealership, never to sleep in our garage again, traded in on a big ol' 2008 Touareg, dubbed "Mr. T." I thought I'd soothe the transition by sliding in a CD of favorite music. Mr. T would not play it; turns out his one-at-a-time CD player did not like home-made CDs and furthermore had no idea what to



do with one encoded in MP3.

As the first months passed, I came to love Mr. T and looked forward to driving every day, as long as he was in range of the scratchy AM Oldies station in our town. (Our Classical FM station had gone all talk.) Otherwise it was one regular CD at a time, and he didn't even like a few of those — thankfully I learned to carry a

■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM

pair of hemostats, which ejected a CD enough to clamp your fingers on it. When learning that most Touaregs had no aux-in jack, most people would have opted to activate the satellite radio, but I was opposed to a system that charges a monthly fee for whatever radio you own. You can only listen to one at a time, after all, and little of that would be in the car.

A Club Touareg member posted a photo showing how he solves the double-charging XM radio problem — he secures a portable head unit in the ash tray.

Enter the smartphone with its ability to out-Walkman earlier MP3 players. Purchasing a FM re-transmitter and building a solid mount to occupy the receptacle designed for the deluxe air suspension control, I wrote it up for an earlier column. Of course, it looked major goofy and rarely broadcast on a frequency that did not bury the music in noise with bursts of static. The smartphone did not like to stay in the holder. Then, there was the software ...

At the Sun N Fun air-



A portable XM satellite receiver fits nicely in the center console bin.

compatible with the hands-free headset so vital to safety and cellphone use in a car. Happily, it also has a USB port — so the phone need not be part of the equation. All the less convoluted software to deal with, thank you very much.

The unit (circled) fits nicely in Mr. T's broad console.

The rebroadcast frequencies are wider and more precise; rarely is there overwriting on the lowest part of the FM band. And, the volume is considerably higher than the old rig, meaning the car's radio is not maxed out on the quieter passages. The unit is much more compact, meaning no visible wires.

I found I could put my entire music collection on a single memory stick. ►



## FRONTDRIVER

(Yes, I have even recovered some of the music I used to play from cassettes in 'Ol Blue, my 1975 Rabbit. You oldsters may remember my article for *VW Trends* on Sony's "Music Shuttle," the car radio with the detachable, self-powered Walkman player you could take with you.) I am still learning the software's finer points of control, opting in the short run to just let it play. There is so much music on the stick, I could drive across the country without hearing the same piece twice.

I was at first flummoxed on how to write this up, because the package and the unit carry no identifying marks of origin, and the airshow huckster was long gone. Then I noticed about the same thing hanging on a card in the stereo section of the local Advance Auto Parts store. Now, just a few months later, they seem to be everywhere.

This similar unit is offered on the Internet for as little as \$10. It uses the even smaller micro-SD cards and features a identical remote control.

Oddly enough, just this past month I learned a company now offers a new head unit for Touaregs giving it Bluetooth, MP3 and rear TV capability just like the deluxe model, and many other modern features. At \$500 I'm not going to test it any time soon, but it's encouraging to know an original-looking solution is now available.

Happy days are here again. No more complaining about the otherwise perfect Mr. T having the one nagging weak point. I'm thinking this would be useful to many VW owners, even those with the magnificent in-dash 6-CD MP3-capable dandy that came with our Eos. I don't see why even the



The receiver and its plugged-in memory stick

oldest 12-volt air-cooled with an FM radio couldn't maintain its pristine original appearance and still enjoy a vast library of MP3-based music. Just pop it out of the lighter socket before the car-show judge comes to check for authenticity.

Which brings us back to Hackbarth and Ol' 249. When we finally bounced to a landing at Hopkins and I got cleaned up, I learned the ancient biplane did pack a new VHF radio aboard — but the battery had gone dead. Later, the restoring pilot presented his labor of love, toil and treasure gratis to the National Air and Space Museum, which in turn lent it for the atrium display at the National Postal Museum. If we ever finish our own little airplane, perhaps I'll drive Mr. T up to Washington and visit it one day. We'll certainly have a fine selection of music on the way. **VWCA**

# Local Volks Scene

■ BY JACK LYMAN

## Meeting has its perks

The June meeting of the **Central Florida VW Club, Orlando** [centralfloridavwclub.org](http://centralfloridavwclub.org) was held at Napleton VW in Sanford. The dealer provided a meeting room and chicken lunch and camaraderie. The possibility of bringing back the car show is in the planning stages. The club is looking for more activities and asking members help.

**Northeast Illinois Volkswagen Association, Chicago:** [nivaclub.org](http://nivaclub.org) The Bug-Fest is history but the VW fest was set for Sept. 21 and is always a good turnout. Before the VW fest, several other VW shows were on the schedule. A joint picnic with the State Line club at the Nichols estate happened as well as a meet and eat or two.

**Badger Beetles Auto Fun Club, Milwaukee:** Members went to the convention in Michigan and had a great time after the Chicago and Indiana traffic was in the taillights. They enjoyed the cruise, food, buffalo herd and the carriage house banquet and tour. Oh, yes, the car show happened in the park also. Adding a little fanciness, members saw a performance of "Gypsy" at the Sunset Playhouse followed by a meeting and dinner. August was a polo match out in Hartland followed by the end-of-summer campout.

**Stateline Volks Folks, Rockford, Ill.:** [statelinevolksfolks.com](http://statelinevolksfolks.com) Members were busy also, attending area shows and putting on the Vintage Picnic in Rockford and attending other events.

Till next time keep the newsletters, hard copy or electronically or even a note coming.

■ **CLUB CONTESTS:** I would like to remind the clubs to enter the VWCA club contests. Informa-

tion needs to be compiled for the contest period running April 1 and ending March 31 each year.

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

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

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

## JOHN'S CAR CORNER

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

**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](http://vwclub.org).

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

# Casual Collector

■ BY STEVE MIERZ

## Still bringing people together

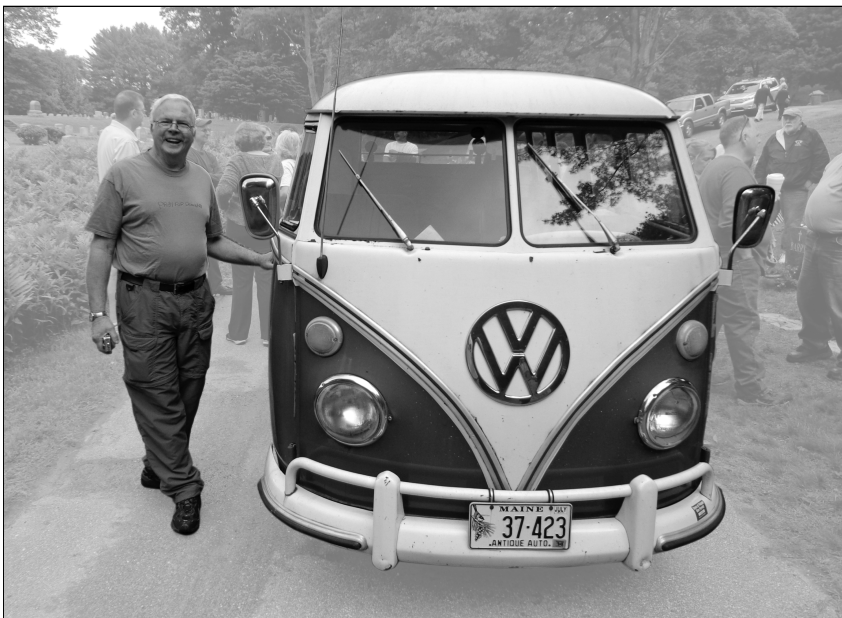
I spoke a bit last time about the loss of our long-time old-car friend, Gordi Davis, from New Hampshire. On June 14, we traveled up to New Hampshire again for another small memorial service for Gordi, which featured a wonderful tree and park bench dedication in his name at Keene State College. It was again obvious what a great positive impact Gordi, who was 64, made on the world during his years and how many people remember and miss him—not just among his family and close friends, and friends in the old-car world, but also the young people, and administrators of KSC, where he worked for many years and also had his own radio program on the school station.

It was during that trip that we also had the great pleasure of reconnecting with a man from Maine, who was a good friend of Gordi's for many years, and who we had met casually a long time ago at some New England VW meet or other, Mr. Charlie Jordan. As luck would have it, Charlie decided to make a weekend of his trip

**Charlie Jordan from West Poland, Maine, and his vintage VW Microbus, as seen at the Gordi Davis Memorial in June in Keene, N.H.**

and was planning to continue to Connecticut after the Davis memorial activities, because the next day the big Litchfield Bug-In event was scheduled in Harwinton, Conn.

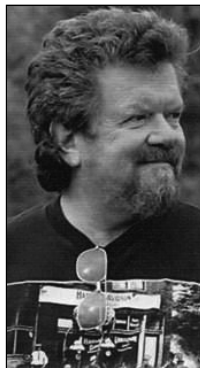
So, Charlie, being the old-VW expert that he is, took an appropriate vehicle for his weekend-long excursion—his mid-'60s VW Microbus! And so, how appropriate also, that Charlie was asked if he would like to have his Bus be an integral part of some of the Gordi memorial observances at the cemetery, which could not have worked out better, from the smiles I could see on the faces of those gathered. Charlie was gracious to pose for a nice photo with his Bus also.



■ STEVE MIERZ | P.O. Box 3353 | STONY CREEK, CT 06405 | COMMONGEAR@AOL.COM



When the observances moved from the cemetery to the KSC campus (where the dedications took place, I had a lot more time to catch up with Charlie the old-VW expert and world traveler, about what-all he's been doing in the many years since I had first met him. It was fun to talk about how the old VW hobby has grown and changed over the years, reflecting upon interesting people we've met in it (like Gordi!), and what sorts of things are keeping us busy these days—for Charlie, it sounds like he keeps very busy during the warm months rebuilding old VW transmissions—which I guess is his “retirement hobby!” In all, it was a real pleasure being able to spend time with Charlie Jordan, and I hope to be able to keep in better touch with him in the years ahead!



• Watch a video of Gordi Davis. [bit.ly/1ABaLKq](http://bit.ly/1ABaLKq)

**■ ZEN AND THE ART OF VW MAINTENANCE:**

Not a heck of a lot of car updates that I can report on, aside from just keeping on trying to keep them running and drivable—for which I have been mostly successful—and also to try and get some of the lesser-used machines out for some exercise—for which I have not been super-successful.

Earlier in the summer I did get Luigi the '56 Ghia out, including a run up to the middle of the state for a popular Memorial Day weekend car show, which included a meet-up with a group of Citroen enthusiasts who call themselves the “Citronuts.” I had originally met Citronut Phil Caron through Facebook (connecting with local old car interests and activities), and he invited me to the meet-up at his house before that car show, so that everyone could caravan in together, and park together at the show. That was a lot of fun and introduced me to a fun and low-key group of people who made no excuses for liking their off-beat French cars. Luigi the Ghia I think enjoyed being a “Citroen-for-a-Day” also.

Phil the Citronut is also somewhat of a renaissance man, being an accomplished musician, photographer and cook—as well as a skilled auto mechanic. In fact, he helps keep a lot of local Cit-

roens in running order, with many projects big and small on the cars that move in and out of his garage on a regular basis. It was through Phil that I recently learned a lot about how and why we need to keep the valves adjusted on our old VWs (because valve adjustment is just as important on old Citroens as well). I had been having some poor-running experiences lately with my gnarly old '69 Bug and was going through a few-weekends-long project to try to get it to run better.

One of the last things I did was a valve adjustment and was surprised at how tight both of the left side cylinders' (Nos. 3 and 4) valves were. What do you know, after proper valve adjustment, the car ran a lot better! I asked Phil his thoughts, and he reminded me about

many important considerations for keeping the valves at their proper clearances, for things like proper wear (too loose can lead to pounding), proper cooling (valves need to be seated during combustion), proper compression to make horsepower, and much more. It got me to thinking about the machines that make us happy, and things we can do to keep them “happy” and running smoothly. I think it also made me realize that you can still have a lot of fun and satisfaction in the old car hobby without spending a lot of money. I thank Phil and his fellow Citronuts for sharing their knowledge and appreciation of all-things-mechanical.

As we look toward the rest of the summer of 2014, I hope to get the old Ghia out for more outings, which I know are good for it, and perhaps dig a bit deeper into the garage to get another of our moldy-oldies out for some reinvigoration as well. Doug the '60 Bug continues to be an absolute joy, whenever he's called upon for service, and the tan '70 Convertible as well. The '69 Bug still needs to be tinkered-with some more, toward overcoming a stumble upon initial acceleration from idle—we'll be getting back to it soon. I wish you a great fall and much enjoyment with your old cars—be they Volkswagens, Citroens, or whatever! **VWCA**

## DRIVER'S SEAT ■ FROM PAGE 3

experienced similar tribulations. One was an interview with VWoA's Tim Mahoney. We shelved it because two weeks after we conversed, he joined Chevrolet.

Cadillac dealers who've wondered who's in charge due to the brand's revolving doors for sales leaders (three head of sales in two years) should find the de Nysschen appointment a sign that GM wants luxury-brand experience steering Cadillac.

A big shift at VWAG is production chief Michael Macht: the guy responsible for implementing the seventh-generation Golf's MQB modular toolkit. This concept was supposed to trim VW's production costs, speed development of new models and improve VW's profits.



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



While critics are impressed with the new Golf, the "fantastic" GTI for example, snatched the top spot in hot compacts, as tested by *Motor Trend*, *Car and Driver* and *Cars.com/USA Today/Motorweek*, production targets and costs haven't gone as planned. The cost of developing the new MQB architecture has strained VW's key shareholders. One reason: reported flubs by Macht that meant VW spent lots

of money on machine tooling that was either not used or did not get MQB-vehicles into production quickly enough. Macht was the second top executive to leave VW within one week last summer.

What this means to you: the firm that built

your air-cooled Beetle is not today's VW. And it's not the company that brought you the Routan either. Sure Ferdinand Piech is still king of the VW empire—chairman of VW's supervisory board. He's the grandson of Ferdinand Porsche. He

ranks high as an auto titan in the same league as Alfred Sloan and Henry Ford, some observers say. Many consider him the man who turned Audi into a brand that could compete with BMW and Mercedes—the research and development guy behind the all-wheel-drive Quattro. He is also credited with making Volkswagen Europe's top brand. Yet, many are concerned that his heir is not apparent.

In fact, some have called VW a vulnerable giant. Although VW's worldwide sales pace looks like it might actually overtake Toyota in 2014, VW profits aren't as robust as Toyota's. With VW's 12 brands ranging from Lamborghini to Seat, its empire might be too complex. Dr. Martin Winterkorn wants VW to further cut costs. The situation requires skillful management. VW is Europe's top brand, VW depends heavily on China, it has doubled its annual revenue since 2007 and increased production by 4 million cars. Yet, it's not globally diversified. It's weak in many of the world's growth markets; its most

recent putsch to retake North America has encountered speed bumps.

So get out the hammer and start whacking. VWoA just announced a new finance arm leader.

■ **TENNESSEE GETS CROSSBLUE:** The big news at VW: it will build the CrossBlue in Chattanooga, a \$900 million investment. VW's management and Tennessee's political leaders signed paperwork in Wolfsburg. Joining them via satellite was Scott Wilson (our VW plant PR contact) and others in Chattanooga. This multilingual event had some awkward spots, but the message was clear: VW will build a three-row SUV in Chattanooga. It's expected that VW will add 2,000 new factory jobs. Another \$274 million package in state and local incentives is part of the deal. This means VW will retool its current factory for two production lines. One will build the existing Passat based on an older platform, and the other will use the MQB toolkit to build a seven-passenger SUV.

Wilson tells the AUTOIST that the addition of this vehicle to the production mix will not require it to build a "mirror factory" on land near the current facility.

In addition, VW will invest in a research and development center headquartered in Chattanooga. This move, which could employ 200 people, is intended to help VW adapt more quickly to the North American market.

The R&D center is expected to begin operating later this year. It's the first major initiative by VW's recently formed North America Committee—a high-level offshoot of VWAG's supervisory board. It's a sign that VW set in motion top-priority market planning for North America. This additional people-power will focus on product

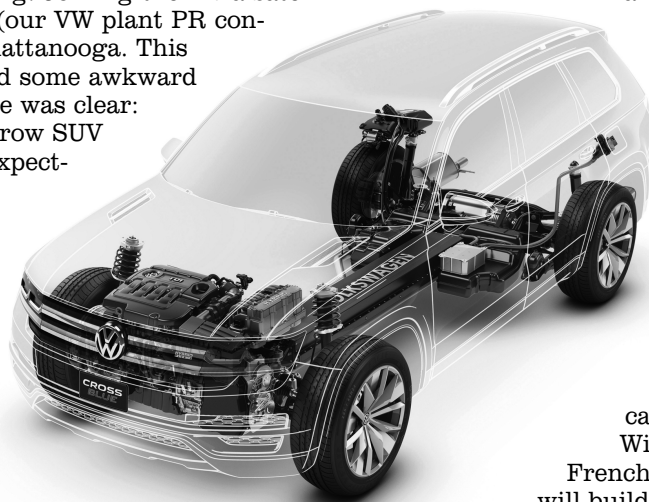
planning and competitive analysis of the U.S. market. Engineers will tear down competitive vehicles, compare production costs and component sourcing in order to supply VW's dealers cars that sell. Engineers, moreover, will have more time to assess whether vehicle derivatives such as its Eco-themed BlueMotion models sold in Europe might give VW a boost here.

Toyota and Honda have used similar strategies to broaden their footprint in the U.S. market. And some industry experts warn that VW has tried something like this before; it did not pan out. This time VW's top management says there are more initiatives emerging from its North America Committee that should complement its American R&D center.

Wilson tells the AUTOIST that French vendor Plastic Omnium will build its plant adjacent to VW's. This development is one part of VW's long-term goal to make Chattanooga cost effective, as it makes the supplier chain tighter.

■ **WHY CROSSBLUE?:** Why does VW need the CrossBlue when it has the Tiguan and Touareg? Well, Toyota's Highlander is selling like hotcakes. The Highlander and others of its ilk have largely replaced minivans as family haulers. They're essentially tall unit-body station wagons rather than body-on-frame trucks. VW's dealers don't have a price-competitive vehicle in this market segment.

Because the CrossBlue will be built in the USA, don't expect it to be shipped overseas. Tariffs are the reason. Nonetheless, Wilson reminds us that the Tennessee-built Passat is sold in South Korea and several Arab Gulf states. Thus, VW might have eyes on markets beyond the USA and Cana-



## DRIVER'S SEAT

da for its new crossover.

■ **UP, OVER AND OUT FOR EOS:** Production of VW's retractable hardtop Eos ends after the 2015 model year. Sales volume has tapered off. VW says introducing a new one doesn't make good business sense, as it offers the Beetle convertible.

The Eos, which arrived in 2007, has been in production longer than some of its "affordable" four-seat metal origami-top kin such as the Chrysler Sebring, Pontiac G6 and Volvo C70. Our AUTOIST reviewer thought VW's Eos offered a better overall package than other hardtop convertibles. Whether it will become a highly prized collectable like Ford's late-1950s Skyliner remains to be seen. Ford's finned contraption became an icon of Detroit's nonsense; it and other chrome-plated barges were ridiculed as just plain awful cars. Yet, their extravagant excess is difficult to ignore.

■ **MEND IT LIKE BECKHAM:** Now that the seventh-generation Golf has finally arrived, you might want to look back at the earlier generations. One might be an ideal collector car! Generations one (1975-1984) and two (1985-1992) are desirable. Some might like either the Cabriolet (Rabbit convertible) or later Cabrio (Golf convertible). Golf platforms also support Jetta, Scirocco and Corrado models.

Although these cars have fairly durable power trains, an item like a failed clutch pushrod seal can sideline your ride. VW's water-cooled manual transaxles from the mid-1970s right up to the late 1990s often employ a hollow mainshaft. In that hole, a long push rod engages or disengages the clutch. It exits the bell housing area via a seal and bushing, activating a disc on the pressure plate.

If the seal fails, gear lube leaks onto the clutch friction disc, creating a mess. My first experience with a seal failure was in 1990, when my now marathon 1986 Scirocco was still young. I couldn't get the car out of gear when it was cold due



Worn bushing in clutch pushrod.

to sticky transaxle lubricant that sprayed onto the clutch.

This year, my Scirocco, or winter beater, won't shift into first or second gear after the transmission warmed up a bit. I suspected a clutch problem, as the shift linkage was OK. I pulled out the starter and discovered lots of black crud.

That finding led to the next step: pull the transaxle. On this rusty relic, I had second thoughts. The work is more than my rust bucket is worth. Yet, I delved into the problem going to a place that angels fear to tread.

What I discovered is that while VW's transaxle/clutch design definitely works, it doesn't last indefinitely. Parts wear. Two items you should check, during any clutch or transmission repair: the pushrod's bushing and its seal. If either fails, it makes a mess that impedes shifting.

Here's the common scenario: the pushrod bushing inside the mainshaft wears, causing the rod to wobble. This will damage the pushrod's seal. Then, gear lube spews on the clutch. An oil-saturated clutch produces crud. Clumps of expired clutch material clogs the flywheel and pressure plate causing it to drag. The dragging clutch turns the mainshaft making it difficult if not impossible to shift into gear when the engine is running.

Richard Brigham who owns Brigham Rebuilding near Rockford Illinois offers this tip: remove a worn pushrod bushing by threading a tap into it. Then thread a machine screw into the pushing. Pull the machine screw and bushing out. VW's shop manual advises you insert a rod through the fifth gear housing. This doesn't work, however, when the bushing is severely worn.

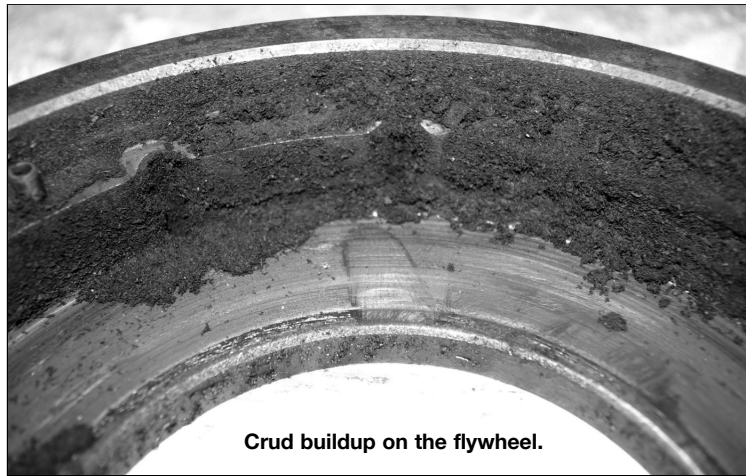
Once you get the old bushing out, installing a new one and seal is relatively simple.

■ **JEEP'S RENEGADE:** Or make that Fiat's 500L dressed and finessed to become the Renegade. Unlike VW, Jeep is on a roll, with sales up 63 percent in June. This new compact Jeep is built in Italy. It's a compact crossover, a vehicle size and type that's expected to be the next hot product.

Two Jeep specialists, Becky Blanchard and Vince Galante showed me what makes the Renegade a Jeep. From the looks department, much effort (some of it wasted I'd say) went into making this Fiat derivative look like a Jeep. Jeep logos are everywhere. A pillar treatment, side-window kick ups and fender treatments are intended to evoke a Wrangler.

The speed at which Jeep/Fiat brought this machine to market illustrates the reason VW needs a team dedicated to the North American market. VW still hasn't devoted the resources needed to compete in the mainstream-brand compact crossover segment.

■ **AUDI A3 IS NO. 2:** Audi's newly minted A3 is now its second-best selling car in the States. In fact, it bested the Mercedes CLA during June with sales of 2,452 units vs. 1,658. Audi has already sold 10,000 A3s through August 2014. In fact, Brad Stertz tells the AUTOIST that dealers cannot get enough A3s. So far, A3 buyers are younger than the usual Audi shopper and more likely to be female too. And some who



Crud buildup on the flywheel.

check out the A3 opt for the larger A4.

Audi plans to introduce several A3 variations to broaden its appeal. Most reviewers think the A3 bests the sexy Mercedes CLA, as an entry-level luxury car. While both cars are advertised as costing about \$30,000, the most popular versions cost thousands more.

While badge envy is part of either the Merc's or Audi's appeal, a person who wants to buy a nicely equipped sedan could opt for a mainstream brand's top-trim model and probably get more car for less dough. A VW CC is one alternative. **VWCA**



Audi A3



# Volkswagen Club of America Club Store



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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.

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**FOR SALE:** 1969 Beetle as part of an estate liquidation in Omaha area. Tudor convertible, Model D1442, 12 volt electrical, 1493 cc engine. Contact Jon (402) 968-1593 (NE) or Erik (402) 898-7000 (NE).



**FOR SALE:** Two wheel adapters, VW 5-lug to Chevy 5-lug. Perfect for that dune buggy or Baja project. \$25 for the pair. Lug nuts included. Pick up in Bartlett, IL. Contact Kirk at Firebugman@aol.com.



**FOR SALE:** Selling off my personal library of original VW owners manuals, from about 1968 up to the current model year. Call Jeff at (410) 526-4495 (MD).

**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:** 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:** 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).

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**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.

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# Parting Shot

■ WEEDSWAGEN



This 1967 Beetle convertible is going to need more than a fluff 'n' a buff! It's providing ample support for the prolific weeds growing behind John's Car Corner in Westminster, Vt. The car rests next to a 1968 sedan "with all the peace and solitude anyone could ask for under the warming, forgiving Vermont sunlight," owner John Hamill says. "He still has his solid back-bone tunnel, which is still in rather good condition." The car was purchased last year as a parts vehicle, with many choice pieces going to help save other Volkswagens.

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# VW Toon-ups

■ BY TOM JANISZEWSKI



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