

MARCH/APRIL 2015 • No. 478



Autoist

PUBLICATION OF THE VOLKSWAGEN CLUB OF AMERICA



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Autoist

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Box 154, North Aurora, IL 60542 or visit our secured
website at VWclub.org (click Membership) and use a
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■ **COVER:** The Northeast Illinois VW Association has an activity-packed weekend planned for the 60th VWCA convention in suburban Chicago. Graphic by Tom Janiszewski

Driver's Seat

■ BY CLIFF LEPPKE

VWCA perks: Your Detroit duo

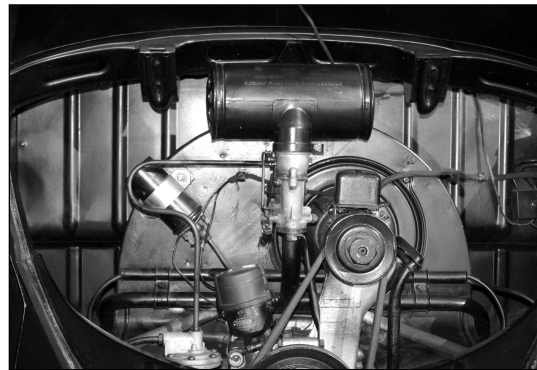
Great VWCA bonus: the folks you meet. I meet Tom Janiszewski in 1996. Affable Tom, who's your membership guy, directed me toward the Rockford, Ill., park's pancake breakfast.

Since then, Tom and I have trekked to the Motor City. We get insider perspectives on VW's North American International Auto Show press conferences. I'm hopeful that you'll enjoy our 2015 NAIAS coverage. We do more than repeat press-release blurbs; we converse with VWoA representatives, check out their latest machines and let them know that we're the VWCA.

Because the NAIAS' ballyhoo is now streamed live, Facebooked and tweeted to death, I'll focus on the show's atmosphere, what I gleaned from informal talks

with VW, Audi and Bentley reps.

This year, Tom and I arrived early. On Sunday, we joined Lynn Anderson (of *Hot VWs*) and checked out the Henry Ford Museum's Engines Exposed exhibit (late '40s Beetle pictured).



While they say it's not nice to be nosy, we saw what's behind closed lids or doors.

At Ford, Tom made a Mold-A-Rama beeline for souvenirs—totally retro. Next, we searched for Herbie-themed Hot Wheels at a discount store. Tom's got a thing for Disney's anthropomorphic chariot. There's a purpose: they're gifts for kids who take a shining to

■ TURN TO PAGE 30

■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM

Small Talk

■ VW • AUDI , QUICKLY

NEW & IMPROVED



■ **DRIVING INTO THE FUTURE:** A new infotainment system is at the centerpiece of VW's Golf R Touch concept, on display at the Consumer Electronics Show in January. Three large touch-screen interfaces, ranging from 8 to nearly 13 inches, are intended to "reduce driver distractions while attaining maximum personalization and intuitive operation in the car," VW said. With its gestural control system, VW engineers envision vehicle-mounted cameras mounted that recognize hand gestures and assign meaning to them.

■ **SEDAN CONCEPT:** In a play off its new Cross Coupé concept shown in Detroit, VW introduced the Sport Coupé Concept GTE (right) at the Geneva International Motor



Show. VW calls the vehicle "an impressive alternative to the classic sedans of the B and C segments—it has the style of a sport coupé that is enriched by the functionality of a large hatchback and the interior space of a sedan."

MONEY MATTERS

■ **PLANT EXPANSION:** Construction is underway at the Volkswagen Chattanooga manufacturing facility in preparation for production of an all new Midsize SUV. The first phase of construction started in early January and will continue for the next two years.

■ **RESEARCH:** Volkswagen invested 11.5 billion euros in research and development last year, more than ever before and more than any other company worldwide, the company on the eve of the Geneva International Motor Show.

AWARDS

■ **PASSAT I:** Europe's "Car of the Year 2015" is a Volkswagen. The new Passat wins the prestigious award, which is presented annually by the international Car of the Year jury. The winner was announced before the Geneva International Motor Show.

■ **PASSAT II:** The 2015 Passat TDI was recently named the "Eco-friendly Car of the Year" by the editorial staff at cars.com. Editors praised the Passat as "the ultimate road trip car" with "impressive highway mileage and long range."

Retro Autoist

■ FROM THE ARCHIVES

10 YEARS AGO

■ MARCH/APRIL 2005:

VW chairman Bernd Pischetsrieder announced at the North American International Auto Show in Detroit that VW plans to produce a vehicle similar to the two-seater Concept R roadster (pictured). Pischetsrieder confirmed that a similar vehicle will follow the concept's mid-engine rear-wheel drive setup with a goal of producing a smaller version than the concept car, which was first introduced at the Frankfurt Auto Show in 2003.



20 YEARS AGO

■ **MARCH/APRIL 1995:** VW is trying to reach college educated males 18 to 34 years old by sponsoring news programs on Comedy Central, an outrageous cable news show that pokes fun at officials. VW has agreed to sponsor at least four news shows through September. Comedy Central also has agreed to include VW in some of its promotions.

■ **MARCH/APRIL 1995:** Several new models have cut sharply into Beetle sales in Mexico. The Nissan Tsuru (Sentra) has sped past the Bug to rank as the best-selling car in the nation. Also giving the Beetle strong competition are the Ford Escort and Chrysler Neon. The new Beetle starts at \$7,800, about \$1,300 less than the Nissan. But Nissan trimmed \$1,300 off its price earlier in the year. The strategy worked.

30 YEARS AGO

■ **MARCH/APRIL 1985:** The Scirocco is getting a facelift for 1986, according to *Car and Driver*. The

sporty VW will get wraparound bumpers, bigger taillamps, new wheels and a restyled dash. Still in the rumor stage, *C and D* says, is a turbocharged 170-hp Passat and a supermini, similar to the Student show car.

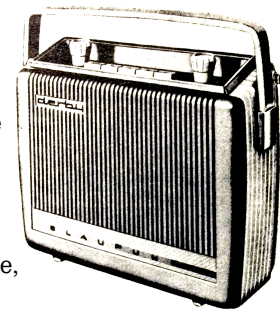
■ **MARCH/APRIL 1985:** Four of the 10 most popular cars among thieves in 1984 were VWs—the Rabbit Convertible was first, the Scirocco was second, the Jetta four-door was fourth and the Rabbit two-door was seventh.

40 YEARS AGO

■ **MARCH 1975:** The first advertisements for the VW Rabbit (Golf everywhere else) appeared in American newspapers on Feb. 3, 1975. On the same day, Detroit's trade magazine, *Automotive News*, reported from Milford, Mich., that a small GM-made automobile, with the body configuration of a Rabbit and a transversely mounted front engine was being test driven around GM's proving grounds. More proof that the Rabbit is a very prolific creature!

50 YEARS AGO

■ **MARCH 1965:** In line with motorists' increasing desire for fine music in the car, Blaupunkt of West Germany, a pioneer in FM car radios, now offers a new version of its world-famous Derby Auto/Portable, an AM/FM shortwave and marine band radio. The Derby is unique because it can be installed in foreign or American cars in a clever under-dash bracket that connects to the car battery and outside antenna and can be used as a portable elsewhere. The Derby sells for \$89.95 (the equivalent of \$668 in 2015).



IT'S SHOW TIME



Chicago area resort will host 60th VWCA convention in a June weekend packed with activities, fun

By TOM JANISZEWSKI

While much of the country is deep into winter, the Northeast Illinois Volkswagen Association has been progressing on this summer's 2015 convention, the club's 60th, and it's shaping up to be an event you won't want to miss. You may recall in the last *AUTOIST* that plans for Friday and Saturday were still forming. Those plans have been made, and the event has shaped up to what will be a weekend full of events.

You'll want to be at Pheasant Run Resort in St. Charles, Ill. (convention headquarters) before dinnertime Friday, June 12. Everyone is piling into their Volkswagens for a cruise to dinner at Augustino's Rock 'n' Roll Deli. Just down the street from Pheasant Run, Augustino's is another family-owned restaurant that's well-known in the area for their deli sandwiches.

After dinner, we're headed to the Cascade Drive-In for a movie under the stars! It's too early to say what the movies will be, but we can promise it will be a double-feature. The first film

is generally family-friendly while the second feature may be closer to an "R" rating than "PG." Very few drive-in theaters are left, and we'll be lucky enough to be just minutes away from one of only two remaining drive-ins in the Chicagoland area. Folks these days bring lawn chairs and sit by their car to watch the film, but plenty still sit in their cars too.

All are encouraged to participate in the membership meeting planned for Saturday morning. There's no better place to hear what lies ahead for the Volkswagen Club of America, and it's the perfect place for everyone to share ideas on future club activities and events. A brief trustees meeting will follow.

Once the meetings have wrapped, it'll be time for the photo-scenic rallye! Never heard of a photo-scenic rallye? No worries – many planning the convention hadn't either, but once they heard what it was, it was a unanimous decision to have one. Each team has a driver and at one navigator (passengers can ride along too)! Vague (yet deci-➤

The famed Portillo's will be the site of the Saturday night banquet.



■ TOM JANISZEWSKI | VOLKSTOM@SBCGLOBAL.NET

CONVENTION

pherable) directions are given to nearby locations. Along with the directions, each team is also given a series of photos and a question about the subject of each photo. The goal is to find the object at the location and answer the question, which cannot be answered simply by looking at the photo. It's encouraged that each team has either a smart-phone with a camera, or a digital camera as you'll need to return with some photographic evidence of your own! The area in which the convention is being held is quite scenic and full of local history, so it's really going to be something you won't soon forget!

You may remember reading last time about the plans for the banquet dinner, but if not, here's a reminder: We're going to Portillo's! Portillo's is a casual, privately owned chain in the Chicago area that serves award-winning Chicago-style hot dogs, Italian beef sandwiches, burgers and more.

Sadly, it will be impossible for NIVA to include everything Portillo's offers at the banquet, but you will be able to enjoy their three most popular entrees: Chicago-style hot dogs, Italian beef and pasta. Odds are, you're gonna want to stop there again on your way home 'cause there is no way to plan a banquet menu consisting of every delicious item they make, and you'll have no trouble collecting suggestions from the locals on what to have when you go back.

During the banquet, special awards will be handed out, including the Woodbury Dunn Safety Award, the John and Jean Eberle Award for the best local-club newsletter, and the Wolfsburg Trophy to the most active local chapter. In addition, individual awards will be handed out to the one person who's been to the most conventions, the one who drove the farthest in a Volkswagen to THIS convention and to the person attending with the oldest Volkswagen.

Sunday is the convention's grand finale: NIVA's Bugfest Volkswagen Show at nearby Fox Valley Volkswagen. This show features everything one expects at a VW show - lots of cool cars, plenty of fellow VW enthusiasts to meet and a swap

2015 Convention Registration Form

JUNE 12-14, 2015 • ST. CHARLES, ILL.

Name _____

Address _____

City _____ State _____ Zip _____

VWCA No. _____ Local Club _____

Email Address _____

Names of others in your party _____

_____ adult registrations @ \$40 each = \$ _____

_____ kids 12 years and under at \$15 each = \$ _____

Total enclosed = \$ _____

Please make checks payable to the Northeast Illinois Volkswagen Association.

Complete the above form and mail it along with your check to:

VWCA Convention

c/o NIVA

446 Summersweet Lane

Bartlett, IL 60103

Hotel reservations must be made directly with the hotel:

Pheasant Run Resort: (630) 584-6300

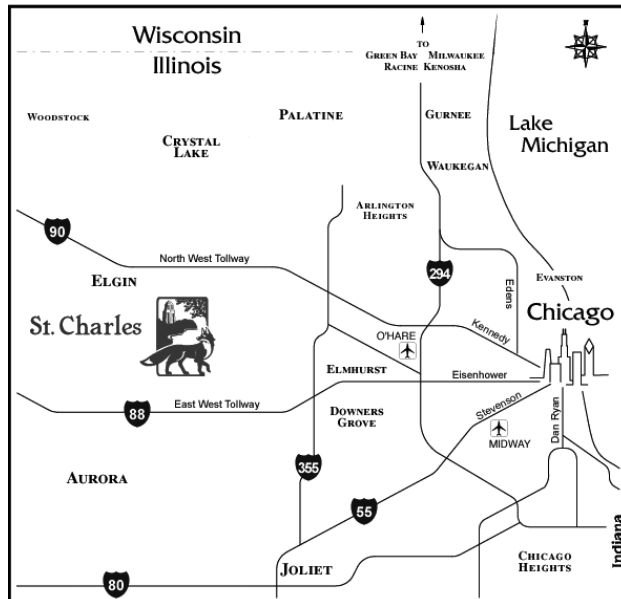
DEADLINE: May 29, 2015
Registration is required for participation

meet. This is one of the shows that kicks off the car show season in the Chicago area. NIVA always does a great job making this event a summertime highlight, and the club is excited to make it part of the 2015 convention.

We are excited about our headquarters location at Pheasant Run Resort. The resort has lots of experience hosting auto-enthusiast events, so all will feel at-home. We'll have our own section of parking, so those who want to hang out by the cars will feel like they are at a local show-n-shine. Pheasant Run is a complete resort. To learn more about the facility, visit pheasantrun.com.

The accommodation rate is \$89 per night plus tax and \$9.95 resort fee. Reservations can be made right now! You must make your own reservation by calling Reservations at (630) 584-6300 by Friday, May 29, and be sure to mention you're with the Volkswagen Club of America group to ensure you get the special room-rate. All reservations must be guaranteed and accompanied by a first night room deposit or guaranteed with a major credit card.

Ready for more good news? NIVA has announced that the convention will be a little easier on the family's wallet: kids age 12 years and under are just \$15 each! Adults are \$40 each. The registration fee includes the Saturday night banquet, the photo-scenic rallye, snacks and beverages in the headquarters' hospitality suite on Friday and Saturday and discounted car



show entry on Sunday. If you provide an email address when you register for the event, NIVA can email you a confirmation email.

This is the last *AUTOIST* before the convention, so don't delay much longer in registering for the event. Please fill out the accompanying registration form, sent it in with your check and call the resort to make your hotel arrangements.

It's going to be a very memorable weekend, and the Northeast Illinois Volkswagen Association is looking forward to seeing you! **VWCA**



Go to your next VW show decked out in something available only from the Volkswagen Club of America's Club Store. There's something for everyone. Be sure to specify sizes when ordering shirts, and don't forget to order a back-up when you get the first one dirty from crawling under the car.

For a complete lineup of clothing and car accessories,
visit VWclub.org and click **Club Store**

JACK LYMAN • 1936-2015

VWCA LOSES A LEADER, TIRELESS ENTHUSIAST

The VWCA lost has a man who gave the club a heart-beat.

Jack Lyman, a tireless enthusiast of the club for more than five decades, died Jan. 17, 2015, after a short illness. He was 78 and lived in Brandon, Fla.

Jack's passion for Volkswagens touched many. In 1961, he recruited a few like-minded VW enthusiasts to form the Badger Beetles Volkswagen Club out of his home in Muskego, Wis., a suburb of Milwaukee, and in 1963 chartered the club to become an affiliate of the Volkswagen Club of America.

But his commitment to VWs extended beyond the Badger Beetles.

VWCA President Shell Tomlin said, "Jack didn't just sit on the sidelines, he saw things that needed to be done, and he did them."

After serving on several national club committees, including VWCA conventions, Jack led the Badger Beetles' slate for national offices in 1970. He was a longtime chairman of the board of trustees, author of the AUTOIST's Local Volks Scene since 1991 and singlehandedly created the National Car Show Awards program. As board chairman, Jack implemented teleconferencing for the VWCA's spring trustees meetings, saving the club considerable money while making it vastly more convenient for trustees to participate.

Laura Kuklinski, who got involved with the Badger Beetles as a child because her parents were members, recalled club members "running through shopping mall parking lots putting fliers on every VW, or having 20-plus Beetles of

every year and color driving around town during rallies or caravans. There would always be the nosy neighbor coming out of the house to ask 'What's going on? You're the 15th VW I've seen driving down our street today.'

"We would hold ice gymkhanas with dozens of VWs maneuvering obstacle courses on a frozen lake — couldn't do that today! We hosted many memorable VWCA conventions — one even had a surrey with fringe on top to shuttle conventioners around. Under Jack's leader-

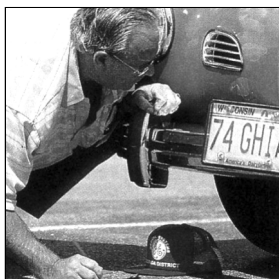


Jack Lyman
with wife Barb
at a 2003
national club
event.

ship, the campout tradition, still going strong, was born at Nagawaukee Park. Anyone remember watching Jack fight with the big brown canvas kitchen tent? Yep — we turned many heads, had a lot of fun with our cars and formed lifelong friendships along the way. And Jack was the catalyst behind it all.”

Tomlin said, “Jack Lyman was one of those people that could teach you a lot of things, if you simply listen and watch. Like many I have encountered during my VWCA membership, Jack was an expert on the operation of the club and how to get things done. He was a calming influence in times of stress and was always the one person I would consult before launching a new project or plan.”

Jack moved to Florida more than 30 years ago but never lost the love the Wisconsin club he founded.



Jack Lyman inspects a Karmann-Ghia in a photo that appeared in the 1990 new-owner issue of Volkswagen World.

Longtime member and AUTOIST correspondent Richard Van Treuren attended his first VWCA convention in 1979 in Atlanta, where he met Jack.

“Little did I imagine that later, as a fellow Floridian, Jack would provide key support for the struggling effort that eventually became the Central Florida chapter,” Van Treuren said. “Jack and his wife,



Car judge Jack Lyman inspects the Passat of Ade Hanson (left) at the 1992 VWCA convention in Cleveland.

Barb, usually made the rather long drive from the Tampa area to attend even routine meetings in Orlando. Bringing experience and expertise for every event, Jack helped the CF club hosting several national conventions and a bevy of local shows — organizing, scoring, laying out road rallies — Jack was in there tirelessly.”

Jack retired after 43 years as an application specialist at GE Medical Systems. He was also a member of the West Allis Lodge Freemasons in Wisconsin.

He is survived by his wife of 54 years, Barbara Lyman; a son, Ron Lyman; a daughter, Sheryl Weir; and two grandsons.

Memorial contributions may be made to Lifepath Hospice (lifepathhospice.chapter-health.org), or to the American Diabetes Association (diabetes.org/donate).

Tomlin added: “Our club has lost one of its legendary pioneers, and I have lost a mentor.” **VWCA**



CROSS COUPÉ

VW offers another take on a four-door crossover vehicle with sporty styling

BY TOM JANISZEWSKI

■ TOM JANISZEWSKI | VOLKSTOM@SBCGLOBAL.NET

Latest concept is designed to be a sporty gas-electric hybrid capable of both highway and off-road driving.



SUVs, trucks and crossovers continue to take a much larger portion of new vehicle sales in the United States, and while we're still in the dark when it comes to VW trucks here, Volkswagen continues to set its sights on expanding its SUV portfolio beyond Tiguan and Touareg. The Cross Coupé GTE concept unveiled at the North American International Auto Show in Detroit is the third SUV-crossover concept seen since 2013, and is the second coupé. Sales in the SUV segment are increasing disproportionately to auto sales (11.8 percent increase vs. 1.8 percent), so it is no wonder that Volkswagen is focusing heavily on this segment.



Before going further, let's sort through the confusing parade of SUV concepts we've now seen since 2013. First, we have CrossBlue, the approved-for-production (yet unnamed) seven-passenger SUV scheduled to start rolling out of the Chattanooga plant for the 2016 model year. Later in 2013, VW unveiled a sporty five-passenger derivative, the CrossBlue Coupé, which was most recently on display at the Los Angeles Auto Show. And now, the Cross Coupé GTE is another five-seater coupé that looks very much like a refined version of the first coupé concept.

Staying true to the GTE moniker, the Cross Coupé GTE is designed to be a sporty gas-electric hybrid capable of both highway and off-road driving. The MQB platform on which all three concepts are based (as well as production models such as the all-new Mk7 Golf in showrooms now) allows Volkswagen the flexibility to not only offer conventional gas and diesel engines, but also plug-in hybrids and zero-emissions electric and fuel cell vehicles. The Cross Coupé GTE is a gasoline-electric plug-in hybrid featuring a 276 hp, front-mounted, 3.6-liter V6 gasoline engine delivering 258 lb.-ft. of torque. Two

54-hp electric motors provide 162 lb.-ft. of torque to the front wheels, and 199 lb.-ft. to the rear. In total, the motors provide 344 hp and 280 lb.-ft. of torque, a top speed of 130 mph and they move the Coupé from 0-60 mph in just 6 seconds.

The GTE allows the driver to select from a variety of driving modes using a console-mounted dial: On-road (with Comfort and Eco sub-modes), Off-road (with Rocks, Sludge & Sand and Gravel), Sport and Snow. There are also five drive modes: E-mode, Hybrid, GTE, Off-Road ▶

COUPÉ

and Battery Hold/Battery Charge.

E-Mode allows the SUV to travel up to 20 miles during which the rear electric motor drives the vehicle while the V6 is shut off and disengaged. Should the journey extend 20 miles, the V6 re-engages smoothly within a fraction of a second.

The default mode, Hybrid, relies on both motors immediately, depending on the driving situation. The battery is kept fully charged. When coasting, all motors are shut down, in effect saving fuel and battery charge. Additionally, when the driver removes his or her foot from the accelerator and the battery isn't sufficiently charged, the electric motors serve as generators and feed energy during braking to the lithium-ion battery located in the central tunnel of the car's frame.

GTE mode brings with it the car's most performance-focused setting, wherein all three motors work together providing full power and maximum torque while the throttle, DSG transmission and steering characteristics are tuned for sporty driving.

In the Off-Road setting, power is immediately distributed to all four wheels. Since the petrol engine is powering the front wheels, the front electric motor serves as a generator and supplies electricity to the rear motor so the rear wheels are powered regardless of the battery charge level.

The dual-mode Battery Hold (battery charge

level to remain constant) and Battery Charge (battery is charged while driving) setting serves to hold the vehicle in E-Mode in situations such as when driving in urban areas.

Exterior styling provides another glimpse at the forthcoming SUV design language targeted specifically to the U.S. market. The long hood, squared-off wheel arches and bold horizontal body lines all contribute to the look. All three vehicles feature air intakes in the hood just ahead of the base of the windshield. Painted in Grand Pacific Glacier blue metallic paint, the

Cross Coupé GTE shares many of the same styling elements of the CrossBlue seven-seater while retaining the overall proportions and shape of the 2013 CrossBlue Coupé concept.

The front end styling of the Cross Coupé GTE is a bit cleaner than that

CrossBlue, with more dramatic emphasis on horizontal lines. The lower grille treatment is a simplified version of that on CrossBlue, resulting in larger lower grille openings flanking an aluminum-framed main lower grille opening. The upper grille and headlights are also similar to CrossBlue, however the lower edge of the Cross Coupé GTE is more horizontal. The LED dual headlights include a daytime running light arrangement, which Volkswagen states will appear in production models. They consist of four LED "light wings." Two are located in the radiator grille and the other two are in the lower



air intake.

The Cross Coupé GTE's side profile styling appears to be an evolution of the styling seen with the CrossBlue Coupé. Gone from the GTE is the side vent located just behind the front wheel arches. The vent established a bold horizontal beltline ending at the taillights. It's replaced on the GTE with a simplified beltline that arches up over the wheel arches. Unlike the original Coupé concept, the GTE wheel arches are now squared off like those on the seven-seater. The arches frame 22-inch aluminum, highly polished, 10-spoke wheels fitted with 285/40 tires.

As with both of the other SUV concepts, the GTE features a fuel door panel over both rear wheel arches. The left side covers the charging port while that on the right is for use at the gas station.

While the exterior looks production-ready, the GTE's interior is where one finds gadgetry that likely won't go into production. Well, not in the short-term. All instrumentation is digital. All buttons have been replaced with touch-screen buttons. Sadly, locating and using digital buttons requires one to move their eyes from the road. Thankfully, redundant buttons on the steering wheel allow the driver to operate some (but not all) functions without having to divert their eyes. In addition to the digital buttons, the system features gesture control allowing one to navigate through items like song playlists with a swiping motion without touching the 10.1-inch touchscreen.

The driver's instrumentation features traditional round gauges, however the gauges are completely digital. The 12.3-inch instrumentation screen features crisp 1,140 x 540 pixel resolution. Gauge display can be customized, and the data presented change depending on which drive mode is selected. The center console features a joystick-like gear selector, push-button engine start and the drive mode dial selector all positioned ahead of a central armrest.

The seats are comfortable as one would expect from Volkswagen, and are upholstered with two-tone Nappa leather seating surfaces. The heated seats are controlled via the digital infotainment screen. The rear seat is divided into a two-third/one-third split, and both fold down to allow for increased cargo capacity. Occupants of the rear seats can utilize tablet docks in the backs of the front seat headrests. The Volkswagen Media Control facilitates access to the radio, media sources and navigation via Wi-Fi.

Reactions to the GTE on the show floor were positive, yet one could overhear "oh, another SUV concept" here and there. While the seven-seater is slated for production, there's been no official word of the more crossover-like coupé models. However, two crossover five-seater concepts within two years suggests Volkswagen is seriously considering such a model. The Cross Coupé GTE proves Volkswagen is not losing grip on a sporty, 5-seat coupé derivative to become a larger player in the midsize SUV market. **VWCA**

CROSS COUPÉ QUICK TAKE

A design continuity that's handsomely Volkswagen

VW says its CrossBlue theme combines German engineering and design with the automotive American way of life. That's VW's line. The concept "car" is yet another take (VW has shown others) on a crossover with coupé-like styling. I'll let you decide whether we should call a four-door vehicle a coupé.

FYI: Pictures of the Cross Coupé aren't as compelling as eyeing the vehicle, touching it and sitting inside it. The exterior color is called "Grand Pacific Glacier." It sparkles. Dazzling under bright stage lights. The vehicle's athletic shape has a ►

COUPÉ



stance with pushed-forward front wheels. Overhang is minimal. A lower character line or light catcher wraps over the wheel housings and flows around the rear fascia. The squared wheel apertures speak Jeep.

Yet, they evoke several generations of water-cooled VWs that featured defined fender arches with extensions that created rear projections above their rear bumpers. This design continuity is handsomely VW.

The Cross Coupe's front is composed of horizontal wings or bars that nearly hide what VW's calls "bird of prey" eye-like headlamps. It's deftly executed.

Hop inside and you'll see the influence of a Nest thermostat (traction control knob) and glossy iPad. To wit: its instrumentation and

nearby panels are seamlessly covered by high-gloss Plexiglas with black underlay. VW says it's scratch resistant. Vents are slots along these horizontal panels. In a wave to the future, VW says gestures operate controls from opening the sunroof to adjusting the vents.

Interior bits such as the dash pad, door panels and seats are wrapped in leather. Everything looks light and airy due to the colors employed and the shapes employed.

In GTE in the model name, the last letter means electrified motivation. Each rear quarter panel has a flap. Open one, you'll find a fuel receiver. Open the other, there's a charge port. VW says a direct-injection V-6 engine, two electric motors and all-wheel drive with an "electric" drive shaft propel this machine. — CLIFF LEPPKE

CHICAGO AUTO SHOW



BEST DOG TRICK WINS

BY CLIFF LEPPKE

As with Detroit's automotive bash, Chicago-bound media members arrive early for good reason. Carmakers hijack downtown restaurants hosting private parties. If you know the drill, you can sample Chicago's fine dining. It also helps to know your way around Chicago's famous Loop. Plan well; you can hit several of these gatherings, which often include vehicle premieres such as Nissan's GT-R front-drive, front-engine ready for the 24 Hours of LeMans racecar.

■ TURN TO PAGE 22

■ CLIFF LEPPKE | CLIFF.LEPPKE@FOX6NOW.COM



Ford's new spokesdog, Keegan

2015 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

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MURFREESBORO: SOUTHEAST SIGNATURE MOTOR, 2203 NW BROAD ST., 615-898-0700

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www.cutrubusmotors.com

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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

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L-15

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SUPPORT THE DEALERS WHO SUPPORT VWCA



CHICAGO ■ FROM PAGE 17

From Nissan's venue, take a shuttle to Ford's, and then walk a few blocks to VW's at the Purple Pig. VW's venue was tops, a Mediterranean eatery. Why shuttle? The hotel where we stay isn't near the Loop. Taxi fares will eat your lunch money.

In fact, VW's Chicago show press conference continued the food theme. It offered the second press-day lunch hot spot. Dining with Golfs, Beetles and VW's guests is a good thing. Media events, like VW's, have several purposes. One is getting people primed to attend the public show, the part you're likely to see. Show organizers need ticket receipts to pay the bills. Another reason: preparing the carmaker troops who will work the show that is said to draw more car shoppers than any other in the USA.

Unlike Detroit's big gig, which begins on a media preview Monday, Chicago's media events start on a Thursday and end on Friday just before the see-and-be-seen gala.

You might say that this year the Chicago International Auto Show went to a dog. While automakers fabricate elaborate show cars or stage dramatic product unveilings, Ford unwrapped its police-ready Interceptor SUV via a canine — a Belgian Malinois Shepherd named Keegan — that took a bite out of the crime stopper's cover and then quickly tugged it off. I'd say the pooch rated higher than the revised cop car. You know what they say about pets...

Before Ford's police-car press op, Kia displayed an adventure-themed Soul, Honda unveiled its new Pilot crossover, Toyota uncovered a new

Avalon and several more car companies entered the spin cycle with refreshed products such as the Chevy Equinox and an even more luxurious version of the Ram truck.

Those listening for VW's news had to wait. Its presser was the show's second media day, a time

set aside for "social media" enthusiasts to tell their stories. VW's Mark Gillies introduced Scott Speed and Tanner Foust to a group of VW enthusiasts. Many of these Dub Heads follow VW's rally-car speed demons on Facebook, via video games and at the Red Bull Global World Rallycar championships. Last year, VW announced in Chicago that it would field specially prepared 550-hp Beetle rally cars. These potentates of moving freight can hit 60 mph in less than two seconds and jump 70 feet. After first racing with European-supplied Polos, Speed and Foust eventually got the Bugs, producing impres-



sive results.

Sean Maynard, who handles VWoA's motor-sports, says VW chose the Beetle because nearly all other rally cars look like squashed hatchback boxes. In contrast, the arched-roof Beetle stands out; everyone knows it's a VW. Because rallycar racetracks are tightly confined, the action is intense; spectator opportunities are unparalleled. That's one reason why racing fans dig this sport. It's fun to watch, doesn't require expansive attention spans—even the televised versions are engaging. A few things have changed since we saw the prototype racecars last year: the green Beetle isn't green (7-Up isn't a sponsor) and you'll see extra air intakes atop their hoods.

VW's talk about World Rallycar series usually omits the first two words: Red Bull. That's because one of its sponsors is Rockstar, an energy-drink alternative to R.B. The car displayed in Chicago is the real McCoy, not a prototype—it's ready to rumble.

While Foust and Speed signed autographs and engaged with video gamers (the best of whom have received attention for their pro-style driving), I searched for a forlorn VW product specialist.

What I thought you'd like to know, ahead of its official launch, is what makes the Golf SportWagen tick. The initial batch will be powered by VW's new, more efficient TDI (turbo diesel) with either a six-speed direct-shift gearbox or a six-speed manual transmission. With the manual and a set of performance wheels and tires, it could become your very own TDI Cup speedster.

VW, aware that fuel prices currently don't make diesel a money-saving proposition, argues that many who buy its wagon want oil burners. As soon as it's feasible, the gas-fired 1.8 TSI will join the mix. Those who go diesel can order the manual in any trim level; five-speed manuals are limited to the lower trim line with the TSI. Pricing for the diesel version is said to be about \$2,000 less than the outgoing model. One thing that's changed: the rear axle. Diesels get a twist-beam setup that has round-tube trailing arms and a U-shaped cross member. It's not the same one that VW used on the lackluster 2011 Jetta S. VW says this axle provides room for the latest in emission control hardware. It also means there's less intrusion into the cargo bay.

And it's the back of this vehicle that puts it out front. Dan Pizzatiello, a VW specialist, showed

me the upside of its wagon-master backside. The rear seatbacks release from the cargo bay (pop fully forward) or from the seats themselves. Usually, they'll fold nearly flat. Pizzatiello says you can lower them a bit further by removing the rear bottom cushion. That's awkward and probably not necessary. As you fold the rear seat, its head restraints might bump into the front seat backs, so tall drivers must slide forward first, lower the rear seatback, and then resume their

favorite spot. VW's team deliberately made the rear head rests difficult to remove. That's because vehicle safety rules urge carmakers to design their head restraints to work well and be used. Nonetheless, you can extract them.

The rear floor is level with a folded seat back. And VW continues the previous Jetta SportWagen's accordion rear-floor setup.

You have to stack floor sections or arrange them to hold stuff in place or increase cargo height. Because the Golf's carpeted below-the-floor spare tire well is roomy, it has extra carrying capacity.

You can also remove the foldable floor making room for taller objects. Another nifty idea is also under that magic carpeted device: provisions for the cargo bay cover. That's right, you can remove the cover and put it under the floor, when you need unrestricted space above.

Volk's new wagon offers "utility," compact car economy and nicely finished materials—even the rear doors have soft-touch inserts and armrests. Their upper sections are hard, however. A Subaru-themed Alltrack all-wheel-drive model is a go, no delivery date available though. The ultra flexible Golf platform supposedly makes installing a multi-link rear axle and rear drive-line simple. It's part of the vehicle's Golf-family DNA. **vwca**



Golf SportWagen

The Frontdriver

■ BY RICHARD G. VAN TREUREN

Air bag madness

Longtime readers of this column have been exposed to this writer's position on the government's naive and deadly experiment with air bags, the only safety device known to have a kill ratio. When people recognized a bad thing and moved to avoid injury from them, they faced penalties for disconnecting them. Later, after the general revelation of the deaths of children and small adults, people faced penalties for NOT disconnecting the passenger bags.

Exploding across the media recently came news of defective air bags that prompted massive recalls, a development that should have been obvious to anyone with engineering expertise beyond Joan Claybrook. That is, building such a potentially injurious device is not just tricky, but there is no way of predicting its extended-term longevity. In my case, surviving an air bag deployment far worse than the mild animal impact that set it off, I can say VW either took more care in selecting its subcontractor, or was just lucky — at least so far. Though we can do little about having to pay for a safety device of debatable value, some new developments have given this writer food for thought.

Long ago, would-be tuners experimented with replacement integrated circuits ("chips") for extra horsepower or stronger torque in the bottom-end revs. Still going strong, this is today being supplemented by software-based reprogramming of engine control circuitry for desired effect. "All of Life is code," some learned person speculated recently, suggesting unlimited possibilities when mankind cracks the mysteries of DNA.

Those of us with VWs purchased in the past decade or so have been exposed to the fact that carmakers now use electronics to manage a surprising number of car functions. A news item on the Club Touareg site matter-of-factly discussed replacement of a door handle involving entering the right software code. (This writer would be tickled to write in this magazine exactly what Frontdrivers might restring in the way of VW code for previously unimagined options. Sad to say, that's probably going to have to come from a younger generation — or at least someone with more time to crack the code.) Hopefully, VW owners cannot get into too much trouble say, resetting the code so the rear view mirror tilts downward when shifting into reverse. That's not what concerns me.

It was inevitable that electrically enhanced suspensions be programmable for desired ride comfort and that such functions come under the control of the master processor. Such developments, with our what-have-you-done-for-me-lately demands, further lead to electromechanical steering and tied-in controls, to allow a car to park itself. Anyone who operates a computer is familiar with the Internet's lack of real security. Little surprise the recent "60 Minutes" revelation that tying in the car's brains to the Web can result in hackers taking control of the car. Hopefully, well paid security contractors can stay a step ahead of the terrorists, so again that is not what I am thinking about.

I am guessing few people consider just how many car functions had to be made robotic to make parking automatic. Remembering it was only 10 years ago that a highly automated

■ TURN TO PAGE 27

■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM

BALLOT

FOR ELECTION OF VWCA TRUSTEE-AT-LARGE



The Volkswagen Club of America has three nationally elected trustees-at-large to represent the interests of members-at-large — those not served by an affiliated local chapter. The term for this office is three years, and the terms are rotated so that one trustee is elected each year.

This ballot contains the candidates who have placed their names in nomination as well as a blank space for a write-in. Bylaws allow one vote per membership.

Completed ballot for this year's election must be returned to VWCA, P.O. Box 154, North Aurora, IL 60542 in time to be received no later than June 1, 2015. Ballot must contain a VWCA membership number and will be validated by a blind list of current membership numbers.

Ballots are counted and the winner is announced at the annual VWCA Convention. Terms of office begin on Sept. 1.

CANDIDATE

(Vote for one)

FRED ORTLIP, St. Louis, is the longtime VW AUTOIST editor and VWCA member-at-large for 36 years.

WRITE-IN _____

INSTRUCTIONS: After voting, members may tear out this page, fold and mail or make a photocopy. **Membership number can be found on the Autoist mailing label directly above the member's name and must be included.**

BALLOT MUST BE RECEIVED BY JUNE 1, 2015

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FRONTDRIVER ■ FROM PAGE 24

Touareg managed to complete the Defense Advanced Research Projects Agency's road challenge without a driver, small wonder Google recently demonstrated a fully robotic taxi.

We are on the verge of having driverless cars sharing our roads, folks. It has to happen — people will demand it. However, unlike the insurance lobby that bought politicians and forced the air bags on the public without any

idea how they would work in the long run, I suspect the weak link in the path to the autonomous automobile won't be the hardware. There is already discussion about how the robot car operator will react faster and be smarter than its human counterparts. When you see today's easily distracted drivers, it is hard to argue.

However, my thoughts here are shared, and the concepts date to at least Mary Shelley. Frankenstein's monster turned on its creator, a popular theme of horror stories and science fiction movies. Imaginative fiction and science writer Isaac Asimov (whom I was lucky enough to meet in 1971) long ago established the "three laws of robotics," which he speculated engineers would build-in to govern behavior of creations that, by themselves, could bring harm to humans.

Of the many works that followed, the famous 1968 film "2001: A Space Odyssey" went beyond the simple concept of a bunch of silicone and code going fatally wrong. Since HAL (Heuristically programmed ALgorithmic computer) had



VW's Touareg, from the DARPA road challenge a decade ago.

been built to serve its masters by supplying information, it was unwittingly driven crazy when it was told to withhold the information on the Jupiter mission from the astronaut crew.

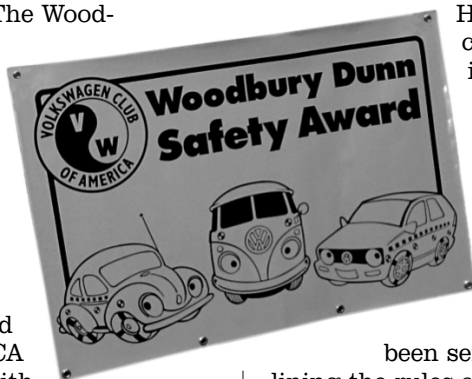
Forward thinking DARPA and DOD engineers are currently struggling with how to program a Predator drone aircraft to launch its weapons on its own(!). This is not like engineering the air bag, which is an exercise in finding a mix of components on a mass-production budget by deadline, and to hell with reliability over time in the harsh automotive environment.

Writing software is something our civilization has been struggling with since the invention of the digital computer. Jokesters suggest a car running with Microsoft would periodically stop for no apparent reason and would only restart when the windows were closed, then reopened. I'm not worried about a car stopped on the roadside waiting for the next software update. The problem will come when programmers fail to anticipate a conflict the machine's software cannot resolve. What will we do about that? **VWCA**

Woodbury Dunn Safety Award contest starts anew

The annual Woodbury Dunn Safety Award contest is now underway for 2015. This is the leading single safety endeavor promoted by the Volkswagen Club of America. The Woodbury Dunn Memorial trophy was established in memory of club member Woodbury Dunn, who was killed in an automobile accident in 1956.

Woodbury, a well-known and well-liked member at that time, was killed in his VW when a cement truck passed going up a hill and hit him head-on. The trophy is awarded once a year, at the annual VWCA convention, to the local club with the most effective safety program. As the actual original trophy remains in the possession of the VWCA, the winning local club will receive a beautifully engraved plaque and cool banner to display at



club events.

The VWCA would like to encourage each local club to have a safety director. However, if this position is not currently filled, each local club is still invited to participate in this competition.

The goal is to strive for overall safety of all club members and their families. By instituting this award process, we encourage all clubs to provide some level of a safety program for their members and VW vehicles. A letter has

been sent to every affiliated club outlining the rules and guidelines along with a letter of intent form. I encourage all clubs to participate in this important and fun program.

If you have any questions, please contact me.

— TOM KRAVCAR, VWCA SAFETY DIRECTOR,
CAR57CHEVY@COMCAST.NET

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.



Respected former VWoA CEO dies at age 86

J. Stuart Perkins, who built VW's U.S. framework and sold more cars here than anyone thought possible, died Dec. 25, 2014, in Sarasota, Fla. He was 86.

Mr. Perkins was one of Volkswagen's first U.S. employees when the American sales office was established in 1955. In 1964 he was appointed vice president and general manager and became president in 1965. In his tenure, he expanded VW's dealership network and increased sales figures in this country to nearly 600,000 in 1970.

Former VWoA executive Tom McDonald, who worked with the London-born Mr. Perkins from 1967-1978, called him one of VW's greatest heroes. McDonald said Mr. Perkins was a real "gentleman" who had the respect of employees, dealers, distributors and its business partners. This "classy Brit," says McDonald, built VW into one of the most successful American business stories.

Mr. Perkins retired in the late 1970s after the merger of Volkswagen of America with Volkswagen Manufacturing Corp. of America. VW moved its headquarters from its Englewood Cliffs, N.J., beachhead to a new one in Michigan. McDonald was appointed director of public relations at that time.

During his tenure as president, he enjoyed great success in expanding Volkswagen's dealership network and increasing sales figures in this country to nearly 600,000 vehicles in 1970. **vwca**

VW is moving to USB ports

Late adapter VW is officially dumping its often maligned media device interface, or MDI, for the more commonly used USB ports in its vehicles. The switchover will be seen in U.S. vehicles in the 2016 model year.

MDI works fine with iPhone or iPod-specific jacks for porting to VW's infotainment system. Android users have been forced to buy a separate USB adapter. VW is also planning a new infotainment system that works with Mirror Link, Android Auto (Google) and CarPlay (Apple) mobile interfaces. **vwca**

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

DRIVER'S SEAT ■ FROM PAGE 3

his No. 53 Beetle (see Page 6). Cool! It's a great gateway trinket that could inspire a lifelong passion.

■ **VW PLASTERS DETROIT:** You couldn't miss the fact that the Germans were in D-town. VW erected two billboards: "Big Three, meet the Big Four" at Cobo Center (Detroit show venue); "It's a win, win, win" near Fishbone's cafe. Each one proclaimed that VW's Golf family won *Motor Trend's* Car of the Year Award. The Golf quartet comprises the TSI, TDI, e-Golf and GTI. Each model sports a different mill.

North American International Auto Show Highlights:

- VW Group reports worldwide sales topped 10.1 million, a record.
- VW's Golf nabs North American Car/Truck Of the Year.
- VW's showstopper: Cross Coupé GTE concept premiere.
- Audi unveils new lower, lighter Q7.
- Bentley announces its upcoming



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.

crossover's name: Bentayga.

- VW's new tagline: "Isn't it time for German engineering."

■ **PRESS PRE-**

VIEW: It was a chilly. Tom and I trekked through a snowy weather to VW's Sunday night media reception at Fishbone's Cafe near that "win, win" billboard. This soiree, a mere 16 hours before VW's Monday



press conference, let us wine and dine with VW's movers and shakers.

CEO Michael Horn, like Kevin Costner before a big game, delivered a prep talk: VW is going to become a North American player. The means high-level meetings, new products, American research and development and just for dealers—shortened product cycles. Dealers want quicker refreshes and sooner significant makeovers. That way, cus-

tomers who turn in leased vehicles can opt for newly minted VWs with up-to-date content. And VW will amp up its technological prowess with publicity generating tricks like the gesture-control Golf R Touch that wowed the press at the Consumer Electronics Show.

Following Horn, VW Group/VW Brand chief Martin Winterkorn took the podium. He announced big numbers. VW delivered 10.14 million units during 2014; that's four years ahead of its "Strategy 2018" goal. This milestone beat GM and tallied up about 100,000 units less than Toyota's. VW has doubled its brand-name sales to 6.12 million vehicles in just one decade! Time to party, almost.

VW didn't surpass 10 million due to robust North American demand for VW branded products. Winterkorn, therefore, acknowledged that

VW must not complain, it must “tackle challenges.”

Audi, in contrast, posted another American sales-year record with December trumping all—its best month ever in the USA. That’s about 50 months of year-over-year sales increases!

Overall, U.S. vehicle demand is driven by light trucks—especially crossovers. While Audi and Porsche have competitive luxury “trucklets,” VW’s hasn’t cracked the volume-selling hotspots: Toyota’s Highlander or Honda’s CR-V.



Gov. Bill Haslam

Winterkorn revealed VW’s counteroffensive, a timetable for as many as four American-market SUVs/crossovers. The potential big seller is the CrossBlue, a seven-passenger mid-size vehicle slated for production in 2016. A North American-built long-wheelbase Tiguan arrives in 2017.

Then, Winterkorn teased us. In a few hours, VW would premiere the Cross Coupé GTE concept. If you clap like mad, that machine, which hints at the brand’s new design direction, will be built. Not into clapping? No problem: a significantly refreshed Touareg arrives this year.

Sometimes you must sell the sizzle. VW insiders say that behind their glossy show cars were high-level meetings with politicians (three governors), particularly Tennessee’s Bill Haslam. These talks centered on the memorandum of understanding between VW and Tennessee. At stake: \$300 million in tax incentives, if VW builds the CrossBlue in Chattanooga. VW’s Cross Coupé, therefore, is a ploy. It’s what VW can do with its Golf-based flexible modular toolkit that’s underpinning the upcoming CrossBlue.

Here’s what’s cooking. Besides tempting enthusiasts with VW’s upcoming design trends, VW’s concept vehicle is meant to show Ameri-

can lawmakers what their money could buy. VW wants to build vehicles in the U.S. It means more American jobs. VW’s management, however, is concerned. It’s possible that some Tennessee lawmakers might nix its tax incentives, as a United Auto Workers local is close to organizing VW’s plant. To cool tempers, VW created a means for plant employees to meet with management last year. In Detroit, it put the spotlight on its future products, deflecting attention from the labor situation that has overshadowed its production plans.

There’s yet another purpose: VW says it will add 100 more U.S. stores by 2017. They will open in time for VW’s American-oriented crossovers.

■ **IT’S A WINNER:** On Monday morning, the Detroit show’s automotive press events commenced. Website car master Marty Padgett presented the NACTOY winners: VW’s Golf and Ford’s F150. VWoA’s CEO Michael Horn accepted the award for the Golf. The seventh-generation Golf, which arrived in the USA last summer, is a trophy magnet, highly decorated by the motor-



VWoA CEO Michael Horn (left) with VW development executive Heinz-Jakob Neusser and the NACTOY award.

ing press. Yet, beating Ford’s Mustang and Hyundai’s Genesis tickled Horn. He had kind words for the Genesis, a former VW designer developed that car. Horn and VW development guru Heinz-Jakob Neusser

DRIVER'S SEAT

posed with Golf and the translucent trophy.

Later that day, VW's press conference attendees went into a trance listening to an electronic/techno duo Booka Shade from Berlin. VW's



new Das Auto tagline — Isn't it time for German engineering — was stage right. The old tag: That's the power of German engineering. One wonders. Wouldn't it be better to say: It's time for German engineering? Winterkorn kicked off the session by saying the Golf's NACTOY win shows VW is headed in the right direction. He then discussed 2014 sales figures, plans for North American SUVs/crossovers and a five-year plan to invest \$7 billion in America.

Next up, Michael Horn VWoA's CEO: He proclaimed that winning the NACTOY was a terrific way to start off a new year. Jurists handed the Golf 256 points, topping Mustang's 204. Horn then turned to VW's storied past—2015 marks VWoA's 60th anniversary. Today, VW will offer fresh products and enter new segments. Coming: a significantly refreshed Passat (new look, new equipment), the high-performance Golf R and the Golf SportWagen.

The Golf SportWagen, with as much as 66.5 cubic feet of cargo capacity, arrives at dealers in April. Prices start at \$21,395 for the turbocharged 1.8-liter S model with five-speed manual transmission (TSI). Diesel versions (TDI) begin at \$24,595. VW says content-adjusted prices are down \$700 for the gas version and up to \$2,000 for the diesel. The car is lighter, yet has more interior room than the outgoing Jetta SportWagen. VW usually doesn't include destination charges in its list prices.

After a video presentation of VWoA's key moments in the American zeitgeist, the Cross Coupé GTE plug-in

hybrid concept silently moved toward the center-stage turntable under electric power. German executives including design chief Klaus Bischoff

posed with the handsome metallic-blue show car.

The following day, Gov. Haslam checked out the Cross Coupé, one of several politicians who moved through VW's exhibit.

■ **AUDI: MORE CROSSOVERS AND SUVs:** At Audi, the press conference was Teutonically punctual. Magic was in the air. After presentations by Scott Keogh (American chief), German sidekick Rupert Stadler, tech expert Ulrich Hackenberg and sales ace Luca de Meo, Audi presented an elaborate Bourne Identity-like video, a thriller. Through a series of stunts, a large cartoon made its way via rail, helicopter and more to Detroit. Then, Audi's magic box arrived, as if lifted onto the stage by balloons. Inside: the new much lighter Q7 SUV. Joining it on the stage: two colorful crossovers the Q3 and Q5. All three sported Audi's fresh front fascia treatment—metal-like finish at the grille's sides suggesting a vintage radiator-surround. Audi operative Brad Stertz says engineers shaved off nearly 700 pounds in ugly fat, turning the Q7 into a highly competitive vehicle suited to American appetites for luxury crossovers. Conspicuous: Korean show goers whipped out tape measurers and cameras to uncover every secret of Audi's sleeker, leaner magic box.

One presentation caught my ear. Luca de Meo's pronunciation of TFSI was in German rather than English: Tay Ess Eff Eee, Detroit's show is

definitely international.

**■ BENTLEY:
ANOTHER SUV:**

Bentley's insiders told me a secret word: Bentayga. That's what Bentley will dub its upcoming luxury SUV. But I had to keep my metaphorical lips shut until the press conference. Bentayga is word play: founder W.O. Bentley, Tiaga (as in a Swedish snow forest) and Rogue Bentayga (Canary Island mountain peak). I'm not making this up; they played an adventurous video of the corresponding thrilling landscapes. Not one image of Bentley stirring in his grave, though.

It doesn't roll of the lips as nicely as Mulsanne, Continental or Flying Spur. Instead it sounds like it's a creation from the wonderful folks who gave us Tiguan.


■ THE WRAP: One thing you should know: NAIAS press conferences are scheduled tightly herding journalists from booth to booth in search of the latest production vehicle, show car or teasing tidbit. It's nearly impossible to catch every high point. Thus, Tom Lynn and I divided and conquered. We rejoined before VW's press conference. We also met Marc Guetler, the chief who prepared the VW booth's fast-food favorite: currywurst.

This year's show wasn't as hyperbolic as those of yore. We saw instruments of power on several stages and some smoke and mirrors. Ford Italianate GT stole the show. This exotic 50th anniversary statement caught us by surprise, as Ford didn't leak a single word about its creation. One could say, it upstaged Acura's NSX, which



was unveiled later.

At Nissan, thunder and lightning introduced its new Titan pickup powered by an optional Cummins V-8 diesel mill. Ram flipped an amped up Rebel variation of its full-size truck onto its stage. Chevy trotted out a new more practical Volt and a small crossover Bolt based on Volt technology. Toyota unveiled the new Tacoma compact truck, and Buick showed its badge on an Opel convertible (Cascada) while also presenting an Avenir sedan proposal. Mercedes entered the coupe-like crossover market with its GLE. VWCA

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FOR SALE: 1979 Super Bee-

tle Convertible, fuel-injected. Mini overhaul to engine last year: R/R push rod tubes, injectors, points, plugs, rotor, cap, etc. Rusted areas on body sandblasted and



treated. Fender beading and right rear floor pan replaced. Entire repaint with original VW diamond silver color. New vinyl top with pad and headliner installed in 2013. Car has always been garage-kept and stored winters. Asking \$9,500 OBO. Car is located in South Carolina. Contact Ron Schmits at schmitsron@msn.com.

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

FOR SALE: VW air-cooled engines completely rebuilt. 36

horsepower, 40 horsepower, 1600cc single port & 1600cc dual port. Doug Nichols, (815) 389-6569 (IL).

FOR SALE: 1969

Karmann Ghia w/1200cc motor, runs, lights work, recent battery, regulator, fuel pump, ball joints and shocks. Was previously titled in Colorado and Cal-



ifornia. Pan and body are rust-free but needs an interior, window seals and exterior paint. Located in Illinois. First \$2,500 takes it home. Contact davidfichter@earthlink.net.

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: 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. 50 Years of VW in US (1999). New Beetle Turbo S Intro (Dec. 2001). New Beetle Convertible Intro (Oct. 2002). Phaeton Intro (2004). Audi A6 (2005). Contact Rich at rgvant@juno.com.

New Members

CALIFORNIA: Charles Finney, Del Mar; Ronald Taylor, Madera; Mark Henzel, Pasadena

COLORADO: Ken Sacora, Berthoud

GEORGIA: Michael Fletcher, Alpharetta

ILLINOIS: Franck Gibney, Geneva; Roger True, Murrayville; David Hanke, Wheaton

MASSACHUSETTS: Candace Anderson, Grafton

MICHIGAN: Elizabeth McBride, Grand Ledge

NEW YORK: Leigh McQueen, Brooklyn; Gillian Handzo, North Chili

NORTH CAROLINA: Dennis Long, Sanford

SOUTH DAKOTA: Todd Flickema, Sioux Falls

TEXAS: Bob Tarpenning, Cleburne

WISCONSIN: James Billger, Beloit

Parting Shot

■ DON'T SELFIE AND DRIVE



Never mind the scourge of texting while driving. Between texts, some drivers in some places apparently take the time to shoot selfies, too, which can have serious repercussions as well. So VW has released a trio of print ads showing the presumably deadly consequences of doing so. Created by DDB Mexico City, the ads feature unconscious drivers at the wheel with an outstretched hand caught in the act of taking a selfie. They are accompanied by the tagline "Don't selfie and drive." Sure, the message appears to be only that "you're in for a real bruising" ... but point taken.

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



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VW Toon-ups

■ BY TOM JANISZEWSKI



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