



Autoist

PUBLICATION OF THE VOLKSWAGEN CLUB OF AMERICA



How a humble 1969 Beetle became a

MOVIE STAR CAR

Autoist

STAFF

Editor: Fred Ortlip, 621 E. Essex Ave.,
St. Louis, MO 63122; (314) 518-6162.
E-mail: vwautoist@mindspring.com

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

NATIONAL OFFICERS

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

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

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

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

TRUSTEES

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

Trustees At Large: Mark Kuntze, W810 Violet Road, Genoa
City, WI 53128 (until 9-15); Cliff Leppke, 3315A N. 47th St.,
Milwaukee, WI 53216 (until 9-16); Fred Frank, 56 Glenaire
Drive, Springfield, IL 62703 (until 9-17).

Local Trustees: Chicago, Paul Frauenfelder; Volkswagens
Over Georgia, Maurice Goldstein; Badger Beetles Auto Fun,
Kim Rodriguez; Central Florida, Rich Van Treuren; Northeast
Illinois VW Association, Dave Mortenson; State Line Volks
Folks, Tom Janiszewski.

CONTACT VW • AUDI

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

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

DEPARTMENTS

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

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

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

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

Activities: Greg Boltz (rallies, gymkhanas), 11007 S.
Harding, Chicago, IL 60655, (773) 239-2685. Ryan
Schulz (car shows), 446 Summersweet Lane, Bartlett,
IL 60103

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

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

HOW TO JOIN THE CLUB

VWCA membership in the U.S. is \$26, including initiation
fee. Includes applicant, spouse and all children
under age 21. U.S. renewals are \$20. New members
outside the U.S. pay \$32 and \$26 for renewals. Allow
six weeks for processing. Send check to VWCA, P.O.
Box 154, North Aurora, IL 60542 or visit our secured
website at VWclub.org (click Membership) and use a
credit card to join or renew.

AUTOIST INFO

The VW AUTOIST is published bimonthly by members of the Volkswa-
gen Club of America Inc., which is dedicated to helping the
VW and Audi owner enjoy his or her car to the fullest. Members
are welcome to submit manuscripts, photographs and artwork.
Contributions should be sent to the AUTOIST editor. Material
must be submitted by the 10th of the month preceding publica-
tion (for example, Dec. 10 for the Jan/Feb issue).

The Volkswagen Club of America and the AUTOIST are not affili-
ated with Volkswagen of America Inc. or its subsidiaries. Adver-
tising of products and services in the AUTOIST does not neces-
sarily imply endorsement or approval by the Volkswagen Club
of America.

■ CLUB MAILING ADDRESS

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

■ REACHING THE CLUB ONLINE

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

INSIDE

JULY/AUGUST 2015 • No. 480

FEATURES

- 6** ■ **MOVIE MAGIC:** Independent filmmaker gives Beetle a second chance to shine.
- 10** ■ **MID AMERICA FUNFEST:** 1,000 cars descend upon Effingham, Ill., for big VW meet.
- 13** ■ **VINTAGE MEET:** Big car show and air museum highlight event in Ypsilanti, Mich.
- 16** ■ **GOLF TSI:** VW's entry-level model has plenty of perks and an appealing price.
- 23** ■ **CRUMMY CAR:** 1986 Scirocco offers a certain beauty as a winter beater.

COLUMNS

- 24 • Frontdriver** | Richard G. Van Treuren
26 • Casual Collector | Steve Mierz

REGULARS

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

■ **COVER:** Crew members working on the film "The Good Blonde" prepare for a shot on the California coast involving a 1969 Beetle owned by VWCA member and correspondent Lois Grace.

Driver's Seat

■ BY CLIFF LEPPKE

Hot laps, heated seats at rally

It's called a pneumonia front: stiff northeast winds off Lake Michigan that roll back the calendar in eastern Wisconsin. We're talking wind-chill factor during May! This year's Midwest Automotive Media Association's Spring Rally was nearly frostbitten, as temps struggled to reach 49 degrees during the event at Road America near Elkhart Lake. Both manufacturer reps and the automotive media made mad dashes in the racetrack's paddock for a different kind of hot lap: heated seats and heated steering wheels.

Lovely Victoria Gagliardi, one of two VW reps, kept her hands

warm in the freshened 2015 Touareg—scheduled for the fabled track's off-road course. Meanwhile, VW's Mark Gillies braved the weather and slapped a track-ready windshield sticker on the 2015 Jetta GLI. Let the fun begin! Suddenly, that Jetta was in the track entrance queue. VW's hottest: the all-wheel-drive 292-hp turbocharged rally-bait Golf R. Other VW amusements: the Golf GTI (track) and the Golf Sport-Wagen (scenic roads).

While this isn't the German-made R's inaugural American racetrack opportunity, it was the first time at this venue, and Subaru and Mitsubishi offered their tur-



Golf GTI

■ TURN TO PAGE 28

■ CLIFF LEPPKE | LEPPKE.CLIFF@GMAIL.COM

Small Talk

■ VW • AUDI , QUICKLY

NEW & IMPROVED

■ WATCH THIS:

Volkswagen is pairing its Car-Net platform to Apple Watch functionality for several new VWs. The Car-Net app for Apple Watch will allow drivers to keep an eye on their vehicle from afar, perform remote functions and even get speed and boundary alert notifications to monitor certain drivers in their households. VW Car-Net is available on select trims of 2014 and later Beetle, CC, Eos, Jetta, Passat and Tiguan models and on all trims of 2015 and later Golf, Golf GTI, Golf R, Golf SportWagen and e-Golf models.



■ **VW RESTRUCTURING:** *Automotive News Europe* reports that the Volkswagen Group is planning a major restructuring of its corporate layout to feature a decentralized system with four holding companies managing the group's 12 brands. The 12 brands would be segmented based on parts, platforms and engines for improved efficiency.

■ **NEW TECH FOR TIG:** *Car and Driver* reports that VW is giving its Tiguan a major technology update for the 2016 model year in the form of VW's all-new MIB II modular infotainment sys-

tem, which features USB ports, a larger touch screen, improved graphics and the capability to use phone-mirroring software such as Apple CarPlay, Android Auto and MirrorLink.

■ **SIX INTERNATIONAL HONORS:** Volkswagen grabbed six honors in this year's International Plus X Awards, including one to its design team. "Best Product of the Year" went to VW's Passat Variant and Golf Sportsvan. The Passat Saloon, Passat Variant and Golf Sportsvan were honored in the "High Quality, Design and East of Use" Category.

MONEY MATTERS

■ **GOLF SOARS:** Fueled by the all-new Golf, VW of America reported May sales of 34,758 units delivered in May 2015, up more than 8 percent from a year ago. Golf family sales totaled 6,308 units, marking the best May for the Golf family since 2000. The e-Golf delivered 410 units for the month, the best month ever for the vehicle.

■ **TENNESSEE JOBS:** Expansion of VW's Chattanooga manufacturing facility to produce a new midsize-SUV and the opening of a North American Engineering and Planning Center could create approximately 9,800 jobs and add \$370 million in additional annual income, according to a University of Tennessee study.

■ **PARKINSON'S FUNDRAISER:** A VW Touareg and Tiguan are serving as support vehicles on 48-state bike ride to raise money for the Michael J. Fox Foundation for Parkinson's Research. Extreme adventure athlete and Michael J. Fox Foundation staff member, Sam Fox (no relation to Michael) started in June on his 14,000 mile journey across the United States into British Columbia, Canada, with a goal to raise \$1 million.

Retro Autoist

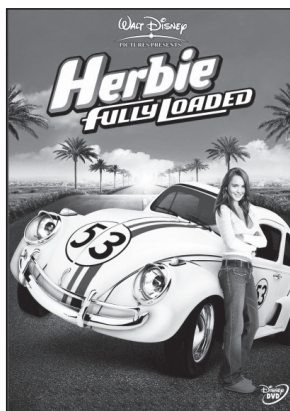
■ FROM THE ARCHIVES

10 YEARS AGO

■ JULY/AUG 2005:

Marking the debut of “Herbie Fully Loaded” in Germany on Aug. 4, Disney and Volkswagen are calling for the biggest Herbie parade in the world on July 30 in Berlin’s showcase street, 17 June Street, and asking support from Beetle fans. Those taking part will receive a free pass to the movie.

■ **JULY/AUG 2005:** Coinciding with the new-generation Jetta, Volkswagen has revived the Jetta name in Europe and dropped the name Bora. The new model made its German debut in early June.



20 YEARS AGO

■ **JULY/AUG 1995:** If perception is reality, German vehicles have the highest quality in the world, according to a new study. Of 2,580 vehicle owners polled in the world’s 20 largest automotive markets, 45 percent ranked Germany No. 1 in vehicle quality, compared with 23 percent for Japan and 21 percent for the United States.

■ **JULY/AUG 1995:** VW has added a second port to handle an increase in imports. A VW spokesman said Boston would handle about 25,000 Golf and Jetta models from Mexico annually, starting in June.

30 YEARS AGO

■ **JULY/AUG 1985:** Those scofflaws in Nevada want to make a deal with the feds: Let motorists drive 70 mph on the highways and Nevada will require them

to wear seat belts. Under the legislation, the change would go into effect next year. Sounds like a good trade for both sides.

40 YEARS AGO

■ **AUGUST 1975:** The July issue of the German magazine *Gute Fahrt* published a half page report on the VW Club of America. Shown are pictures of Ade Hanson’s Type 3 conversion pickup truck as seen at the 1974 VWCA convention in St. Louis and a VW-powered airplane, a pair of dune buggies and the rear of AUTOIST editor Steve Seifert’s former Squareback displaying 14 different VW club badges. The latter three pictures were from the 1973 convention in Dayton, Ohio.

■ **AUGUST 1975:** Volkswagen and American Motors Corp. have reached an agreement in principle for the purchase of 2-liter four-cylinder engines manufactured at the VW plant in Salzgitter, near Wolfsburg. Eventually, Audi engines will be built by AMC in the U.S. on an manufacturing line purchased in part from VW.

50 YEARS AGO

■ **JULY 1965:** New Volkswagen sedans are expected to begin rolling off the assembly lines at the rate of 2,500 a month when VW de Mexico completes its new 480 million plant about 75 miles east of Mexico City.

60 YEARS AGO

■ **JULY 1955:** As the VW AUTOIST grows in size, we hope every issue will provide enough tips and information to be worth the \$10 dues. We have all kinds of helpful articles being prepared that will allow you to enjoy your VW to the fullest. By next year, we expect to be publishing the VW AUTOIST monthly!



Bixby Creek
bridge near
California's
Big Sur

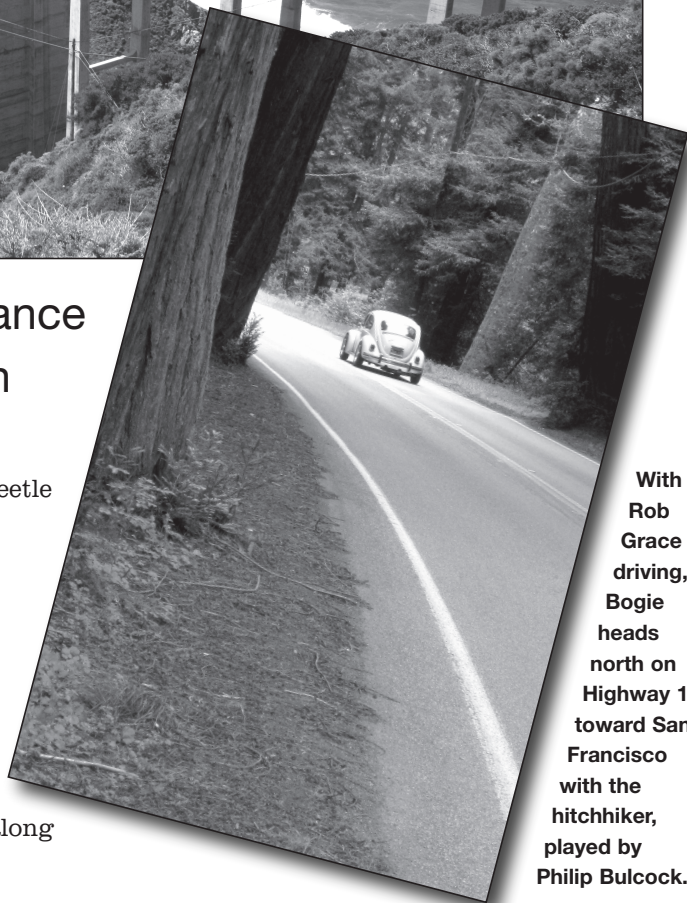
Beetle gets a second chance to adorn the silver screen

BY LOIS GRACE

The owner of an unassuming 1969 Beetle experienced the raw emotions of a pending movie role, careening from the highs of a planned three-day shoot for a little VW named Bogie to the crushing lows of a busted budget.

But in the end, my Bogie did more than just spin his wheels in search of movie stardom — he shined in his brief moments in the spotlight cruising the California coast near the Big Sur and a promised spot on the silver screen.

His owner — yours truly — went right along



With
Rob
Grace
driving,
Bogie
heads
north on
Highway 1
toward San
Francisco
with the
hitchhiker,
played by
Philip Bulcock.

■ LOIS GRACE | VLKSWMN@SBCGLOBAL.NET

with him on that emotional roller coaster, as we were told Bogie's big moment had been cut to nothing. It's hard to describe how it felt to have something this exciting be snatched out from under your nose.

The filmmaker seemed even more disappointed than I was, so I tried hard to cheer him up. Thinking I could suggest an alternative approach to getting Bogie back into the film, my powers of persuasion were not needed as he came up with a solution himself.

As described in the July/August 2013 *AUTOIST*, the producer of a British production company contacted my affiliate of the Golden Gate Chapter of the Vintage VW Club of America and after much communication and emailing of photos, he found Bogie to his liking.

The producer/director is Nic Saunders, the founder of the independent company. Nic and I had been in regular contact after he announced the plans for his trip to California to begin filming, and he and the crew would arrive in April 2014.

Nic's company, 14167 Films, has already made three movies based on short stories by Jack Kerouac. Our movie, "The Good Blonde," had been adapted from a short story by Kerouac, the famed novelist who pioneered the Beat Generation in the 1950s, and was the final film in a four-part series. The previous three parts have been shown at the Berkeley Film Festival and the Cannes Film Festival, and this one will be also.

Bogie's scene was planned for scenic Highway 1, south of Carmel, Calif. Originally, Nic was pre-

pared to pay for the use of my car, as well as put Rob and I up in the hotel where the crew would be staying. We were to have all expenses paid in the three scheduled days of shooting. But as time went on, it became obvious that the state of California was going to eat up a lot of Nic's budget, just for permits.

This movie, being shot on the central coast, required many permits for use of public land, roads and beaches. That is some expensive scenery, because the permits for just using the road and going in or out of any nearby state parks was nearly the entire sum that the company had set aside for the movie!

As a result, Bogie's part was pared down to nearly nothing. Nic emailed me right before the crew left the UK and laid out the bad news: The revised schedule was one day of filming (not three), with no reimbursed expenses (like food or gasoline), and the hotel stay for Rob and I was no longer required, as we could just drive the 80 miles home after we finished.

Probably the worst news was that Bogie would not collect a tidy little sum for his appearance, because the company simply did not have the money.

I thought about offering to play the part of "The Good Blonde" myself and save them a few bucks, but they already had an actress for the part. Nic's tone was gloomy because he was thinking he would have to do the film with one of the important pieces missing: the white VW Beetle that picks up the hitchhiker.

Just when it seemed that Bogie's role was ►



From left, Sadie Osbourne, Kasia Halpin, Nic Saunders and Philip Bulcock prepare for the bridge shot.

MOVIE

going down in flames, Nic emailed again with a barmy (crazy, in Brit speak) idea: What if Rob and I just happened to be free the day they were shooting? And what if we just happened to drive south 80 miles or so and ran into the company in Monterey? We could exchange greetings and then film a scene with Bogie doing his thing whilst driving across the Bixby Creek Bridge and traveling south or north down Highway 1 amid the trees!

While Nic admitted freely that he “would not be so cheeky as to ask you to volunteer” for this adventure, it was too late as my mind was already in the same place. In an instant, I had thought the entire thing through (what a great opportunity! And why do I need to get paid for this?), I’d told Nic we’d be in Monterey on that day. I just could not disappoint the Beetle by telling him we were not going.

And so it came about on a cloudy early morning in March 2014. We packed some snacks and headed south to Monterey and the hotel where my group of UK friends was waiting. After introductions all around — there were the two stars, the cameraman and sound guy and, of course, Nic and his assistant — we all piled into our cars and headed south out of Monterey onto scenic Highway 1.

The film crew had already shot some of the scenes on the beach the day before, and all that was necessary were Bogie’s Big Moments. The story involves a hitchhiker who is thumbing his way north on Highway 1 along the California coast. While in Big Sur, he catches a ride with a blonde in a white VW Beetle. Trying to get to San Francisco, the story is about his adventures and observations along the way. You can find this story, usually in a compilation with others by Kerouac, on Amazon.com.



Lois Grace (center) with the “other blonde” in the group, Kasia Halpin, and Sadie Osbourne. Lois said: “I loved these ladies. They were so friendly and funny and we were instant pals.”

The day was cloudy, foggy and cold, punctuated by a stiff breeze. Nic wanted a long shot of Bogie driving north onto the Bixby Creek Bridge, traveling across the bridge and around the corner of the beach cliff. This is a popular spot with tourists and locals alike, a short stretch with some of the most breathtaking scenery in the entire state.

The Bixby Bridge was built in 1931 and is one of the tallest single-span concrete bridges in the world: It rises 280 feet above the chasm below.

When the sun is out and shining on the waves, the bridge affords a view like no other. For this reason the spot sees a lot of traffic and there are various pull-offs for photo-taking.

All of this is great for sightseers and tourists but not so good for movie making. All I really had to do was drive Bogie from about a half-mile while the male lead rode, Philip Bulcock, in the passenger seat. It turned out to be pretty handy that I am also blonde, like the female lead, as when seen in

BOGIE AT A GLANCE

THE NAME • Bogie is short for Bogart. That came about because when Lois Grace met Rob Grace, he had a 1969 Beetle named Humphrey.

PURCHASED • 1975, from its second owner. He was Lois’ daily driver until 1998.

WEAR AND TEAR • Mileage is about 300,000 on what is believed to be five engines; three interiors; original paint.

LOIS’ OTHER VWs • Vernon, a 1959 Type II Single Cab (nearly 500,000 miles); he’s been in the family nearly 50 years. Oscar, a 1958 Beetle Cabriolet, bought in 1990. Gus, a 1990 8-valve GTI, bought in 1998.

the final cut, the driver will be barely visible and if anyone does get a glimpse, I will just look like The Good Blonde herself.

The original filming plan involved a helicopter (for off-shore shots of my car) and, later, another camera was to be attached to Bogie's hood for in-car shooting. With the budget cuts, the filming took place from a camera on a tripod, stationed on a nearby stub of a hill. That meant I had to drive past that hill, over and over and over. I'd turn around and drive back toward the camera, thinking "OK, this time he's got it."

And each time I'd see Nic waving me around to do it again. At every pass across the bridge, enormous motorhomes and tour buses would appear out of nowhere, blocking Bogie from the camera's view. Or, we'd make it halfway across the bridge and a camper towing a boat would start across the other way. It's very hard to make one of the most famous bridges in the country seem unused and remote. It seemed that the traffic would just not stop coming.

On each of our runs, Bullock seemed to be trying hard to stay in character and didn't say a whole lot while we were moving. He asked about Bogie, in a cursory, uninterested way.

After getting this done, we piled back into our cars and drove 20 miles south on Highway 1 to the redwoods near Julia Pfeiffer Burns State Park. Here, the redwoods take over and the highway becomes a paved, two-lane path through the forest. The ocean is not visible from inside this secluded place, but it is nearby. The script had our leading man walking out of the woods, carrying a ratty, leatherbound valise. He sets it down on the road's shoulder and waits for the white Beetle carrying The Good Blonde to drive up.

For these next few shots, Rob became the driver, and it was his turn to pick up "Jack" and drive off down the road with him. All they need-



Nic Saunders standing on top of the hill near the bridge, where all the shots done of Bogie crossing the bridge were taken.


ed was some footage of the white Beetle picking up our hero and driving away but, of course, this was also problematic as the cars kept coming. They had to wait while the gap between passing cars grew big enough to not be included in the scene. It was cold and cloudy, so while the guys were occupied with this task, I hung out in the BMW station wagon with the female lead, Kasia Halpin, and a crew member named Sadie Osbourne, as Halpin did her hair and makeup for the next scene.

With the work all done, we chatted and relaxed before getting into Bogie for the long drive home.

Busted budget notwithstanding, Rob, Bogie and I had a fabulous time hobnobbing with for-

real movie people. Even though we didn't make any money that day, we came away with something far more precious: new friends and an experience that doesn't happen to just anyone. And how's this for a capper? Nic says the movie's credits will include "VW Beetle played by Bogie."

I don't think any of us (including The Good Blonde's automotive star) is going to win any awards with this little indie film, but if Bogie is up for anything, you can bet I'll be there. Just look in the audience for the proud mom with the VW oil under her fingernails. **VWCA**



FARMERS
INSURANCE

Puyo "PJ" Zizich
Insurance Advisor

ZIZICH AGENCY

Auto	Umbrella
Motorcycle	Life
Boat	Bonds
Classic	Business
Renter	Commercial
Condo	Worker Comp.
Home	Group Health

Cell: 847-550-5500
Office: 847-805-8690
Fax: 847-637-2928
AllOneInsurance.com

Offices in: Lake Zurich, IL
& Oakbrook Terrace, IL

Proud owner of a 1967 Dune Buggy and a 1972 Baja Bug



MID AMERICA MOTORWORKS FUNFEST

ON A ROLL IN EFFINGHAM

1,000 cars from all over descend on 17th annual VW event

BY SHELL TOMLIN

It's hard to imagine that this was the 17th annual Funfest, but each year this event seems to get bigger. By 8 a.m. on Friday folks were already streaming into the Mid America Motorworks campus in Effingham, Ill. The few dozen VWs that appeared then would soon be joined by an estimated 1,000 cars from what seemed like all over the country. We spotted license plates from New York, Ohio and Texas, just to name a few. On the north end of the property, campers were already setting up their units for the three-day weekend, June 5-7.

Friday was also an orientation day — settle in, get your bearings, visit the company store in the Fun Dome, take a selfie utilizing the cool Splittie or Bay Window Bus facades, relax in one of the huge folding chairs (each



An old Bus becomes quite colorful.

■ SHELL TOMLIN | VWCLUB@AOL.COM



Dr. Darby Milnor (left) discusses repairs to a visitor's Bug.



TOP: VWCA member Cliff Oie accepts congratulations from Minnie Meyers for winning a Celebrity Choice award for his Purple Haze Meyers Manx (pictured above).

has enough cup holders for an entire six-pack!) or visit the MY Garage Museum. Most of the weekend swappers had staked claim to their spots by noon. All weekend long, the kids were invited to color the Bus, with brushes and paint provided by Mid America. We only hope they weren't inspired to do the same to Dad's VW when they got back home!

After lunch, it was a low-speed slalom race to test your driving skills and a work-in-progress preview screening of "The Bug Movie," presented by its producer Tony Alonzo. Around 4 p.m., cars began lining up for the cruise into downtown Effingham, where we gathered around the Town Square for a party sponsored by the Effingham Convention & Visitors Bureau. Volkswagens ringed the town square and even filled an adjacent overflow lot. It was a sight to see! The original Effingham Court House sits on that square and, after gazing at all the cars and swapping all our stories, we were able to go inside. The building is now a museum with numerous military and historical displays inside.

Saturday was the big day. While the official opening ceremonies began at 10 a.m., hordes▶

FUN FEST

of VWs were pouring into the place as early as 7:30. Group parking for clubs has steadily increased since it began a few years back. We like to think we created the concept when our members queued up just inside the registration gate so we could all park together. Now the club areas are prominently located with attractive club signs provided by Mid America.

Saturday also featured another preview showing of “The Bug Movie,” a panel discussion of experts with audience Q&A and an “Exhaust Wars Sound Off.” Some joked that the local police might be taking notes at this event! In the aptly named Install Dome, Dr. Darby Milnor and his MidWest Auto-Saver crew were busy performing repairs and maintenance and adding accessories to attendees’ VWs.

Special guests this year were Bruce Meyers and his wife, Minnie. Bruce, of course, created the Meyers Manx dune buggy that likely spawned the VW-kit car craze. VWCA and NIVA



An unusual bike-tryke mashup as a Beetle centerpiece.

member Cliff Oie received a Celebrity Choice award for his Purple Haze Meyers Manx by none other than Minnie Meyers herself! Bravo and congratulations to Cliff.

If you still had some energy on Saturday evening, Drew Baldrige and band took the stage at the Funfest Amphitheater. It was a late night finish to a long day.

Sunday was a bit more relaxing, with the event officially coming to a close at noon. Last chance to stroll through the swap area and pick up those bargains. Not to be outdone, Laurie Yager was selling off Mid America merchandise at heavy discounts in her “17-minute sales” in recognition of the 17th VW Funfest.

Our thanks to Mike and Laurie Yager and the entire Mid America Motorworks crew for another outstanding event. They always make us feel welcome; there are no strangers there, just VW folks you haven’t met before.

Plan to attend this event next June and check out this year’s photos on VWClub.org’s photo gallery. VWCA



Photo ops near the Fun Dome with giant chair just left of the Bus façade.



MICHIGAN VINTAGE FESTIVAL

FLOATING *on* AIR

Major car show,
museum put meet
on cruise control

BY SHELL TOMLIN

Years ago, our traditional Maifest was designed to create a venue for the VWCA's spring trustees meeting — to provide a fun component to our business matters. Currently, this meeting is handled by teleconference (thanks to the late Jack Lyman), leaving the entire weekend open for fun with our Volkswagens.

The Michigan Vintage Volkswagen Club fills the bill perfectly with its annual festival in Ypsilanti, Mich. While the headline activity is Sunday's huge car show, the Saturday activities vary, with this year being centered on the Yankee Air Museum in nearby Belleville, Mich. A slalom course was set up on the air field where participants ►

■ SHELL TOMLIN | VWCLUB@AOL.COM

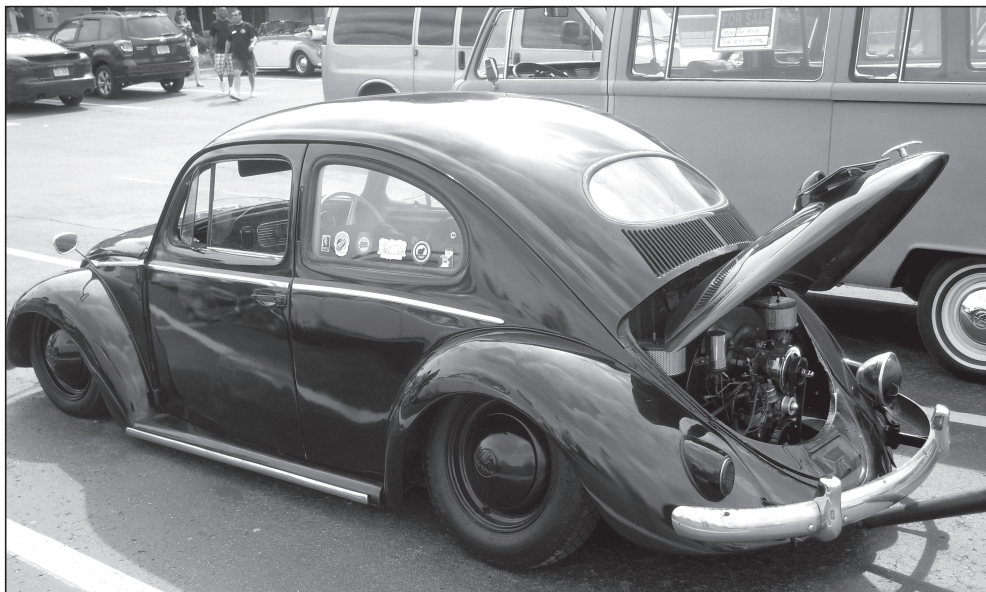
VINTAGE

could test their own cars, their driving skills and their nerves to race against the clock. Surprisingly, some of the best times were turned in a Bus! Afterward, we got a guided tour of the museum, where we got to see and touch dozens of civilian and military aircraft and view the various stages of fabrication. Airplane

buff or not, the tour was fascinating!

The cruise back to the headquarters hotel ended with a pizza party and impromptu car show, a precursor to the main event on Sunday. Chris Braden of Munk's Motors was on hand to answer questions, solve problems and even make a few adjustments to participants' cars in the parking lot. Many of us learned the fix or cure for nagging problems just by listening to others who had already solved them. This is what attending these events — and club membership is all about.

Of course, it's all about Volkswagens, too. Among the most unusual was a unique righthand drive 1955



Derrick McDuffey's 1955 Beetle started out as a "lefty."



CLOCKWISE FROM ABOVE: Chris Braden's mobile sound car. An exhibit inside the Yankee Air Museum in Belleville, Mich. Lynn Anderson's Herbie offers a friendly "Hi."

Beetle named "Sinister," owned by Derrick McDuffey of Holt, Mich. The car was "born" as a lefthand drive, but converted by Derrick himself using parts obtained from Australia and elsewhere. Why go to the effort? Derrick planned to be married in July 2015. He and new wife Denise were planning to honeymoon in Jamaica, where righthand drive is the norm, and he wanted to get used to it. Love knows no bounds!

Also competing for "most unusual" was Chris Braden's mobile sound car. Starting with a 1958 Beetle chassis, his crew added a newer front body section, a power inverter and speakers, enabling him to broadcast from anywhere on the vast acreage of Riverside Park during the Sunday show.

While the show is not judged, Best of Show plaques are usually available for \$20 with proceeds going to a local charity. This year's theme was "60 Years of the Karmann Ghia" (not to mention 60 years of VWoA and VWCA!), so Ghia models were the focus of their "Pass In Review" recognition.

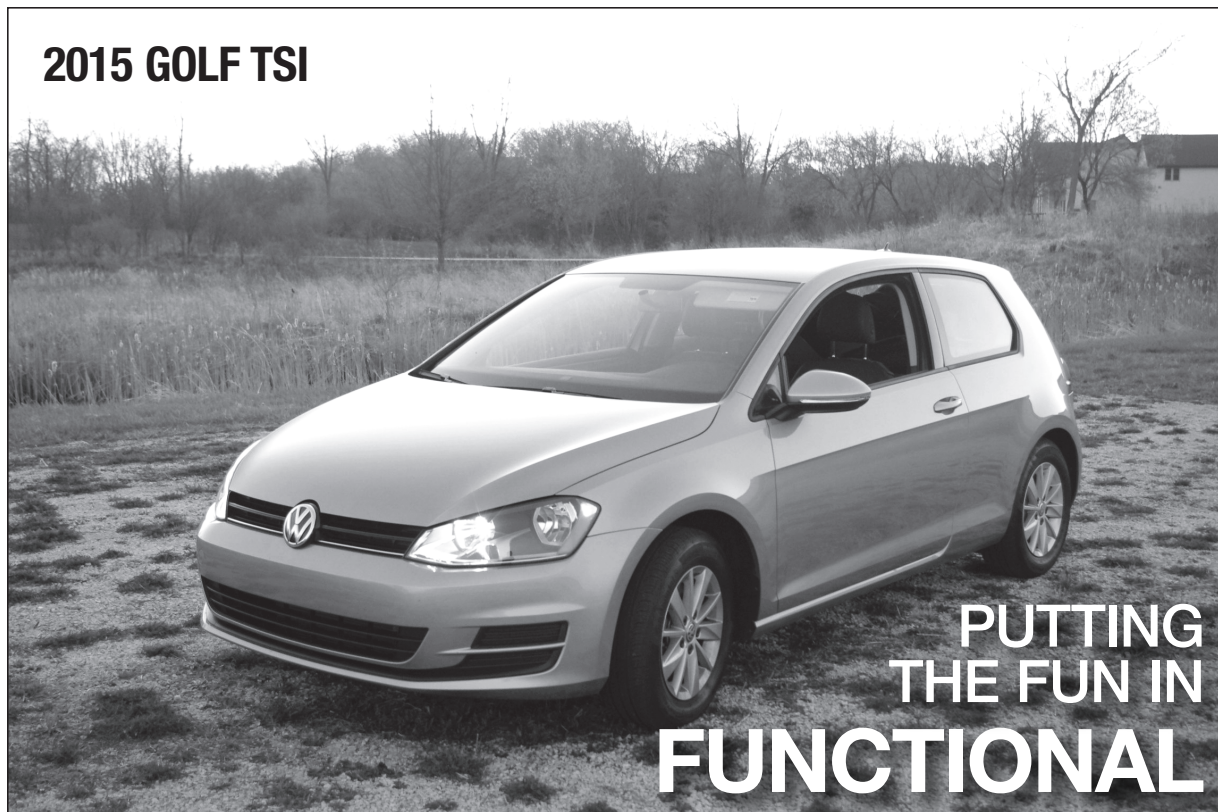
But owners of the nearly 200 other models in the show were eager to tell you the stories of their cars' rugged upbringing or now-pampered



lifestyle. And you could spend hours browsing the dozens of swap booths searching for that last little piece to make your restoration complete.

Check out the gallery on our website — VWClub.org — for photos of this year's Michigan Vintage Festival, and make sure you don't miss this one next year! **VWCA**

2015 GOLF TSI



PUTTING
THE FUN IN
FUNCTIONAL

BY CLIFF LEPPKE

Nearly 40 years ago, VW's Humpty Dumpty egg-shaped empire builder, the Beetle, had a big crackup. Its sales dived. Unlike the nursery rhyme, Volkswagen reassembled itself creating the Golf (Rabbit), an archetypal subcompact hatchback. A new institution was born; it's been the brand's mainstay ever since.

For 2015, VW hatched yet another winner: the seventh-generation Golf family built with the firm's MQB modular toolkit. I

sampled the lower, longer, wider, lighter TSI: the "S" model with 1.8-liter 170-hp engine version that's the starter in a lineup that includes diesels (TDI), electric (eGolf) and two high performance thrillers—GTI and R. There's also a handy Sport-Wagen.

The front-drive (of course) S is a sweet deal: an automotive Kalinda Sharma (aka Leela Tahiri, aka Archie Panjabi). Like the chameleon-like detective on CBS's "Good Wife," it's a seductively well-sleuthed compact car. It's as if VW spied on Golf drivers eyeing what



■ CLIFF LEPPKE | LEPPKE.CLIFF@GMAIL.COM

they wanted in their next Golf. Want space, it's got it; lower fuel consumption, it does that, too; well-tuned ride, done; and a modest price, try \$20,115 delivered. It's nicely equipped with perks like a Kalinda-approved leather-wrapped, flat-bottom steering wheel with switchgear.

I found the Golf's exterior fetching—a profile that pleases this hatchback fan. The car's new look still says Golf with the rear side-window kinks and chunky “C” pillars—echoes of the 1970s original. Cab-back styling, wider hips and a sleeker roofline are handsomely executed with gem-like faceted body panels. The only downside: it's bigger.

A dewy-fresh platform resides under the familiar silhouette. Some underbody pieces are similar to the last two generations of VW's worldwide best-seller, but differences abound. The front sub-frame is now stamped steel rather than alloy, the rear suspension pieces have been massaged and a finned underbelly panel manages airflow at the rear axle.

Under the hood, you'll find a complete makeover. The horsepower is the same as the outgoing inline five-cylinder gasoline mill, but this time it's an up-to-date turbo four with direct injection, cast in-head exhaust manifold, variable intake valve timing and several friction-reducing techniques. For routine servicing the oil filter and oil dipstick reside at the engine's top front, and nearby you'll see the electrical connections for the intake cam-tweaking device that ups the engine's power band. Torque is abundant at almost any engine speed, plus this engine sounds good when pushed. Balance shafts calm the mill's quivers. VW says the engine's timing chains are easier to service.

Tucked neatly below the cast-iron engine block is a honeycomb-ribbed plastic oil pan with sensors for oil level and temp. Attached to the output side: a long-geared five-speed manual transmission. Its ratios won't thrill a sports car driver (the

GTI's six-speed does that), but they produce outstanding fuel economy. We're talking a 3.39-to-1 final drive and 0.66-to-1 fifth gear. That means diesel-like low highway engine rpm: about 2,200 at 70 mph. I netted 42 mpg on the highway, 34 mpg overall. This was pleasantly achieved following the instrument cluster's info screen.

The manual shift program shows the selected forward gear. It indicates whether to upshift or downshift and shows which cog number. That info screen also pops up fuel economy tips such as coasting toward stop while in gear (the fuel injectors don't squirt during deceleration, when the engine's above idle speed), rolling up windows at highway velocities, the impact of the A/C

and a reminder to shift into fifth (fourth gear is also overdrive). Follow the shift program; the Golf is a smooth operator. Don't and the car protests with thrumming. Those moving from earlier Golfs will note this one rolls at 20-30 mph in second gear; fifth gear isn't ideal



below 45 mpg. The EPA numbers: 25 city, 37 highway, 30 combined.

The Golf's manual transmission has a soft feel both at the shift lever and the clutch pedal; fifth and reverse gear detents are subtle, same for the clutch pedal. Yet, the car never stalled, gear engagement: accurate.

■ MODESTLY PRICED CLASSY CAR: Get inside. Close the doors. Notice the solid whump. Manual controls adjust either front seat for rake, height, lumbar and the like. Legroom is generous. VW instrumentation is sensibly sane with purposeful analogue-style gauges. Deploy the key. The switchblade fob unfolds differently from before. Inserting the key into the column slot feels awkward. Yet, the engine lights with hardly a whimper. In motion, the car is quieter than most compacts with some road buzz on coarse

■ TURN TO PAGE 22

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

TENNESSEE

FRANKLIN: HALLMARK VW AT COOL SPRINGS, 620 BAKERS BRIDGE ROAD, 615-236-3200, P-10 A-15 L-10

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

TEXAS

HOUSTON: ARCHER VW, 10400 SOUTHWEST FREEWAY, 713-272-1700
HOUSTON: DEMONTROND VW, 14101 N. FREEWAY (I-45), 281-872-7200

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

HOUSTON: MOMENTUM VW JERSEY VILLAGE, 19550 NORTHWEST FREEWAY, 281-925-5000, P-10 A-20 L-10

UTAH

LAYTON: CUTRUBUS MOTORS VW, 1230 N. MAIN, 801-544-5878,
www.cutrubusmotors.com

OREM: KEN GARFF MOTORS, 195 E. UNIVERSITY PKWY., 801-374-1751

VIRGINIA

ALEXANDRIA: ALEXANDRIA VW, 107 W. GLEBE ROAD, 703-684-8888,

www.alexandriavw.com,

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: WEST BROAD VW, 9001 W. BROAD ST., 804-270-9000, P-10 A-20 L-10

ROANOKE: FIRST TEAM VW, 6520 PETERS CREEK ROAD, 540-366-4830
SPRINGFIELD: SHEEHY VW, 6601 BACKLICK ROAD, 703-451-2380

WOODBRIE: KAREN RADLEY VW, 14700 JEFFERSON DAVIS HWY., 866-756-9770, P-15 A-15 L-10

WASHINGTON

AUBURN: AUBURN VW, 3109 AUBURN WAY NORTH, 888-528-5280, P-10 A-10 L-10 AC

BELLEVUE: CHAPLIN'S BELLEVUE VW, 15000 SE EASTGATE WAY, 425-641-2002

BELLINGHAM: ROGER JOBS VW, 2200 IOWA ST., 360-734-5230

EDMONDS: CAMPBELL-NELSON VW, 24329 HWY. 99, 425-778-1131,
www.campbellnelson.com, P-10 A-10 L-10 AC NOT TO BE USED WITH ANY OTHER DISCOUNTS

SEATTLE: CARTER VW, 5202 LEARY AVE. NW, 206-782-7474, P-15 A-15

L-15

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

WEST VIRGINIA

HUNTINGTON: MOSES VW, 5210 US RT. 60 E., 304-736-5226, A-15
PARKERSBURG: LARRY SIMMONS, 1710 14TH ST., 304-485-5451

SOUTH CHARLESTON: JOE HOLLAND VW, 210 MAC CORKLE AVE. SW, 304-744-1561

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

WISCONSIN

EAU CLAIRE: KEN VANCE VW-AUDI, 5201 FAIRVIEW DR., 715-830-1111
LACROSSE: BOB BURG VW, 700 MONITOR ST., 608-782-8808, P-15 A-15 L-15

MADISON: ZIMBRICK VW OF MADISON, 1430 N. STOUGHTON ROAD, 608-241-5201, A-10

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

CANADA

ONTARIO: H.J. PFAFF MOTORS, 16885 LESLIE ST., NEWMARKET, 905-895-2366

AUDI DEALERS

CALIFORNIA

BURLINGAME: RECTOR AUDI, 1010 CADILLAC WAY, 650-348-0111

CERRITOS: MC KENNA CERRITOS VW, 18303 STUDEBAKER ROAD, 562-653-9000

CONCORD: AUDI CONCORD, 1300 CONCORD AVE., 925-771-2888, P-15 A-15 L-10

HUNTINGTON BEACH: MC KENNA VOLKSWAGEN, 18711 BEACH BLVD., 714-842-2000

LOS ANGELES: SANTA MONICA AUDI, 1933 PONTIUS AVE., 301-393-9922, P-15 L-15

WEST COVENA: AUDI WEST COVINA, 2016 E. GARVEY AVE. SOUTH, 626-384-3400, P-10 A-10 L-10

WOODLAND HILLS: AUDI AUTO GALLERY, 21301 VENTURA BLVD., 818-884-4411

COLORADO

FORT COLLINS: ED CARROLL MOTOR CO, 3003 S. COLLEGE AVE., 970-226-3000, P-10 A-10 L-10 AC

FLORIDA

SARASOTA: SUNCOAST VOLKSWAGEN, 5005 S. TAMiami TRAIL, 941-923-1700, www.sunsetautogroup.com, P-10 AC

INDIANA

EVANSVILLE: D-PATRICK, 200 N. GREEN RIVER ROAD, 812-473-6500, P-10 A-10 L-10

LAFAYETTE: MIKE RAISOR IMPORTS, 2912 E. MAIN ST., 765-448-4582

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

IOWA

DAVENPORT: VW OF QUAD CITIES, 3700 HARRISON ST., 563-386-1511, P-15 A-20 L-15 AC

MICHIGAN

MUSKEGON: MY AUTO IMPORT CENTER, 1860 E. STERNBERG ROAD, 231-799-2886

TRAVERSE CITY: TRAVERSE MOTORS VW, 1301 S. GARFIELD AVE., 231-946-5540

NEW YORK

LATHAM: LANGAN AUDI EAST, 723 NEW LOUDON ROAD, 518-783-5003, P-15 A-15 L-15

NORTH DAKOTA

FARGO: VALLEY IMPORTS, 402 40TH ST. SW, 701-277-1777

OHIO

DUBLIN: MIDWESTERN AUTO GROUP, 6335 PERIMETER LOOP ROAD, 614-717-4843

PENNSYLVANIA

KINGSTON: WYOMING VALLEY MOTORS, 126 NARROWS ROAD RT. 11, 570-288-7411, P-10 A-10 L-10

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

VIRGINIA

RICHMOND: WEST BROAD VW, 9001 W. BROAD ST., 804-270-9000, P-10 A-20 L-10

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-10 A-10 L-10

OTHERS

ARIZONA

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

PRESCOTT: PRESCOTT IMPORT CAR SERVICE (SERVICE ONLY), 710 RUTH ST., 928-778-9305, IMPORT SPECIALIST

CALIFORNIA

ESCONDIDO: KOTTER'S VW SERVICE, 242 N VINEWOOD ST., 760-489-6857

www.kottersvw.com, P-10, VW SERVICE SPECIALIST

SANTA BARBARA: TOP SHOP AUTOMOTIVE, 177 S. PATTERSON AVE., 805-964-6554, www.topshopautosb.com, L-10 AC, VW AUTO REPAIR

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

VENTURA: KARMMANN GHIA PARTS, 1604 MORSE AVE., 866-664-3724, P-10 AC, INDUSTRY PARTS DEALER

CONNECTICUT

WESTBROOK: CARDONE AND DAUGHTER AUTOMOTIVE, 177 BOSTON POST ROAD, 860-664-0727, www.cardoneanddaughter.com, AC, REPAIR SHOP

ILLINOIS

DOWNERS GROVE: SPAROMOBILE, 503 OGDEN AVE., 630-963-8482, AC, IMPORT PARTS STORE

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

OAK LAWN: G&H IMPORT AUTO PARTS, 9734 S. CICERO AVE., 708-422-9272, IMPORT PARTS STORE

INDIANA

FORT WAYNE: WERNER'S GARAGE, 7804 FRITZ ROAD, 260-489-9783, IMPORT REPAIR SPECIALIST

MINNESOTA

MINNETONKA: DUNE BUGGY SUPPLY, 2345 HOPKINS CROSS ROAD, 952-938-8877, AC, DUNE BUGGIES

NEW YORK

WATERLOO: SELECT EUROCARS, 0685 WATERLOO-GENEVA ROAD, 315-789-9368, P-5 A-5 L-5, INDEPENDENT VW & AUDI SPECIALIST

RHODE ISLAND

SOUTH KINGSTOWN: M & T MANUFACTURING, 30 HOPKINS LANE, 401-789-7720, P-5 A-5 AC, VW PARTS

WISCONSIN

GLENDALE: MOFOCO ENTERPRISES, 4170 N. LYDEL AVE., 800-558-8955, P-10 A-10 L-10 AC, AIR-COOLED PARTS

SUPPORT THE DEALERS WHO SUPPORT VWCA



pavement. Never heard a squeak either; its demeanor is what you'd expect in a more expensive auto.

VW's reputation for quality materials is largely maintained. Those up front get the royal treatment. Soft-touch dash and door panels, canted center stack with brushed metal-look inserts, leather-clad direction finder with glossy black hub and matte-metal-like trim. There's the adjustable center armrest with rear face vents. Cubbies: abundant including a below the driver's seat tray—a perk previously reserved for top-shelf models. And the overhead eyeglass holder ingests both specs and their cases.

The infotainment system is new, too. It's a 5.8-inch touch screen device with proximity sensor that summons touch points, when your hand approaches. There's an

AM/FM/HD/Sat tuner plus CD and SD card inputs too. The latter two are in the air-conditioned glove box. An Apple-device interface is employed rather than USB ports (the latter arrives in 2016). Bluetooth pairing works well with intuitive cellphone operation. It displays phone charge and signal strength with easy access to contact list. You can summon phone friends via voice operation. Just press the steering wheel's button.

This unit does more. It graphically presents the Golf's miles-to-empty. Unlike previous Golfs, this one isn't a Teutonic timekeeper. Clock displays are doused until the ignition is turned on. Previously, the clockwork was visible whenever a door opened.

Lamborghini-hexagonal low-beam lighting is exceptionally even. Headlights shut off with the ignition switch, as do parking lights. Door locks can

be programmed to unlock one or all doors—handy.

Power points: the 12-volt socket is near the shift lever rather than on the center stack, a nuisance. A socket in the bin below the silky climate controls is preferred.

Rear guests find ample seating with a center armrest or pass through for skis and the like. Side panels are hard plastic, but inserts and armrests are pliable. Besides cup holders in the armrest, there are two molded into the plastic seat surround. Both front seat backs have map pockets.



Rear cargo space is ample with the seats folded flat.

Cargo gets first-class treatment. Nearly every surface is carpeted, even underneath the spare tire. Aft seat-backs fold nearly flat and can be released from the seats themselves or with cargo-bay levers. The cargo floor is adjustable and can be removed for greater stowage height.

In motion, the Golf TSI is comfortable and

composed. The man-machine interface is among the best in this class imparting much of the goodness that makes the Audi A3 desirable. Steering effort is well-weighted, directional stability tops and the standard 15-inch alloy wheels and tires offer a compliant ride. Those seeking sharper steering response: opt for 16-inch or 17-inch wheels with lower profile tires.

Tall gearing means second gear does 20-30 mph without touching the throttle. Thus, you'll upshift a bit later than you'd expect. Stick-shift drivers will like the standard hill assist, which clamps the brakes for a few seconds after you release the foot brake.

Brake pedal effort is firm. Brake action: slightly grabby.

In sum, the winsome new Golf is a good egg.

VWCA

CRUMMY CAR

When ugly
is beautiful

BY CLIFF LEPPKE

The pleasure of driving worthless, ugly cars is rarely discussed in the guides to motoring bliss. You won't see praises to automotive junk-on-wheels in *Collectible Automobile* magazine. One is supposed to crave glossy paint, shiny wheels and an intact interior. Good seats are bliss regardless. When the new-car feel fades, it's time to trade it in and rekindle the fire. Yet, there's a liberty to a vehicle that an insurance agent won't cover with collision, theft or any means of loss compensation. It's so horrific that those around you clear a path as if you had a cherry on top. I think they move because they think the car's not insured.

For the past 15 years, a 1986 VW Scirocco has been my ugly winter beater. It's a sacrificial lamb

that saves my other VWs from salt exposure found on wintry roads that corrodes the exhaust, suspension and body. And it's the machine that takes the brunt of lousy weather mishaps. This relic of the Duran Duran era has winter tires (narrow 13-inchers) and an engine block heater. It's been raised a few millimeters by Bilstein shocks that prevent it from bottoming out on lousy roads.

I bought this "rent-a-wreck" from a VWCA member via the VWCA classifieds. I dubbed it the imposter Scirocco—the same color as my marathon 1983 RO. It was a sad story when I bought it. The gas tank was rusted out, the hood damaged by flying open due to a corroded latch

■ TURN TO PAGE 32

■ CLIFF LEPPKE | LEPPKE.CLIFF@GMAIL.COM

The Frontdriver

■ BY RICHARD G. VAN TREUREN

End of Eos

The sun has set on the Goddess of the Dawn. It's all over for VW's Eos, who will no longer

rise each morning from her home at the edge of the Oceanus. *Car & Driver* observed, "VW has officially decided to kill off the model midway through this year after a largely mediocre nine-year production run. ... The Eos boasted the uncommon and feeble one-two punch of being both too expensive and not flashy enough for its sales segment. When it debuted in 2006, the Eos plopped into the same waters Chrysler's more-affordable Sebring convertible had been floating in for decades; with less space and even more anonymous styling than the Sebring (later renamed the 200 before being discontinued itself), it's little surprise that the Eos fizzled almost immediately. Monthly U.S. sales peaked at just over 1,600 in June 2007, before gradually sliding to the low-three-digit range; last year, VW moved just 409 of the things in June and only 3,411 the whole year."

Sad to hear it. If anyone ever figures out the American automotive consumer and can predict exactly what is wanted and will sell in mass quantities, the Eos won't fit the description. That's fine. We're not afraid the sun won't come up around here; our 2007 Eos is doing OK. We plan to keep it that way.

Our little Eos has been a consistent performer, not just a pretty face or a sexy body. The turbo four will chirp the tires in the slightest turnout, pedal response that insures an ever-widening



Debbie Van Treuren with the top-up Eos and watching its roof disappear mechanically into the trunk.

■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM

grin proportional to the right foot's downbeat. Merging onto a crowded freeway or having to zip around a semi on a busy two-lane is far less a concern with its terrific power-to-weight ratio. And it comes to a straight-line stop with equal aplomb.

The novelty of the folding top never wears off. Although we probably don't use it as much as we could — you like air conditioning in Florida — it's top-down fun without the worries of a vulnerable ragtop. The dozens of motors and servos add up to what must be one of the most complex mechanisms ever put in a car, and the extended warranties refuse to cover them. But knock on wood, they've never given a moan or a groan. Don't forget, it's the industry's only hardtop convertible that also works as a sunroof and moonroof. Pricey? Check out the Mercedes look-alike.

That's not to say Eos has been as trouble-free as Mr. T, our 2008 Touareg. But most of the problems were fixed by silent recall. We just got our third set of tires (60K miles) but both had worn evenly without always remembering to rotate. The challenging underhood heat of any modern auto helped wear out batteries every three years (Mr. T still has his original!).

Styling wasn't flashy enough for the price, they say? Indeed, you have to look twice thinking it might be a rare two-door Jetta. However, fitting right into the VW lineup sets fine with us. Lots of cars have impractical back seats, but the articulating front seats make this one a lot easier



The Van Treurens' 2007 Eos gets a prime photo op with a space shuttle at Kennedy Space Center in 2009.

to egress. With the top up, the trunk space is adequate. Remembering most trips involve just the driver, or a couple, with small cargo, and you don't always need a 2-ton SUV.

Sorry to see Eos go. Kind of reminds me of the VW Pickup (earlier called Pickup Truck), which was criticized for lack of cab space, payload capacity and styling. But once they were all gone, the need for an open-bed in the VW lineup has left dealers frustrated in a truck-dominated market. At least we'll have a decent cabrio as an alternative to the lack of a folding top.

So long, Eos, we'll always love the dawn. vwca

Casual Collector

■ BY STEVE MIERZ

Finally Buggin' again

A lot has been going on in the months since I last penned a Casual Collector installment. We've been enjoying the refinished floors in our house (that I complained about last time!). I have to say they came out nice. It's still not something I would have done, but sometimes "family harmony" needs to be considered, and so we, of course, dealt with it.

The long, harsh ordeal of cleaning out my folks' old homestead also finally came to an end

this spring, and the house made it onto a Realtor's listing. It sat for a few weeks with some walk-thrus, but no offers until shortly after the price was reduced, and now we have a contract from a potential buyer. I am sure they will have an inspector find a whole bunch of stuff wrong with the house and then counteroffer at some lower price. The nice thing, however, is that neither myself nor my sister have to be hard-nosed about it. We just want it sold and over with. I must say, it's nice to have gotten to this point. It's been a lot of work. I am definitely looking

forward to the possibility of being able to do more fun car stuff this season!

The ability to do fun car stuff has also gotten a great boost with the reinvigoration of my ratty old '69 Convertible Bug (nicknamed "Creeky"), upon which I had some semi-major work to do this past winter. Not to bore you with all the nitty-gritty details, but I will try for at least an overview...

This '69 has been in our family somewhere around five or so years. It was purchased pretty cheaply but ran well and looked fairly solid upon an in-garage inspection. Its cosmetic challenges were plenty—still are, actually. Once we got it home and started to



It doesn't get any better than this — Steve Mierz cruising a scenic southern Connecticut shoreline roadway on a pleasant mid-May afternoon in his well-amended 1969 Beetle Convertible named Creeky. If you're wondering where Steve's right arm is ... well, someone had to take this photo!

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

poke around, however, we realized it had significant structural issues, which required year-long professional attention but resulted in a car that is now tremendously solid and confident-feeling on the road.

I have been trying to drive it as much as possible and have learned a lot about it along the way, probably also improving my own limited mechanical skills as well, with every challenge that driving an old car typically presents. Toward the end of last year's driving season, I started noticing a hesitation problem that I was not able to solve despite various carb and distributor rebuilding and tuning efforts (within my realm of capabilities, that is). The hesitation seemed to crop up when the car was fully warm, and the more I talked with fellow enthusiasts, the more it seemed that a clogged intake manifold heat riser could be the culprit. Apparently, if it's clogged, the base of the carburetor can run cooler than optimal, leading to condensation of the fuel/air mixture and resultant hesitation.

Central Connecticut's wonderful old-VW parts specialist Bug City (bugcity.com) came through with a fantastic-quality, used, OEM-VW manifold that was proper for my '69 Bug's 1500cc single port engine, with fully clear heat risers, plus a few other knick-knacks that I needed for this, and also my '70 Bug. I am continually thankful for the service that Bug City's head guy Dave provides to our local old-VW hobby/driving scene, dispensing the right parts and advice. Thanks again, Dave.

The project to replace the intake manifold turned out to be quite the ordeal—at least from

my non-professional-mechanic perspective. I have heard it's possible to do it without removing the engine from the car, but I highly doubt I would have been able. And once the engine was out, a lot of disassembly/disconnecting, etc., still had to be done. Somehow we muddled through, during the late winter months of early 2015.

Along the way I was also able to fix a couple of electrical issues involving a non-working tail light, which would not have been possible without having the engine out and an unobstructed view for wiring troubleshooting.

Over the past month or so, I've observed, tested and tuned, wherever, possible, trying to get the car to run well, and I am cautiously optimistic that I am making steady headway. (Apparently, the manifold wasn't the ONLY problem, but I'm sure it was a significant one). As the car is seeming to run better and better, I am also gaining more confidence to drive it more places, and on longer trips, so that's all cool in my world!

Anyway, on a beautiful sunny, late-May morning, I drove the Creeky '69 to work and really enjoyed it. I checked the odometer reading while filling the tank on my way. It read 21,249 miles, so we've put almost 4,000 miles on the car. It has most definitely not been a smooth road, but I sense a general trend toward improving smoothness as we continue to get to know the car better and deal with its idiosyncrasies. I just have to smile every time I get behind the wheel—it really is a fun car.

As always, please feel free to get in touch with me at any time by writing or emailing (addresses are at bottom of the previous page). **VWCA**



Friends of Our Club

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

DRIVER'S SEAT ■ FROM PAGE 3

bocharged all-wheel-drive track stars (WRX STI and EVO MR) for comparison. I tried them all with several R repeats on the four-mile course. If you want an R, you'll have to wait until VW sends another batch, some with six-speed manuals, as its first round has already sold out—it's that hot.

What makes the R tick is the high-output engine, and then there's all-wheel-drive. Differential locks ensure that those turbo ponies move the R without smoking tires. Brilliant. Just head to the starting line, turn off the stability program, shift the direct gear

box's lever into sport, pick sport for the suspension damping and steering effort, put the left foot on the brake, step and repeat for the right foot on the vertical pedal. When you get the green light, floor the right foot and release the brakes. It catapults you to fun. It's about five seconds to 60 mph.

Shod with 19-inch summer performance donuts (Bridgestone RE050 Pole Position), the R isn't cold-weather material. The track pro advised me to late-apex RA's turns.

That means you straighten each curve by heading to the outside as you enter, and then make a beeline for the mid-corner on the inside (apex or clipping point) and then head toward the exit's outside. The object: a straight line that doesn't put too



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 leppke.cliff@gmail.com.



The Golf R, outside and in.

much sideward force.

This year, the track's straights were coned, creating a chicane on one stretch and a funnel at another. The object: test one's mettle without twisting new-car metal. The R's special blue-needle instruments indicated 115 mph during one stretch. While RA's trackside was blurred, I noticed several spectator improvements including better seating at key vantage points and more race info signage. It's all part of a larger plan to make this fabled ribbon of

asphalt nearly a year-round motorsport park of speed.

While I'd like more road feel, the R's behavior on the Carousel's inside (nice big arc) evinced ultra-tight firm steering, flat cornering and a hint of throttle steer—you could modulate the vehicle's position by judicious application of the fun pedal. VW's tuned this one well; you really don't notice front-weight bias. A cross-differential feature that applies an inside brake for alert turning works seamlessly. Everything feels well planted. The wa wa wa from the engine bay was musical. There's a "Soundaktor," or exhaust resonator, that's meant to make the engine sound throatier. It pleased me, but some purists will disconnect it. Ride quality is very good for a cornering champ. Bewitching.

This rocket-red missile's fade-free firm brakes and supportive NASA-approved thrones embellish the thrill. I tried the "ordinary" GTI for comparison. The R feels like an entirely different animal—no front-drive push. The R, with an intuitive throttle-blipping automated twin-clutch DSG, is a riot. It lists for nearly \$40,000. The upcoming 2016 stick-shift version might start at \$37,000.

How does it compare with the Subie and Mitsu? Quite well. The R is clearly the most luxurious with fine trimmings, good noise suppression and cornering bump composure. The EVO disappointed. Either the rev limiter or the automated manual transmission shut down forward power when floored. It's like a summer blockbuster movie that promises lots of thrills but the plot is weak.

Subaru's hot one had a manual transmission; it took a while to get the shifter and clutch opera-

tion coordinated. The car felt a bit greasy, as if it were going to slide—though it didn't. It's a fantastic sports sedan, with that turbocharged flat-four growl.

Gillies says VW is pleased that it brought the R stateside ASAP. Ford plans to up the ante with its Focus RS. When the Blue Oval's alternative hits the streets, it's likely to overpower the R. For now, the R is one hot compact-hatch mamma.

The rally is a great for face time too. VW's public relations team did trackside chats. Gillies says the Golf's U.S. sales are doing as well or better



Golf SportWagen

than VW expected: a bright spot this year. Those numbers are inflated by the Sportwagen's shift from a Jetta model to the Golf. Yet, the regular hatchback model is also showing year-over-year increases. Due to rollout of several Golf models, there's more advertising—especially what the industry dubs second-tier TV spots. That means you'll see more Golfs on TV or even on signs at MLB ballgames. This is smart, as VW usually does a great introductory campaign and then little else to build interest. Deutsch LA is VW's ad agency.

Tanner Foust is in one of a series called "Old Wives' Tales." He pilots a Golf TDI (diesel) and ►

DRIVER'S SEAT

his companions are three kvetching older women (aka the Golden Sisters: Mary, Terri and Josie) who complain that diesels are slow. They're proved wrong with a rally-car thrill ride. After that much excitement, the overheated fast ladies humorously demand mouth-to-mouth resuscitation, preferably from adorable Foust.

Wagon masters will like VW's new Golf SportWagen. The version I tried lists for less than \$23,000. Under its hood: VW's 1.8-liter TSI turbo four mated to a five-speed manual transmission. It's smooth, quiet and ever

so practical. Its upright "C" pillars mean the rear side ports ingest people or cargo. The fully carpeted cargo bay, even under the spare tire, is nicely trimmed. The upright liftgate means ample cargo room, on par with earlier Passat wagons. The engine pulls; the stick shift version has some kick. It should tote freight and perhaps tow.

VW's Jetta GLI is sporting, but not nearly as engaging as the newer seventh-generation GTI. For 2016, the GLI gets driver aids and USB ports. VW is finally catching up with gear that everyday motorists expect in this smartphone, iPad world. Meanwhile, the Touareg sports updated driver gear (front assist with emergency braking), hands-free rear gate lift and a handsome chiseled look. At one time, the Big T's adjustable suspension height and two-speed transfer case offered top-notch off-road mobility. These were jettisoned for a better on-road experi-

ence. It has an eight-speed automatic transmission.

The rally, of course, lets your correspondent sample other automotive confections either on the track or nearby roads. I took Mercedes' S 550 coupe for a spin. It's elegantly trimmed from



The updated Touareg

what looks like a herd of cattle. The dashboard's contours are feminine. I'm still not a fan of Mercedes' shift lever that's a column stalk with a pushbutton. The big Merc was just one of several cars with virtual gauges (thin-film-transistor) color displays that wash out under some

lighting conditions.

Jaguar's long-wheelbase XJL has a fabulous backseat. You can create your own climate zone by fiddling with seat heaters, which is splendid. In contrast, Ford's Focus 1-liter EcoBoost, which is motivated by a turbocharged three cylinder and a six-speed manual transmission, proved more likable than the Fiesta with the same mill. Ford's rep says the Focus has improved sound management with laminated side glass. It's not a fast car but certainly adequate. Ford includes lots of sewn pockets for phones and other gadgets. Radio controls have been improved, too. It's up to you if you wish to spend about \$800 more to have less displacement.

One big thing: small crossovers. Besides Nissan's quirky Juke, Jeep's Italian Renegade, Fiat's 500X and the Korean Chevy Trax are the new darlings of small tall urban runabout set. None proved particularly endearing. The larger Honda

CRV, however, had a light “tossable” feel with firm ride. The smaller, and much awaited, HRV was seen but not driven.

Another big deal: touch-sensitive control panels. I’m not sure which one I found the worst, but one carmaker requires you to swipe your way to the desired interior temp. Just drag your finger between the blue and red

lines. Lousy. Cadillac is one brand that has pushed this silliness too far. But VW says it’s going with gesture controls for its next-gen Golf. Give me knobs and buttons, please!

BMW’s M235 seems to be the better muscle car. It’s a hoot. Just wish the folks at the Roundel could channel some of the Cadillac ATS-V sedan’s steering feel. Of all the cars I drove, the Caddy tickled my fingers the most with its road sense and generous feedback.

After a morning and afternoon of track work and side excursions, FCA’s Dodge division hosted dinner. Dessert was first: the unveiling of the 2016 Viper ACR, the fastest street-legal track Viper ever, says Dodge. The rear tires are 355mm wide (nearly 14 inches) on 11-inch wide wheels. Dodge tried. It disguised it with a cover draped over the double-bubble roofed Viper with huge aero wings. We all knew a wild-thing Viper resided underneath.

■ **WHEEL BENDING 101:** Whether it’s bad roads or today’s low-profile tires, there’s money to be made in fixing damaged wheels. Franchised alloy wheel repair vendors can turn a quick profit fixing valuable rims.

Often these wizards of wheel repair do their thing in trailers. You might catch one at a new car dealer. Look for a luxury brand such as Audi or BMW, where you’ll see a queue of tony rides



The Jaguar’s climate control unit — for the back seat.

ready for a new blemish-free lease on life.

I watched “Corey” perform the magic on two of my 14-inch snowflake-style GTI wheels. I bent them when my car crossed an area of a state highway where a crew had removed the concrete. The impacts also bent the lower control arm and twisted the rear axle brake hose.

Corey mounted each wheel on a stand with provisions for a dial indicator to measure how far they were dinged. Both had barrel damage—the funnel-like area below the rim’s lip. One had a bent lip too. After measuring, he placed a brake shoe-like device between the stand and the underside of the wheel. The shoe expands and pushes out the dent. Depending on where it’s placed, barrel and lip damage can be corrected. Experience is the key, as Corey took less than 15 minutes per wheel to straighten them. Cost: \$100 each.

Wheels that are more severely damaged can be sent to shops that weld in new pieces.

Another service: fixing blemishes such as curb rash. A jig for holding the wheels, breaking tire beads, and refinishing the metal is in the trailer. I was not permitted to see this process, but Corey and his crew quickly mended a slew of luxury sedans in a few hours.

■ **MASTERPIECE SPECIAL:** The 11th Milwaukee Masterpiece unfolds this year at Veterans Park on Milwaukee’s lakefront. Club day is Saturday, Aug. 22, and the Concours D’ Elegance is the next day. Expect 150 motorcars and motorcycles selected for this occasion to wow you with their beauty and or historical significance. No two Masterpieces are alike and neither are these car shows. Visit milwaukee-masterpiece.com for more information. **VWCA**

and the door handles had little metal left for their attachment.

It hasn't gotten better, as nearly everything underneath that Karmann welded to the unit body has perforated. That means items like the fuel filler, brake lines and fuel lines. The latter two have been replaced. And the area where the rear suspension attaches is paper-thin: a curse early Rabbit owners know well. Oldtimers say the rear axle liberates itself; I believe them.

Yet, the '86 RO is a smooth driver; its engine mounts and suspension bushings have been replaced, making it drive a whole lot better than it looks. Engine throttle response is lively and the shifter works precisely too. But the brakes aren't firm, as their lines aren't securely attached anymore. The odometer reads 269,000.

Ending this ride's life isn't easy. Despite the tortured skin and horrors of missing metal underneath, there's a certain freedom in motor-ing in a mess, an automotive freak show of worthlessness.

Think about it. Scratch paint, who cares? Door dings, oh well. Cracked windshield, drat. Kissed a concrete barrier—a bad idea—but we both survived.

I probably got the idea driving a wreck of a daily driver from my folks. They have a 1972 Squareback that survived an engine fire but was painted a dull silver blue hue—right down to the front seats, in an effort to rid all evidence of its original orange beauty. It's as if a previous owner just had to destroy any evidence of VW's original workmanship. In front, a tow bar was used for hauling it behind a Winnebago.

One summer, when my folks were away, I borrowed the Squareback and drove it to my place. My intention: make the car better by fixing the stuck front-brake caliper and tweaking the ignition and fuel systems. I succeeded at all three, making it tick like a fine watch. But the best part was driving a car that had a battering ram up front with large windows all around. Anyhow, the idea caught my fancy.

I never intended to drive the 1986 imposter

Scirocco for 100,000 miles and 15 years. I originally intended to use it while I mended the 1983 Scirocco's transaxle. Things changed.

Currently, I'm prepping yet another imposter Scirocco. That's probably the most quixotic thing I've done. It will be a cheap ride, another adventure, possibly. The thing is, these old cars are old cars, not late model anymore, and finding pieces such as the T fitting for the crankcase vent or a hose only adds to the quest. Many wear parts are obsolete.

If this car were the Statue of Liberty, its inscription would read "send me your tired, rest-less second-gen Scirocco parts, ASAP!" **VWCA**



Puyo "PJ" Zich
Insurance Advisor

Mobile: 847-550-5500

Office: 847-805-8690

Fax: 847-637-2928

AllOneInsurance.com

facebook.com/AllOneInsurance

Auto • Home • Life • Commercial • Health

JOHN'S CAR CORNER

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

Don't move! Without telling us. Unlike first-class mail, the AUTOIST will not be forwarded to your new address by the post office. Please help us out — send changes to VWCA, P.O. Box 154, North Aurora, IL 60542, or by email at vwclub@aol.com.

Members: Got a beef, a quip, a story (sob or otherwise), a point of view, a problem, a solution? Let us know.



Club Store

Deck out your favorite ride with these exclusive cool Carwear accessories. Remember, an accessorized VW is a happy VW. Order these today!



License Plate Frame

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

Regular price: \$6.00 **Club Member Price: \$4.50**

Logo Window Cling

These inside mount vinyl window clings are just the thing to add a little splash to your ride! They're removable, reusable and easy to apply and move. You'll want several. Regular Price: \$1.50 each **Club Member Price: \$1.00 each**



Car Badge

The ultimate in collectable Club memorabilia. The VWCA logo is featured in full color. Available **only** to VWCA members: provide your VWCA # when ordering. **Members-only Price: \$25**

Send completed Order Form with a check or money order payable to the Volkswagen Club of America to:

VWCA Club Store
P. O. Box 154
North Aurora IL 60542



Subtotal Amount	Shippin' & Handlin'
Up to \$5.00	\$2.00
\$5.01—\$20.00	\$5.00
\$20.01—\$35.00	\$8.00
\$35.01—\$50.00	\$11.00
\$50.01 and up	\$15.00

Order Form

Qty	Item Description	Size/Color	Price
Subtotal			
Shippin' & Handlin' (see table above)			
Total			

VWCA #: _____

Name: _____

Address: _____

E-mail: _____

Classified

RATES: Free to VWCA members (including photos). Non-member rate is \$5 for the first 35 words plus 15 cents per additional word. Photos are additional \$5 each. Includes posting on vwclub.org website with color photos. Advertisers must provide VWCA ID number or pay in advance. Ads may be revised to meet space limitations. Photos to be returned must be accompanied by a S.A.S.E. of appropriate size. Send to VWCA Classified Ads, 1554 Roanoak Ave., Aurora IL 60506. Ads requiring no payment can be emailed to vwclub@aol.com.

FOR SALE: 1990 Cabriolet, metallic green, new vinyl top and seats. Runs and shows well. Have records of restoration over last 8 years. 162,000 miles. \$5,800. (804) 436-1108 (VA).



FOR SALE: '71-72 VW Stick-automatic transmission complete with new clutch, converter seal and associated parts. Best offer or will trade for VW parts. Contact Dave at 630-784-1779 (IL).

WANTED: Front fenders for VW Thing. Need right-front but will consider a pair in good condition. Contact Dave at 630-784-1779 (IL).

FOR SALE: Are you missing a past AUTOIST issue — or two? VWCA has a small supply of back issues from 1995 to present, available for \$5 per copy, including postage and handling. Send your request with check or money order payable to Volkswagen Club of America to VWCA, P. O. Box 154, North Aurora IL 60542-0154 USA. Supplies are limited; first-come, first-served.

FOR SALE: 15 years of AUTOIST, No. 389 (May/June 2000) through No. 478 (March/April 2015), every issue except No 474. 89 issues, every page clean. Let's talk. Call Bob, (919) 546-0603 (NC).

FOR SALE: Original door panels from '74 Ghia convertible. Cards are in excellent, like-new condition. Color is called "Palisander," which is a reddish-brown used for some interi-

ors with Signal Orange (also called "Amber") exteriors. New vinyl in this exact color is not available in the aftermarket (trust us, we spent months looking), so these door cards are a very hard to find item. Asking \$175 obo, plus shipping. Contact Rick or Ann at alparis@hers.com, or (508) 255-3583. (MA).

FOR SALE: 1952-2009 VW Factory Shop Manuals: \$29.95-\$149.95. Aftermarket VW Shop Manuals (6 different publishers): \$9.95-\$34.95. 1954-1979 VW Restoration Manual \$37.95. Alex Voss, 4850 37th Ave. So., Seattle WA 98118, (206) 721-3077 or toll free (888) 380-9277.

FOR SALE: VW air-cooled engines completely rebuilt. 36 horsepower, 40 horsepower, 1600cc single port & 1600cc dual port. Doug Nichols, (815) 389-6569 (IL).

FOR SALE: New and used Volkswagen & Audi parts. John's Car Corner, Box 85, Westminster, VT 05158, (802) 722-3180 or email johnscarcorner@yahoo.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).

New Members

ALABAMA: Drayton Lester, Birmingham

CALIFORNIA: Stephanie Fleischaker, Costa Mesa; Robert Demello, Oakland

CONNECTICUT: Steven B. Hennessey, Milford; Patrick Barry, South Windsor

FLORIDA: Appaero-Closet, Navarre; Michael Strukonis, Orlando; Diana White, Orlando; Harold L. Brooks, Sanford; Chuck Henry, Wesley Chapel

ILLINOIS: Craig R.H. Laurent, Belvidere; Jeff Simpson, Bolingbrook; Jack G. Dodds, Chatham; Raymond Drozs, Chicago; William Miarecki, Downers Grove; Murray Bruskin, Gurnee; Terry Dompke, Inverness; Jerry Haan, Lansing; Michael Kroppe, Manhattan

INDIANA: Marsha Ellen Hughes, Anderson; Michael Cook, Cedar Lake

LOUISIANA: Tiffany Vidrine, Eunice

MICHIGAN: Leif Przytulski, Brooklyn; Steve Schmerfeld, Rosebush

OHIO: James Hollabaugh, Akron

PENNSYLVANIA: Brad Travaglia, West Leechburg

TENNESSEE: Corina Beebe, Madisonville

VIRGINIA: Stephen Dennett, McLean; Frederick G. Whittaker, Newport News

WISCONSIN: Thom Andre, Beloit; Ronald Clayton, Milwaukee

WYOMING: Donae Bezanson, Lander

Parting Shot

■ AT THE DRIVE-IN MOVIE



The 60th annual VWCA convention, held in suburban Chicago the weekend of June 12-14, bumped up against our May/June **AUTOIST** deadline, but here's a glimpse of some of the festivities. After the Friday night dinner, members trekked to the Cascade Drive-in, one of only two of its kind in the Chicago area. Northeast Illinois VW Association president Kirk Schulz (left) chats with Wes Jenrich as dusk settles in. That's Kirk's 1978 Beetle Convertible.

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



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

VW Toon-ups

BY TOM JANISZEWSKI

