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Autoist

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Autoist

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INSIDE

NOV/DEC 2014 • No. 476

FEATURES

- 6** ■ **GOLF LESSONS:** At VW's big media event, three new Golf models are introduced.
- 10** ■ **AUDI A3:** Think obtainable luxury with sophisticated electronic technology.
- 14** ■ **VW-FEST:** A new dealer site for the NIVA club's event creates a spectacular gathering.
- 16** ■ **CONVENTION 2015:** Milestones galore as the VWCA heads toward its "60th."

COLUMNS

- 17** • **Local Volks Scene** | Jack Lyman
22 • **Frontdriver** | Richard G. Van Treuren
25 • **VolksWoman** | Lois Grace

REGULARS

- 4** • **Small Talk** **34** • **Classified**
5 • **Retro Autoist** **34** • **New Members**
13 • **Letters** **35** • **Parting Shot**

■ **COVER:** The scene at the Salamander Resort in Middleburg, Va., where Cliff Leppke and other media members ran the 2015 Volkswagens through their paces.

Driver's Seat

■ BY CLIFF LEPPKE

VW vacation: It's back to school

Dateline: Middleburg Va., Aug. 26, 2014. VW invited the AUTOIST to Middleburg to show us what is up its metaphoric sleeve.

Before the show, drive and tell, dinner was served at the historic Red Fox Inn, with an overnight stay at the Salamander Resort. A large VW sign, Virginia's second moon (want one for the next VWCA convention?), lit up the night sky. This luminaria

marked the spot where we'd later turn on VW's e-Golf.

Marc Trahan, VWoA's quality guy, says the company's National Research and Development Center (Chattanooga) means it's boosting its investment in the North American market. Expanded product planning includes analyzing the automotive competition and improving VW's marketing response time. One example: VW will shorten product lifecycles. The aim: align its vehicles to buying habits and customer

■ TURN TO PAGE 28



A photo of a promotional picture highlighting VW's Full Line Event in Middleburg, Va.

■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM

Small Talk

■ VW • AUDI , QUICKLY

NEW & IMPROVED



■ **XL SPORT:** At the Paris Motor Show, VW added a twist to its fuel-sipping XL1 model with the performance-oriented XL Sport. A two-cylinder Ducati engine produces 197 horsepower, and VW says it can go 0-62 in 5.7 seconds. VW says it will build 250 examples of the XL Sport but didn't provide a price or release date.

■ **E-GOLF NO. 1:** VW's new e-Golf EV has been ranked No. 1 in efficiency by the EPA among compact electric vehicles. Under the agency's Miles per Gallon of Gasoline Equivalent formula (MPGe), the e-Golf earned a rating of 126 city/105 highway for a combined MPGe of 116. VW says the 2015 e-Golf has a range of 83 miles.

■ **SOUTH AMERICAN SALSA:** Volkswagen Brazil has rolled out its Saveiro Surf concept for the Sao Paulo Motor Show. The Saveiro is a smaller version of VW's Amarok pickup. The front-drive-only, Saveiro and Saveiro Surf concept is based on a VW Gol and comes with a single cab and ute back.



MONEY MATTERS

■ **SALES RACE TO THE TOP:** Three quarters into the calendar year, VW has edged past General Motors for second place in the global automotive race. VW reported sales of 7.4 million units, while GM checked in at 7.37 million units, from January to September. Toyota remains No. 1.

■ **CHINA EXTENSION:** After 20 years of successful cooperation, the VW Group and its Chinese joint venture partner First Automotive Works are extending their partnership an additional 25 years, until the year 2041.

■ **200 MILLION MARK:** VW set a production milestone on Oct. 1 when it built its 200 millionth vehicle. VW is one of the few manufacturers in the world to have reached this total. The company has been on the move: 100 million of those vehicles have been sold since 1999.

SAFETY FIRST

■ **JETTA:** The redesigned 2015 Jetta, when equipped with optional Forward Collision Warning system, has been named a 2014 Top Safety Pick+ by the Insurance Institute for Highway Safety.

COMPANY NEWS

■ **UAW UPBEAT:** In the ongoing battle to unionize VW's production plant in Chattanooga, a United Auto Workers union spokesman says it hopes to be recognized as the exclusive bargaining agent for workers within a year. By a 712-626 vote, workers rejected the union eight months ago, but the parent company has persisted in efforts to organize the workers.

Retro Autoist

■ FROM THE ARCHIVES

10 YEARS AGO

■ **NOV/DEC 2004:** In July 1973, Volkswagen presented the first Passat, which was to become a future world best-seller.

Thirty-one years later, in October, VW celebrated the production of the 13th million Passat. The sales figures mean that 1,149 Passats were delivered on a daily basis for more than three decades.

■ **NOV/DEC 2004:** VW dealers have posted notices that the company's parts warranty has changed. Formerly, items such as mufflers and struts were covered for the life of the car. Now, all parts are covered for one year or 12,000 miles.

20 YEARS AGO

■ **NOV/DEC 1994:** If you're shopping for a new EuroVan, all that remain are 1993 models because no 1994 models were offered here. That will change in the first quarter of 1995, when a model with dual air bags and a five-cylinder engine will make its debut as a late 1995 or early 1996 model.

■ **NOV/DEC 1994:** No official word yet on whether VW will build the Beetle-like car, but *AutoWeek* reports that Ferdinand Piech has asked VW's Munich design studio to present ideas for a production version of the Concept 1 in coupe and cabriolet forms.

30 YEARS AGO

■ **NOV/DEC 1984:** Volkswagen officials in Wolfsburg have announced that they will introduce a four-wheel-drive Vanagon in Europe in the second quarter of 1985, *Automotive News* reported.



■ **NOV/DEC 1984:** Base price of the new Golf is \$6,790, VW has announced, while the restyled Jetta will sell for \$7,775. That compares with \$6,300 for the discontinued Rabbit and \$7,390 for the 1984 Jetta. VW says the Golf costs 4.8 percent less than the Rabbit with comparable equipment. The new Golf GTI, available in February, will be priced at \$8,990.

■ **NOV/DEC 1984:** VW's top two cars on the fuel-mileage charts for 1985 are the Golf and Jetta, each equipped with five-speed diesel engines. The two models are rated at 37 mpg on the city cycle. The five-speed Golf and Jetta with gas engines are rated at 27 mpg.

40 YEARS AGO

■ **NOVEMBER 1974:** Score another first for Volkswagen: For the first time in VW's history, the U.S. government introduced two new VW models to the American public. In mid-September, the U.S. Environmental Protection Agency published fuel economy data listing a VW Rabbit and VW Scirocco as the second- and third-best in fuel economy of all 1975 models sold, or to be sold, in the USA.

50 YEARS AGO

■ **NOVEMBER 1964:** Dear Sirs: I own a 1961 Volkswagen and a shetland pony. This pony ran away and went about 12 miles from home. My son took the VW with the intention of leading him home, but due to the very hot spell, which we were having at the time, he took the back seat out of the Volks and put the pony in the car and brought him home. I thought perhaps the VW people would be happy to hear of this. The only thing that happened was a cracked windshield where the pony backed against it. Yours truly, Ada B. Angell



GOLF LESSONS

Three new models charge up hatchback lineup

BY CLIFF LEPPKE



Golf models were in full swing at Volkswagen's Full Line Event in Middleburg Va., in August. Golf TSI, e-Golf and the GTI are examples of VW's much-discussed MQB toolkit. These models are built stronger with "wobble seam" welds. The wavy pattern produces four times the strength of a traditional

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As part of VW's launch of its seventh-generation Golf, local artists created billboard themes for New York, Chicago, San Francisco, Los Angeles and Washington.

spot weld.

Since our last issue, VW cut Wolfsburg plant production hours. During these pauses, VW says it will address production difficulties that have lowered Golf output. Most Golfs sold in the USA will be built in Mexico.

My first sample: the e-Golf. This electric-motor vehicle is well integrated into VW's new architecture, as the idea from square one was a platform that would seamlessly accept an electric drive system.

The electric VW's range is 70 to 90 miles, 100 miles in Eco+. The exterior sports further aerodynamic refinements such as wind-cheating wheels. Rather than an elaborate instrument scheme, VW modified its gas-car gauge cluster. The fuel gauge, for example, is now the charge level; the tachometer is now a power indicator. You select reverse or drive with VW's familiar Tiptronic automatic shift lever.

You can pick regenerative braking for none or maximum effect. With the regenerative brakes off, this Golf drives like a Golf, a very quiet Golf. Selectable drive modes let you optimize range by limiting acceleration and top speed. If you mash the "throttle," full motor power (115 hp) is summoned regardless of mode. In city use, it's quick; it takes about 10 seconds to reach 60 mph. A heat pump is designed to warm vital components and perhaps toast occupants toes.

This Golf is the first VW sold in the States that has LED headlights. LED running lamps form

"C" like front-bumper gills that signify the "volts" wagen. Handsome, but don't tap a curb.

Interior room is the same as a regular Golf. The cargo bay is slightly smaller, as VW jettisoned the spare tire and under floor stowage. Otherwise this car drives like a heavy Golf. VW says the AC motor develops 199 lb.-ft. of torque. Its 24.2 kWh battery has 264 prismatic cells. There's an onboard charger that brings the battery to 80 percent of its full state in 30 minutes at fast charging stations. A partnership with Bosch (home wall box unit) and ChargePoint with 18,000 charging stations means those in California, which has a zero tailpipe emission mandate, have many plug-in places. VW offers range-anxiety reducing roadside assistance.

This versatile vehicle lists for \$35,445. At launch, only the SEL Premium is available. Rather not buy? No problem. Lease it for \$299 a month.

■ **GET READY TO PLAY, GOLF OR GTI:** Splendid solidity describes the Golf 1.8-liter (TSI) I drove. Classy. The driver-canted dashboard fascia looks rich. The launch edition starts at \$17,995. A 5.8-inch touchscreen infotainment system is standard. VW claims improved affordability. The content adjusted pricing: \$2,200 lower for the TSI, down \$700 GTI and like the Jetta, a lower trim TDI is \$3,500 less expensive. EPA highway rating is 37 mpg (TSI) 45 mpg (TDI). That's up six mpg for the TSI vs. the old 2.5-liter. The ►

GOLF

TDI is up three. And the GTI's high number is also up three at 34. In the city, the GTI added four at 25. That's impressive.

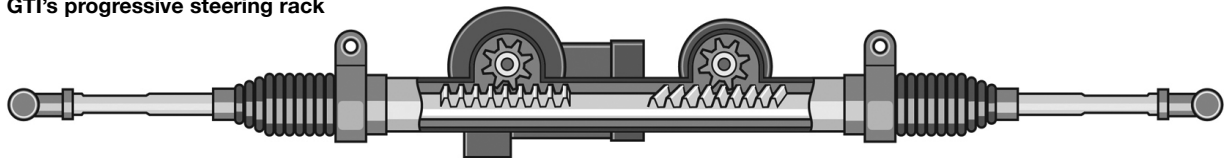
I tried two GTI's: one with the DSG; the other a base two-door six-speed manual.

VW's new turbo engine, another TSI that displaces 2.0 liters, has more power (10/20 hp) and torque (51 lb.-ft). This upped output (210-hp; 258 lb.-ft) is effectively dispatched. What's

more, the soundtrack is playful, sometimes a staccato Italian beat, and other times a turbo woosh, but lay off the thrill pedal a bit and it's a subtle hummer. You can motor in it to all of the nation's racetracks, go through their paces and emerge unruffled.

VW's rep recommended that I select a special scenic route. Holy corkscrews! The six-speed manual red GTI digs Virginia's wine country. It behaved as though it could foresee every rock-lined twist. The "progressive" power steering, which reduces wheel winding, felt natural. A driver selectable sport mode tweaks steering effort and throttle response. Lock-to-lock is only 2.1 rotations of the directing wheel. Teeth are spaced tightly near center (low ratio) and wider at the outer sides (high ratio). This means quick response off center, easier steering effort, when parking.

GTI's progressive steering rack



The DSG's shifter has been revised. When you pull the lever rearward it slides into drive, if you tap the lever rearward again, it selects sport, tap it back again and it returns to drive.

Other changes include the steering wheel's switchgear. The previous four-way rocker has been replaced with one that moves laterally. The up-down selecting feature now resides on a separate rocker switch. My take: the old design worked well but many drivers didn't understand it. So this time, clearly labeled buttons conform to industry practice.

The same goes for the cruise control. VW reps tell me that they've taken a ding in the J.D. Power Initial Quality Survey due to, say, former Honda Civic drivers who didn't understand its turn-signal stalk's cruise control switches. For some time, VW put an on/off switch atop the lever and a rocker switch at its tip. While the

switch atop the lever was goofy, the rocker tip was sweet. Even with your hands on the wheel, your fingers could tap the lever to increase or decrease cruising speed at 1 or 5 mph increments.

So expect to see cruise control buttons on the already crowded space atop the steering wheel

spokes. That's where other carmakers put them.

Another change: a floating throttle pedal.

Other Quality bits: Trahan tells the Autoist that VW's warranty claims are down 49 percent since 2010. That's a real improvement and a fair assessment, as VW's basic warranty has been the same since 2010. Yet, VW's J.D. Power IQS scores are below average. One thing that bit VW was an unspecified supplier goof that made its way through its vehicles. Mark Gillies calls this a "process problem." VW has further shortened the time it requires to identify troubles.

One thing that constantly puts VW on the defensive is brake dust. Anyone who has owned a VW knows that the OEM pads generate black filth. But VW claims these are the only pads that meet its engineering team's brake performance goal. FYI, the new Golf's brakes impart a more solid feel to the foot—something the squishy old ones didn't.

Another Golf update is the info screen. It's now color and fits in the space between the main gauges. The graphics ape an electronic Rolodex. It's more intuitive to operate than VW's former info screen; you can see its menu structure.

New signal stalks feel good, feature clear labels.

The Golf's canted dashboard is nicely trimmed with a metallic-like treatment on



some models. Switches worked smoothly too. And the forward-compartment materials are what you'd expect in a top-tier Teutonic ride.

But things change toward the vehicle's rear compartment. The rear seat is surrounded by hard plastic. Armrests are nicely padded, though. The rear pillars are no longer

cloth covered. The hatch hinges are stamped rather than forged.

Golfs, as do most other VW models for 2015, come with one-year/10,000 mile Carefree Maintenance. This represents another reduction in former three-year/36,000 mile plan (2009 model year) that reduces a VW's operating cost.

VW says its cars are not more expensive to operate than competitive models. Its one free-oil change is an industry norm.

But the overall driving sensation is tops. The GTI really shines: bright accents inside and a lusty engine that can hit 60 mph in second gear. **VWCA**





BY CLIFF LEPPKE

Once upon a time, the Audi story focused on the affordable Fox (80 in Europe and elsewhere). This lively front-drive subcompact suddenly became the first chapter in the people-car company's rebirth. By 1974, VW flattered itself by selling the Dasher (Passat)—a Fox fastback. It was the first stateside evidence of VW's epic change. In a flash, VW went modern with Audi's water-cooled, overhead cam engines and fun-to-drive front-drive hardware.



Audi Fox

With each additional chapter, including Quattro, Audi's entry-level car grew larger and more expensive. Then, nearly a decade ago, Audi went full circle. It poached VW's Golf platform — the basis for its modestly priced A3

"Sportback." John McCarthy, brand specialist at Audi North Shore (near Milwaukee), says this hatchback didn't cater to American sedan-flavored tastes.

That's changed.

McCarthy claims the fresh A3 sedan represents obtain-

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able luxury with an emphasis on sophisticated electronic technology. He digs its music interface, which plays cellphone music files. There's a built-in hard-drive jukebox too. Hook the car up to a mobile phone with Internet access, and the A3 becomes a mobile Wi-Fi hotspot. Get in, plug in and turn on.

According to motoring marketing mavens, Audi's A3 represents a larger trend: luxury brands distilling pint-size bespoke-like machines, the Chanel samplers of the automotive world. Audi's 2015 A3 is a leather-lined youth-mobile, a vehicle for aspiring buyers. As such, it represents Audi's countermove to Mercedes' flashy coupe-like CLA.

The upright A3 sedan, based on the seventh-generation Golf toolkit, is handsome. Audi's familiar shoulder creases sweep rearward toward a ducktail lid. On its lower flanks, you see VW/Audi tornado lines—sideways funnels beginning at the front wheel and widening toward the rear. Two nifty alloy hood indents augment this car's angular grille and lamps. The lower front side vents are faux, however.

You'd be forgiven for thinking it's a new Jetta; there's a distinct family tie.

This review focuses on the A3 Quattro (the Haldex control unit underneath this ride says 4Motion). Powering all four wheels requires the 2.0-liter TSFI (gas, turbocharged, direct fuel injection, dubbed TSI at VW) mill. The front-drive A3 relies on the 1.8-liter TSFI.

The power train is willing. The car, however, upshifts too early under light throttle, making it feel impotent. This induces thrumming. More later. An eco-theme info screen even lets you calculate the mpg impact of the A/C or the standard heated seats, a geek's delight. The EPA numbers: 24 city, 33 highway, 27 combined. It got 30.5 mpg overall. Premium fuel is recommended; not required. Engine rpm at 60 mph is a calm 1750.

Watch the A3's built-in tutorials on its navigation screen. One demo says the car's standard Stronic automated manual transmission (DSG in



VW speak) takes off in either reverse or second gear after shifting out of park. The dual-clutch setup puts reverse on the same shaft that includes odd forward gears such as first. Another shaft has the even numbered cogs such as second. When you move from park to reverse and then to drive, the vehicle must move forward in second. Audi recommends that you pause a moment after moving the shift lever into drive. A gentle nudge of the throttle pedal tells the shift control that you'd prefer first gear. Then, it will shift from second to first.

It's peppy. The 220-hp direct-injection engine with variable valve timing hits 60 mph in 5.4 seconds. Despite its automation, your left foot is still useful; the car has launch control. Just press the ESP's piano key, which turns off the electronic stability program, apply your left foot to the brake pedal, shift into "S," fully depress the thrill pedal with your right foot. The engine revs to 3000 rpm with a devilish grunt, remove your left foot and the Hockenheimring quarter-mile is yours.

The A3's propulsion system sounds like Paul Desmond's cool jazz sax. If you really want to play, put the toggle-style shifter into "S." This lets the engine rev to where the angels sing, and this sled wakes up with satisfying urgency. It even playfully blips the throttle for you on downshifts (rev matching), as if the car's been to the Skip Barber finishing school. ►

AUDI

■ LUXURY HAS LIMITS:

The A3's panoramic sunroof, a glass panel covers nearly the entire front compartment much like a 1954 Ford Crestline Sunliner (pictured at right).

This dream-car top retracts. It slides above the car's roof. Any resemblance to a Porsche 944 is intentional. VW offers the same setup on the new Golf.

Quibbles: Visors don't extend outward when swiveled to the side windows. Rubberized door pieces feel like a Wilson Evolution basketball. I adjusted the 12-way power driver's throne upward more than I'd like to keep my elbows from knocking into the seat belt buckle. The side door plastic just aft the padded armrest is an unfriendly elbow knocker. But the front seat slides back so far that a 6-footer cannot touch the pedals! The right front seat has manual adjusters.

Those expecting keyless access, backup camera, blind-spot detection, lane assistance and other driver mobility aids won't get them on the A3 2.0T Quattro Premium Edition with MMI (Audi speak for multimedia interface), navigation, cold weather package, aluminum style package and Glacier White paint that lists for \$37,200 with destination. Other option packs include driver aids.

What you do get is a sophisticated infotainment system with a screen that majestically rises from slot atop the dash, leather-clad seating, upscale carpets, three-spoke steering wheel replete with switches, and a sculpturally tailored driving pod. Xenon headlamps with Audi's signature front and rear LED lamps aid nighttime driving. Nearly everything you touch operates with Leica-like precision. A softly curved dashboard bows at its center. The MMI's screen and the piano-style switches below it are canted toward the driver. Twist any of the four Jane Mansfield-inspired dash-vent rings to modulate airflow.

In motion, my tester felt drum-tight. Despite alloy wheel bearing housings or hubs, which



reduce unsprung weight, the A3's otherwise composed ride brusquely punctuates bumps.

Yet, it's less thump prone than other vehicles rolling on 17-inch wheels.

Much of the interior is purposefully designed with optional bright trim accents. The center console is composed of nicely coated plastics.

An electric parking brake halts the vehicle, when the driver opens the door—which you might do when backing up to see farther to the side and rear.

Audi says this prevents people from exiting the car while it's in gear. A push of a button let's you override the brake, letting you back out of a long narrow driveway while sighting the pavement's edge. This intrusive e-brake nanny is lawyer approved, as drivers have been killed when they open the door an inadvertently release the foot brake, when the car's in drive or reverse.

■ **WIN, LOSE, DRAW?:** Audi's elegant clutter-free dashboard is deceptive. The MMI offers a

multitude of user interface choices. For example, there's a touchpad atop its main rotary knob that lets you draw and swipe your way to, say, a destination.

While it sounds goofy, it's handy. Want directions to a nearby pharmacy? Sketch. Within three strokes, the nav unit generated a list. It's uncanny; the thing can read a doctor's doodles. Otherwise, you can use voice prompts. This went well until I tried my destination tongue-twister tester. After much talking



tango, the MMI reversed its request order. It worked.

If scratching or speaking isn't your thing, try the console's rotary knob. It's a slick clicker. Twist until an info-screen arrow points at the item you want. Press. One hassle: you cannot rotate yourself from letters to numbers. To get numbers, one must notice that the infotainment screen's upper right corner offers access to the digit menu, click the corresponding button adjacent to the main knob, then rotate. Want letters? Go back, Jack, and do it again.

In sum, Audi's MMI requires learning. Plus the steering wheel switches require further education. With the two finned toggle switches near the MMI knob, it's easy to touch, tap or twist your way through menus without taking your eyes off the road-range no-touch screen. Additionally, a nifty dime-size knob near the shift lever lets you adjust the radio's volume (rotate), mute (push down) or tune/change tracks (tap sideways).

Rear seating is snug with the middle slot too high for adult-headroom. While the rear seat is neatly tailored, hard plastic abuts its ends.

Steering is light and low speeds, but firms up nicely as you increase velocity. Effort and road sense at speed are precise.

Audi's A3 is an impressively composed machine. It's a tad wider than a 1990s A4, but its overall length is about what an entry Audi was a decade ago. From the metal work to the interior trimmings, it's recognizable as an Audi—just look at that six-point shield grille.

Is the A3 better than a Jetta GLI or a Mazda 3 Touring? Yes, if you'd want those interlocking rings. And after the freshman orientation session, I found it charming. Is it affordable? Well, that answer requires one to reassess the auto business. These days, the average transaction price for a new vehicle exceeds \$30,000. If that's the new norm, then the A3 Quattro without trimmings lists for \$34k, a front-drive model with the 1.8-liter TSI lists for about \$31,000.

Expect a lineup of A3s including high performance S models and an electrified hatchback. That should boost Audi's A3 launchpad. **VWCA**

Letters

Diesel dandies

Enjoyed "Fun With MPG" (Sept/Oct AUTOIST). It took me back to the days when I drove diesel Rabbits and would flirt with upper 40s and low 50s mpg. That was back in the late '70s and '80s.

I had three Rabbits: a '76 that I put almost 300,000 miles on until the rear axle came loose due to rust; a '78 that I put almost as many miles on; and a '79 Rabbit Pickup that I lost to a head-on accident.

I used block heaters that plugged into 110-VAC. When it was cold outside I would plug it in for an hour or so before I headed off to work. They would burn out once in a while, and so believe it or not, I still have a spare, brand new, in the box.

I never drove a small car again after that accident, but I have to admit that I miss those days of "easy does it" driving and trying to break my own MPG record, which it looks like you're having fun doing too.

Good luck and drive with your headlights ON all the time!

Jack Pavie
Sumneytown, Pa.

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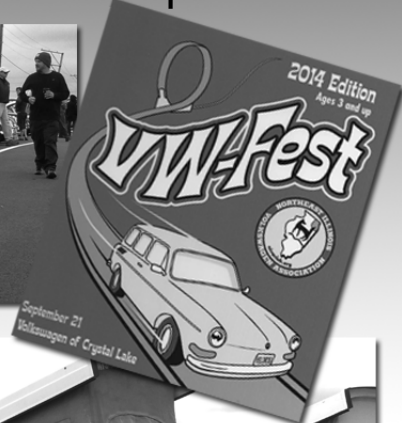
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VW-FEST

Annual NIVA show thrives at new dealership location



BY SHELL TOMLIN

The 2014 edition of the Northeast Illinois Volkswagen Association's fall classic was a huge success, with more than 100 cars entered and many more show-worthy vehicles spotted in the spectator parking area.

Volkswagen of Crystal Lake (formerly Anderson VW) graciously hosted the show on Sept. 21 in its new digs on busy Route 14 in the far northwest Chicago suburb, garnering a lot of attention from motorists, and even a couple of new members who joined after spotting the show while driving by. A traffic light at the entrance and the dealer's broad front entry made the venue a dream for show cars and swappers and the club members staging them.



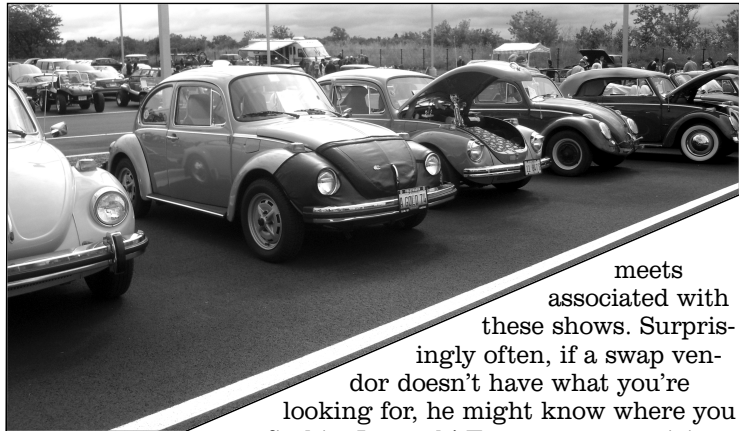
■ SHELL TOMLIN | VWCLUB@AOL.COM

The show itself was well up to the usual VW-Fest standards, with plenty of room for the cars, a well-organized swap area, food and drink offered by the Cottage Pub (thecottagepub.net, 1-815-459-7520), which also catered VW of Crystal Lake's recent grand opening. Music, chatter and trivia contests were cleverly provided by Puyo Zizich's Fuzzy Dice Productions (carshow-cruisenights.com, 1-847-773-7896). Puyo's sound system provided ample coverage for this much larger show area and made the announcement of the winners much easier to hear.

But that's just the nuts-and-bolts. What makes this show stand out is the broad mix of show cars coming from several area clubs, both VWCA-affiliated and otherwise. It has become a tradition with the NIVA for the show T-shirts, trophies, dash plaques and decals to feature the car of a previous show attendee, an incentive to return and possibly pick up a treasured memento of your pride and joy. This year's honoree was Lance McDonald's famous VW Squareback named "Yellow Rose."

Simply walking the show car grid is an education in itself. Somebody there will likely have a vehicle similar to yours and may have solved a problem you may have had, or developed a clever homemade accessory.

Of course, you are free to copy it, but some satisfaction also can be gained in being able to share your tips with other VW owners as well. And many a restoration has been furthered along with the help of an obscure part found at the swap



meets associated with these shows. Surprisingly often, if a swap vendor doesn't have what you're looking for, he might know where you can find it. Just ask! Even more surprising

was the fellow vendor who took photos of my canopy weights, saying he was going to "steal" my idea for his own canopy (they're just scrap brake rotors!). There's no limit to what you can see and learn at these shows if you keep your eyes open.

But this was, first of all, a car show that easily lived up to its name. Row after row of Beetles and Buses, Ghias and Dune Buggies, with a couple of unique customs, added to the mix. As a VWCA-sanctioned show, members competed against members for points toward the national awards to be presented at the next convention. Those who follow the ever-changing paint schemes of Mark Kuntze's colorful Karmann Ghia noticed a new twist for this show: a disco ball! As the winners were announced, a special appreciation plaque was presented to Volkswagen of Crystal Lake's parts manager, Don Schultz, for its hospitality and above-and-beyond support of our club. New car manager Bob Pearl and his staff choreographed the relocation of the dealer's inventory of cars before and after the show, with the help of about 10 NIVA members.

By the way, if you want to see the "well-oiled machine" of NIVA, a VWCA affiliate, in operation first hand, plan to attend its 2015 Bug-Fest on June 14, 2015, in West Chicago, Ill. And come a couple of days early, as it will be part of VWCA's 60th anniversary convention. You'll have a grand time! **VWCA**



60th VWCA CONVENTION

Chicago • June 12-14, 2015



THE VW AUTOIST

Official Publication of the VW Auto Club of U. S.

CONVENTION ISSUE

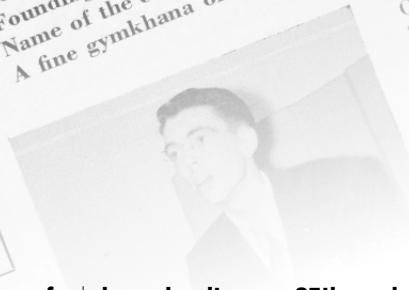


NUMBER SEVEN

First Annual Convention an Overwhelming Success

- For our first national meeting, attendance was remarkable — 126.
- Founding officers of the club re-elected for the 1956-1957 year.
- Name of the club was changed — to Volkswagen Club of America.
- A fine gymkhana on Sunday topped off the convention festivities.

For a new club slightly more a year old, we can be highly proud. Our first annual convention, held at the Mountain View Hotel at Allentown, Pa., April 28 and 29, was a sounding success. Blessed with weather, an exceptional business meeting, social get-togethers and a gymkhana, our first national convention was a most successful one. Everything members had hoped for and more.



Special Convention Issue

This is a special convention issue of THE VW AUTOIST. You'll receive it later than usual because of printing time required after the convention.

In October of 1955, when Volkswagen of America established an American base in New York City, company officials found that a small band of avid VW enthusiasts had already been organized as the "VW Auto Club of the U.S." Together in 2015, we will both be celebrating our 60th anniversaries!

The Northeast Illinois Volkswagen Association, our Chicago-area local chapter, will host the 60th annual convention while

honoring its own 25th anniversary. From the preliminary plans, this promises to be a spectacular event, so it's not one to miss!

Polish up your VW, finish that restoration over the winter and mark your calendar for this once-in-a-generation event. If you've never been to one of our conventions, our 60th would be a good time to start. We know you'll have a *grand* time and will be hooked for life! VWCA

Local Volks Scene

■ BY JACK LYMAN

NIVA amps up the activity

The **Northeast Illinois Volkswagen Association, Chicago:** nivaclub.org held its annual VW-Fest, and photos of the show seemed to show more water-cooled cars than in the past. This was a new location at Volkswagen of Crystal Lake. "Buses Nowhere Near the Arch" was again held, with a large turnout of campers. A fall cruise was scheduled in mid-October followed by a planning meeting and nomination of officers for next year.

Central Florida VW Club, Orlando
centralfloridavwclub.org The members are working to find sponsorship for the 2015 Show-N-Shine

as well as free locations to hold the show. Insurance costs may be an issue.

Stateline Volks Folks, Rockford, Ill.: state-linevolksfolks.com November features a planning meeting with chili. A Christmas event is also planned.

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

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

The club is always looking for ideas on improving the contests, so if you have ideas and suggestions or if you wish to get copies of the form email a request to vwclub@aol.com.

■ 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 at vw.sprite@verizon.net. VWCA



This modified Audi was among the water-cooled standouts at VW-Fest.

■ JACK LYMAN | 611 STONE DRIVE | BRANDON, FL 33510 | VW.SPRITE@VERIZON.NET

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

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

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

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

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

WEST VIRGINIA

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

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

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

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

WISCONSIN

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

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

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

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

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

CANADA

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

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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 COVANA: AUDI WEST COVANA, 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

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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

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

NEW YORK

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

PENNSYLVANIA

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

VIRGINIA

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

WASHINGTON

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

CANADA

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

OTHERS

ARIZONA

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

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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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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)

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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

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

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The Frontdriver

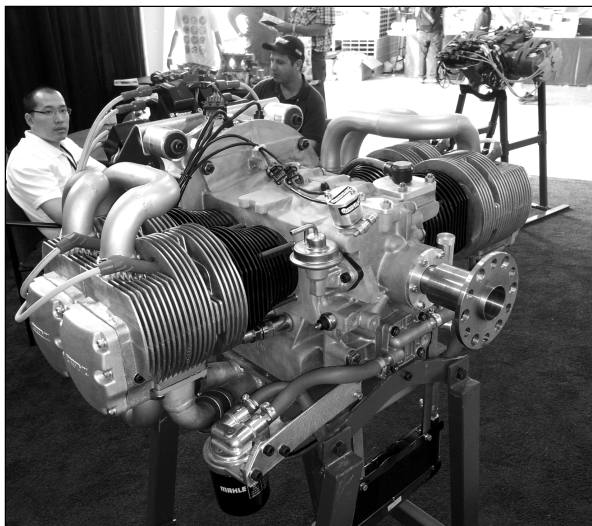
■ BY RICHARD G. VAN TREUREN

B'gosh VWs

This past summer's world-famous air show, Air Venture 2014, was the first without Experimental Aircraft Association founder Paul Poberezny. The EAA's first president had died at age 91, just a few weeks after the 2013 show. Obviously, EAA owes most everything to Poberezny, and oddly enough, EAA owes a lot to Volkswagen.

Fact was, when Poberezny founded EAA in 1953, building one's own airplane from plans or from scratch was largely dependent on finding an affordable engine. Airplane powerplants from Lycoming or Continental were generally too large, heavy and expensive even to rebuild for the average constructor-pilot.

VW's long-running pancake came to the rescue



■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM

as backyard tinkerers hammered and welded their way to affordable propulsion, even cut-in-half two cylinders for ultralights. These gave way to conversion companies, and eventually FAA certified derivatives (powering blimps, for example, as previously reported here). Fast forward to 2014, and we find a show display booth for MOTORAV, the Brazilian aircraft engine manufacturer, dominated by what looks like a boxer on steroids (lower left photo).

Turns out Brazil's mining giant, Rima, had been the exclusive supplier of primary magnesium to Volkswagen Brazil since 1981. When air-cooled production ceased, Rima acquired Volkswagen's Brazilian foundry and by 1999 had terminated the old practice of protecting molten magnesium with chloride salts, which limited longevity. (The company's statement says, "This is precisely what happened to the famous air-cooled engine block, developed by the engineer Hungaro Josef Grans in the 1930s, for motorized German gliders and later used by Ferdinand Porsche for the Beetle.")

In 2006, Rima began to completely overhaul the engine block, "including reinforcement of key areas, increase of the cooling surface area and redesign of the crankshaft bearing." A new larger individual cylinder head with more fins was added for improved power and better cooling.

Year before last, Rima's aeronautical engine was acquired by MOTORAV Industria of Bocaiuva, Brazil, where the engine was originally developed. (Polymet Alloys Inc. will market the engine in North America.)

Anyway, with VWs being sourced for engine parts, it was inevitable the cars would be pressed

into service as well. As previously reported here, a visitor to Oshkosh, Wis., is immediately drawn to a number of VWs runabouts used by Air Venture officials.

Radically modified so as to be impractical to drive off the grounds, VWs we spotted included several Beetles (including the one pictured below) and a Thing or two running errands about the show.



Poberezny had for years driven his own chop-top Beetle, "Red One," around the show, first as president of EAA, and later chairman of Air Venture. His son, Tom, later took the reins as president, and with Paul's passing, Tom ascended to chairmanship. This year we saw Tom's "Red Three" had been given a corner in the EAA Museum (below). The fold-down ragtop is a practical accessory given the area's frequent T-storms, one year's show earning the nickname "Sloshkosh."



One other rather wacky conversion was this "limo." Also equipped with a

practical folding top for those occasional showers, one is drawn to the simulated spare tire bulge in the hood. Why do a lot of custom body work, when a readily available GI can could be



pressed into service?!

With water-cooled VWs still a bit on the complex and pricey side for chopping up into utility runabouts, we at least spotted this full-graphics Touareg employed by the local radio station.

The station owners went to the trouble of top->

FRONTDRIVER



ping it off with a personal plate. Otherwise, water-pumpers were common in the parking lots, towing air-

plane trailers and, of course, in the giant campgrounds adjacent to the show property.

Wife Debbie, not just secretary of the Central Florida VW Club, but also president of her local EAA Chapter 866 ("Smilin' Jack"), managed to rent a Jetta, which anchored her camping space (below).

If we can finish our own little Twister airplane in time, we hope to tow it in its trailer behind our Touareg, "Mr. T," to Oshkosh next year. As of this writing, it's not looking like we'll make it, but we'll keep you posted.



Full circle ... if VW cars can provide airplane engines, it's only logical an airplane engine can become ... a car! This astonishing creation, piloted from an open top cockpit, was jetting people about Air-Venture 2014. We used to say government service was like a jet engine: Look at it one way, it sucks; look at it another way, it blows; stand beside it, it does nothing for you. **VWCA**



VolksWoman

■ BY LOIS GRACE

Idiotic driving

Geeez! Sometimes it seems like all I do is complain. I am so good at it now that it kind of makes sense; it's what I do. My most recent grumbles have nothing to do with cars; they are about driving in general. It has now become nearly more trouble than it's worth to drive around here.

What with all the slow cars in the fast lane and all the fast cars in the slow lane and nobody using turn signals and no one stopping for red lights or stop signs; it's an exercise in futility to try to go anywhere. No one seems to obey any of the laws, because they know there aren't any cops around to enforce anything. Where I live, the police force has been cut and officers have been retiring, due to "lack of city funding."

And our lovely city of San Jose, Calif., has ballooned into a metro area of more than 1 million. Police and fire departments here simply don't have the manpower to be where they need to be, city officials say. Except ... we have the funds to build a \$13 million pedestrian overpass over the four-lane thoroughfare near my house. An overpass very few will use (they like the shorter way to the shopping center, across the railroad tracks), and which, I predict, will become a graffiti magnet. Some people are always going to just do whatever they want, and that is true of drivers too. It's ANARCHY, I tell you!

I am a happy homebody, usually, but when I do need to leave the house, it's an adventure. Drivers do many things that annoy the heck out of me and most normal people. Here's an example: Drivers who fail to maintain a steady speed. Have you ever been behind someone who can't

seem to decide how fast to go? It doesn't matter if you're speeding — if you want to go fast, go fast! It's your ticket. Similarly, if you want to poke along, that's fine too, as long as you keep to the right so others can get around you.

But pick a speed, and then **STAY THERE**. Speeding up and slowing down makes the drivers around you crazy. It also gives the impression that you are not concentrating on the task at hand. And how do I know if someone is speeding up or slowing down? Well, our Dodge Ram has cruise control. If you've got cruise control, you know **YOU** are not the one who is changing speeds. And, you can always tell this is happening if you try to pass someone and suddenly they are pulling away from you. But never fear! This driver will slow down eventually, whenever you pull back in behind him. It's annoying as hell.

You know that saying "I hate slow cars in the fast lane"? Well, this driver detests **FAST** cars in the slow lane. Because I drive old VWs it's pretty annoying when you are minding your own business in that right lane, doing the speed limit (if you're lucky) and some ass hat comes roaring up behind you and flashes his lights because you're going too slow to suit him. Seriously!

This happened to me not long ago. And, because I was already in the far right lane, just exactly **WHERE** was I supposed to go to not be in his way? And another thing: it's not the **FAST LANE**, jackass, it's the passing lane. A columnist in our local paper, the San Jose Mercury News, is known as Mr. Roadshow. He says: "Don't be a road boulder!" Which means, of course, that slow cars should not drive in the far left lane, blocking those who want to go faster. Aggressive drivers seem to treat our freeways and streets like ►

■ LOIS GRACE | VLKSWMN@SBCGLOBAL.NET

VOLKSWOMAN

their own personal video game. It's as if they are on a quest to earn as many points as possible while getting where they want to go.

Another burr under my saddle are the stops that aren't being made. Sometimes they don't stop for red lights either. This one is really scary, especially if you don't look both ways before you pull out on your green light. Are we really that self-absorbed and in that big a hurry? I have seen red-light runners go flying past, even when others at the intersection are waiting their turn!

And, nearly as bad are the folks who drive according to the "when in doubt, STOP!" theory. These drivers, when unsure what to do, just stop while they wait to either figure out the situation or are told what to do. A small intersection here has NO stop sign for through traffic. Both of the side aisles have stop signs, which drivers usually do heed. The through traffic, seeing the aisle traffic stopping, stops too! I am sure they think they are being cautious, but what they are really doing is creating another hazard. This type of thing makes you want to blast them on the horn, at the very least. I don't hurry when driving, so it's not that I am in a rush. It's just that a stop there is confusing and dangerous to others! A good rule of thumb would be to stop if you see a stop sign! And don't

stop if there isn't one!

Another cause of idiotic driving behavior is a local on-ramp to the freeway. In California, it is legal to turn right on a red light, after a complete stop to determine whether it's safe. The

sign on a pole next to this light says "Stop here on Red." The far right lane is marked for freeway entry only and carries no through traffic; the two other lanes are for through traffic, and it's a divided street so no traffic is coming over the center from the other direction.

To me, this is obvious: You make a complete stop on the red light, then proceed with your turn onto the freeway ramp. There is no oncoming traffic to deal with, no traffic turning into your path and it's a dedicated on-ramp lane. Yet, people see the sign on the pole telling them to "Stop Here" on a red light, and so they stop! And wait for the green.

This is so annoying and unnecessary that many letters have been written to our newspaper to ask how this is supposed to work. The answer? You stop on a red at the limit line, and then proceed.

What I am about to say will date me, but it's how I think, and besides, I'm older now. I tend to think that young people, when they are first licensed, should drive nothing but old VWs. You can't do anything fast in an old VW. If you have



Lois makes a statement. But is anyone listening?

enough time, you can probably speed but then with the top speed being relatively tame in an old VW, many, many people would still be going around you. New drivers would have to navigate the streets with no air bags, no anti-lock brakes, no power steering. What better way to concentrate on your driving than to not be able to put yourself in harm's way, or depend on the car to get you out of trouble? I think people have this notion that "if I get in a wreck it's OK, I won't get hurt because my car has _____ (fill in the blank with your safety gear of choice)."

Take out the radio too - the fewer distractions a new driver has, the better. When I learned to drive, believe me, I paid attention. Of course, I learned in Vernon, Dad's 1959 VW Single Cab pickup, with drum brakes and 40 horsepower engine. The old truck didn't shift or park itself and the AM radio barely worked (6 volts and a tube warmup later it would finally come on!). I think I'm a better driver now for having learned in an old car then.

Of course, I had a great teacher, too, who would have made sure we all turned out well no matter what we drove. But it wouldn't hurt to

make kids more aware of what driving really is: a privilege, plain and simple. When kids are first licensed, make them drive something that can't get out of its own way, with no radio blaring, and is prone to little unplanned breakdowns now and then. Oh, they'd slow down all right. They'd actually notice how their actions affect other drivers. They'd also notice things going on around them.

Trouble is, this wouldn't be fair to the old VWs. I'd sure hate to have a bunch of vintage VWs being driven around as sacrificial lambs for new drivers, wouldn't you? Vernon was an exception as he'd been battered and beaten before we'd even gotten him. He had to wait 20 years but he got his reward: restoration.

All in all, I suppose there is nothing we drivers can do to avoid being annoyed by other drivers. The main thing I try to remember is to protect myself, by looking around, noticing what is happening around me and acting accordingly. I think we'd all do well to adopt the motoring philosophy of Apple co-founder Steve Wozniak: "Just try to drive so you don't piss anyone off." Well said, Steve. **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.



DRIVER'S SEAT ■ FROM PAGE 3

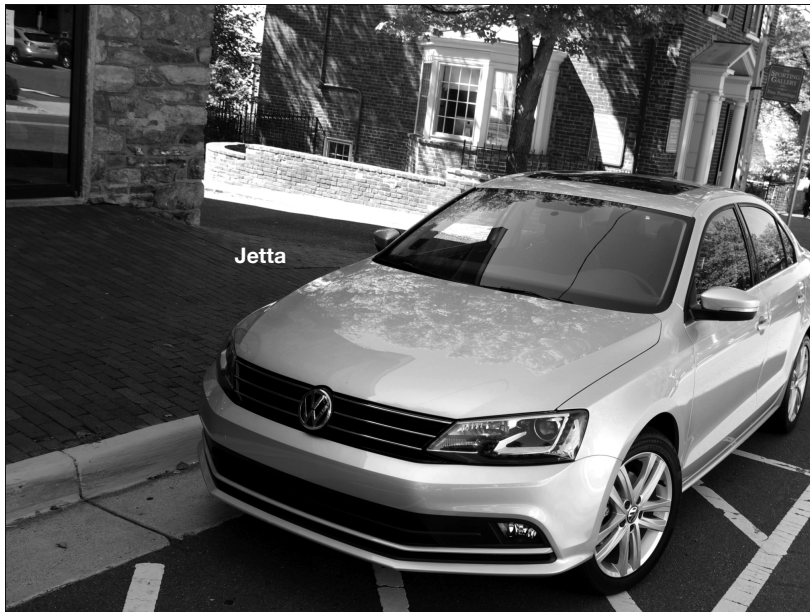
expectations. Sedans will don a major refresh after three years. At the five-year point, VW will introduce new sedans.

Critics have accused VW of failing to supply the necessary ammunition that keeps their vehicles competitive after initial launch. In some ways, VW has been late to innovate, following rather than setting content trends.

Trahan says that it ranks third overall J.D. Power's APEAL study (for non-premium passenger cars). This survey shows how well VW's cars meet consumer expectations. In customer experience, VW has increased its J.D. Power Customer Satisfaction Index score 66 points since 2010. This measures how well dealers service and deliver vehicles. VW ranks second in the non-premium segment or 13th overall.



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 warranty claims, says Trahan, have dropped 49 percent since 2010.

■ **JETTA'S NEW CONTENT:** Perhaps the biggest news is found under the modestly freshened Jetta's exterior. It sports new wide-stance bumpers and new tail lamps. Three chrome bars highlight the grille. The indentation below the trunk lip now extends from quarter panel to

quarter panel. Underneath its familiar cover, it's robust. It aced the Insurance Institute for Highway Safety's minimal offset impact. Good occupant protection and optional forward collision warning earns the 2015 Jetta the IIHS' Top Safety Pick+. Five engine options are available. VW's bread-and-butter sedan can be ordered with a 115-hp 2.0-liter gas four cylinder (S), a 1.8-liter TSI turbo four (SE, SEL) the a completely new diesel (TDI-S, SE, SEL), a hybrid (1.4 TSI) and a 2.0-liter TSI (GLI).

Oliver Schmidt, VWoA's engineering manager, says they've burned the midnight oil. The result: a redesigned modular EA288 diesel engine (TDI). Modular means engine-related components are grouped in housings and then affixed to the mill. The most striking: the exhaust treatment system. A close-coupled assembly includes a selective catalytic reduction setup with urea injection (AdBlue). Its particulate filter fits into a figure eight-like unit. It's quicker and more effective at reducing pollution than VW's former storage catalytic converter.

Another trick: a new head with variable valve timing. Each of the two overhead camshafts has lobes for intake and exhaust valves. That's different. Usually there's an intake cam and an exhaust cam. The camshaft can shift intake valve lift timing, as much as 50 degrees. This broadens the engine's performance envelope. These innovations allow greater air delivery and increased swirl. New fuel injectors also improve engine operation.

Horsepower (150) is up 10 while torque is unchanged, 236 lb.-ft. Internal engine friction is lower (15 percent) with improved thermo management. Throttle response is improved too. In sum, VW's more fuel-efficient TDI has increased power and pollutes less.

While VW didn't come out and say it, the engine teams up very nicely with its automated direct-shift gearbox. My brief Jetta TDI drive and one in larger Passat TDI (same engine) revealed a sudsy takeoff that's more like a fluid coupling than a clutch engaging. If this is accurate, then one TDI's rough spot, a jerky automatic, might be history.

While the diesel has a distinctive growl, I motored for about 15 minutes before I realized this was, indeed, a Jetta diesel. It's that smooth. Even the rev range felt gas-like and the diesel clack sounded more like a direct-injection petrol mill. I saw high 30-mpg during my exploration of greater Middleburg's curvaceous roads. A value-priced Jetta TDI lets you go compression ignition for less money. The TDI S lists for \$22,740, plus destination.

Returning for active duty: 1.8-liter TSI, a turbocharged four cylinder that powers the Jetta SE and SEL models. Further refinements in aerodynamic efficiency (grille shutters for aerodynamics and engine thermodynamics; underbody fins smooth airflow around the rear suspension) and lower rolling resistance means its fuel economy bumps up one mpg (37 with manual or automatic) in the EPA's highway calculation. Many noticed that this engine routinely pulled mid 30s



The driver check-out area at the Full Line Event.

during our enthusiastic driving. There's a lot to like.

Inside, the SE now has a soft-touch dash top—in the TDI. Vent and dash trim look neater. But the Jetta's hard plastic door panels remain.

Jetta specialist Daniel Shapiro told the AUTOIST that the Jetta's strengthened front bumper is just one of several body strengthening updates. This means VW's most popular ride feels solid. With the other improvements such as independent rear suspension and electromechanical power steering, the Jetta has zoomed toward the head of the compact car class. It's fun to drive, easy on fuel and civil as performing jury duty.

When it comes to driver assistance, the Jetta SE is "democratic," a value story. You don't have to climb up to the top-of-the-line Jetta SEL or GLI to get a backup camera, blind-spot detection or forward collision alert. That's competitive and should help VW dealers sell Jettas. VW expects that about 80 percent of 2015 Jettas will have keyless ignition too.

The big deal: the limited edition Jetta Sport. You can get connectivity, rearview camera, turbocharged engine, five-speed manual transmission and sport-tuned suspension. Think of it as the poor man's GLI for about \$20,895. With a six-speed automatic transmission, it's \$21,995. Add \$820 for destination. ►

DRIVER'S SEAT

Missing: a USB port. An available cable connects to an Apple device.

The special-order base \$16,215 Jetta (no A/C, no cruise, no automatic) and the \$18,425 S, are still motivated by an outclassed engine. It's a 2.0-liter ("2 point slow" is the joke) similar to the 115-hp engine that we first saw in 1993. While it gets the job done, its goal is luring price-shopping compact-car buyers. While it's SE bait, VW lets you add a \$995 technology package that includes rearview camera, premium radio and keyless access.

Step up to the volume seller SE at \$20,095 and you get the turbocharged four, alloy wheels, heated seats — a good deal. Moving further up, you can add connectivity that includes Car-Net, leatherette seating, rearview camera, sunroof and automatic transmission, \$22,325. Add navigation and you may pick the \$695 driver assistance package (blind spot monitor, forward collision warning and rear cross traffic alert) and lighting package for \$995 that includes adaptive (steering) Bi-Xenon headlights. Starting price for a Jetta SE that can be so optioned is \$23,650; the SEL with Fender sound system is \$25,380.

■ **EOS FINAL EDITION:** Not as well behaved as the Golf/GTI on tight roads, the retractable hard-top Eos is a late-summer topless treat. Final Edition Eos models have two-tone seating, contrasting stitching, rain-sensing wipers and a rearview camera.

■ **TWO T'S:** VW's terrific T's continue through 2015. The Tiguan gets additional content such as a rearview camera on all trims, heatable seats on the S. The big T Touareg is slated for mid-



year refresh. It will be more aggressive on the outside, more luxurious on the inside. Expect driver assistance features: city emergency braking and adaptive cruise control. Lane assist is on the menu, as is a heated steering wheel.

■ **MIDSIZE PASSAT:** The popular Passat TDI features the new diesel engine. The gas TSI version sips less fuel says the EPA. Optional technology package for the S and Wolfsburg trims includes a rearview camera and premium sound system.

The Beetle is available with the new TDI mill. Classic trim models list for about \$21,000. You get vintage-style alloy wheels and a navigation system.

The CC gains two new optional 18-inch wheels.

■ **EXTENDED WARRANTIES, SERVICE BULLETINS:** Be good to your dealer. VW is willing to fix for free some late-model common car troubles.

Does your 2008 Rabbit's A/C not chill very well? VW will replace the thermostat. Two bigger woes are engine related: the 2.0-liter FSI engines (2006-2009 turbocharged, direct fuel injection

with timing belt) now have 10-year 120,000-mile warranties on the mechanical fuel pump lifters that are driven by camshafts. The 2.0-liter TSI engines (2010-on) have an extended warranty to cover premature timing chain tensioner failures.

These engine warranties are warning sirens. VW/Audi knows that some parts fail. Routinely service these items to prevent engine disasters. One that's common is the fuel pump lifter failure. Direct-injection engines have a mechanical fuel pump that's driven by the camshaft. Its lifter (the part between the pump and cam) doesn't wear well. Ignore it and you could end up with a lifter that breaks wedging itself in a manner than can snap the camshaft. That's an unfortunate and costly setback.

Because VW will cover that lifter's failure, the situation won't make such a huge dent in your wallet. Nonetheless, replacing the lifter with the



• View the TV commercial "Table" for the new Golf. bitly.com/1t2jEti

newly approved replacement should greatly reduce engine disasters.

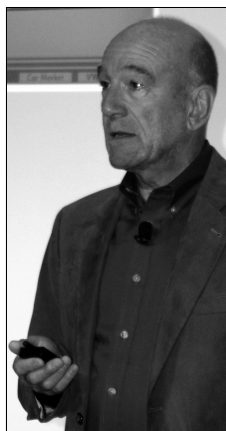
■ **MARKET WATCH:** VW kicked off the launch of its seventh-generation Golf with a "Ready. Set. Golf." campaign. "Table" is a TV spot that depicts a young man who has invited a new girl to dine at his place. The hitch: his apartment is the space in space-age bachelor pad. Fortunately, this ad man's Golf has a commodious hatchback. It hauls the stuff that quickly transforms his apartment. The ad ends with a humorous tag: when his date arrives, he cannot open the door. It's blocked by a dining table.

In NYC, LA, DC, Chicago and San Fran, look for Golf billboards. Local artists created them. Each incorporates familiar city design elements, within the Golf's iconic profile. The bullish Chicago billboard is Cody Hudson's opus.

■ **TRAHAN TABLE TALK:** Marc Trahan has been VWoA's quality guy for the past few years. During dinner, he and his wife shared their VW stories. It turns out that Trahan began his car-guy career during the early 1970s as a VW dealership's technician. He says his boss claimed the electric bill took a drastic dip after he left. That's because Trahan burnt a lot of midnight oil fixing or modifying this own cars and sometimes rescuing a late-night customer.

His favorite project: certifying the Audi TT for the Canadian market. Trahan thought Audi should offer the retro-mod coupe in maple-leaf provinces. It represented the new Audi, detached from its unfortunate bout in the 1980s with unintended acceleration.

Even though he did not expect the TT's sales to break records, he thought it would rekindle interest in the four-hoop brand. VW did the same thing with the New Beetle.



The snag: Canadian rules required 5 mph bumpers rather than the USA's 2.5 mph bumpers. Look carefully at a Canadian-spec VW Corrado, and you'll notice it has a stouter bumper blade. It's similar the USA-bound version with an additional panel welded behind its front.

Because the TT's appeal was its shape, Audi's designers didn't want anyone to fiddle with their car's looks to meet bumper rules. Trahan says they figured out how to meet the 5 mph test without altering that machine's now iconic profile.

His favorite car: the Audi TTRS.

His Taj Garage has been home to concours-grade Italian sports machines. His librarian wife didn't care for the Ferrari Mondial. She loves the Porsche 911, an idea that bumped into Trahan's head, literally. Marc bruised his noggin fixing his Porsche hours before the Full Line Event.

Trahan plans to retire. One lament: he'll have to turn his company car, an Audi A8. **VWCA**



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

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**Regular Price: \$12
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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: 1952-2009 VW Factory Shop Manuals: \$29.95-\$149.95. Aftermarket VW Shop Manuals (6 different publish-

ers): \$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.

FOR SALE: VW press kits: \$5 each, plus shipping. Entire VW line: 1998, 1999, 2000. New Beetle Convertible Intro (October 2002). Phaeton Intro (2004). Audi A6 (2005). Contact Rich at rgvant@juno.com.

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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

■ TRIMUTER



This strange-looking vehicle turned heads when it rolled into the Kokomo Oktoberfest in September. Called a Trimuter (three-wheeled commuter car), it is the handiwork of Gary Smith of Kokomo, Ind., who designed and fabricated the frame and custom fiberglass body. The 850-pound two-seater uses an inverted rear suspension from a Datsun 210 with helper springs and a sway bar. The single front wheel is adapted from a Cushman golf cart with added camber to provide amazing stability on sharp



turns. It's powered by a 31-hp Briggs & Stratton zero-steer lawn mower engine coupled to a variable-ratio pulley system. As engine rpm increases, a centrifugal engine pulley works with a spring-loaded drive pulley until a 1:1 ratio is achieved. Smith claims a top speed of 90 mph and fuel economy of 65 mpg. Upon

completion, the vehicle was inspected by the Indiana Highway Safety Department and granted a motorcycle rating, due to its three-wheel design. It's amazing what you might see at a VW car show!

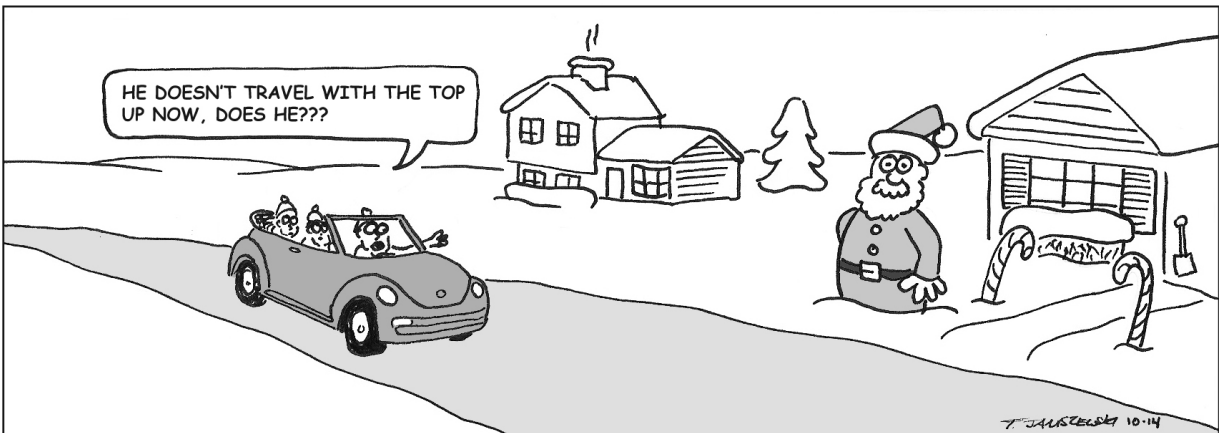
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VW Toon-ups

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