May/June 2016 • No. 485

Autoist

Publication of the Volkswagen Club of America

www.vwclub.org

Autoist

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AUTOIST INFO

The VW AUTOIST is published bimonthly by members of the Volkswagen 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 publication (for example, Dec. 10 for the Jan/Feb issue).

The Volkswagen Club of America and the AUTOIST are not affiliated with Volkswagen of America Inc. or its subsidiaries. Advertising of products and services in the AUTOIST does not necessarily 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

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■ **COVER:** The scam was on as early as 2008, when this Candy White Jetta TDI Clean Diesel model, embellished with green plant matter graphics, was rolled out. In case anyone had a doubt, VW added the wording "Not a concept car."

Driver's Seat

■ BY CLIFF LEPPKE

Horn is seen as a key loss to VW

Lost, perhaps, in the fallout of Volkswagen's diesel emissions scandal was the sudden departure on March 9 of VWoA CEO Michael Horn, who replaced Jonathan Browning in 2014. From what the Autoist has learned from dealers and VW employees, Horn won them over with aggressive moves that thwarted reluctant German management.

Last fall, for instance, Horn admitted at the 2016 Passat debut in New York City that, simply translated, VW screwed up after being busted for intentionally cheating on diesel emission limits. Those frank words were generally well accepted in the USA, but there are hints that they ruffled feathers elsewhere.

Horn is also was praised for the $1,000 goodwill gesture to TDI owners, offering owner loyalty money and compensating dealers for lost sales. His departure is viewed as a major loss, a huge stumble by VWoA's parent company. *Forbes* suspects that Horn most likely left for legal reasons. He's the only major German executive who was a U.S. resident, and he is named as a defendant in lawsuits against VWoA. German publications, which often have the inside track on VW's moves, didn't know about Horn's departure until it was announced. Because the German rumor mill didn't know of a plan to oust Horn, it's likely that he wanted to get geographically farther away from the USA.

Farther down the chain, the affable Mark Barnes—VWoA's former COO—has shifted to a post at VW's Bentley Americas operation. Barnes has been VW sales chief since early 2014. His replacement is Ronald Stach. Barnes has excellent people skills and the Autoist has interviewed him several times, finding him genuine, the right kind of person who made time for VW enthusiasts like us.

Meanwhile, VW has announced a realignment of its U.S. operations. It creat-

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Small Talk

■VW • AUDI , QUICKLY

NEW & IMPROVED

■**T-PRIME CONCEPT:** VW rolled out its new T-Prime Concept in April at Auto China 2016, what company officials say is reflective of the future VW sport-utility vehicle. As expected, the car is chock full of high-tech marvels, including hybrid drive (electric motor, turbocharged gas engine, and battery) plus an infotainment display that merges with the interactive displays and controls, resulting in a new human-machine interface that VW calls intuitive, precise and fun to use.

AWARDS

■**E-GOLF:** The 2016 Volkswagen e-Golf was named Best Compact in the 2016 AAA Green Car Guide, a comprehensive report published annually by the largest member of the AAA federation – the Automobile Club of Southern California and its Automotive Research Center. AAA tests vehicles on the basis of 13 categories, including: emissions, fuel economy, crashworthiness, braking, acceleration, handling, cargo-carrying capacity, ride quality, interior noise, ease of entry and exit, maneuverability, roominess and visibility.

■**R8 COUPE:** The Audi R8 Coupe has been named "2016 World Performance Car" in the World Car Awards announced in March at the New York Auto Show.

MONEY MATTERS

■**FIRST-QUARTER SALES:** In the midst of its diesel emissions scandal, VW delivered more than 1.46 million vehicles to customers worldwide in the first quarter of this year, nearly on a par with the prior-year level. At just under 544,000 units, deliveries in March were down only 2.7 percent on the comparable prior-year period.

■**SOARING AUDI:** Audi set its 63rd consecutive sales record in the U.S. for March with 18,392 vehicles sold, an increase of 7.5 percent over the same period last year.

SAFETY FIRST

■**AUTOMATIC BRAKING:** VW was one of 20 automakers to announce that they are making a voluntary commitment to automatic emergency braking becoming a standard feature on new cars starting in 2022. The safety feature helps prevent crashes or reduce their severity by applying the brakes for the driver.

RECALLS

■**E-GOLF:** VW is recalling the 5,561 e-Golf electric vehicles it's sold in the United States since November 2014 due to a battery software problem. Customers will have to bring their cars to dealerships to get a software update.

Retro Autoist

■FROM THE ARCHIVES

10 YEARS AGO

■ **MAY/JUNE 2006:** Evoking memories of a major turning point in Volkswagen history, company officials announced at the New York Auto Show that when the Mk5 Golf hits United States and Canadian shores early this summer, it will be called "Rabbit." The name was last used on North American Golfs in 1984, ending a tumultuous period for VW's first water-cooled and front-drive model.

■ **MAY/JUNE 2006:** The VW brand achieved worldwide record sales in the first quarter of 2006, when 795,000 vehicles were delivered to customers during the first three months of the year. This is the highest start-of-year figure in the history of the company and represents a rise of some 108,000 vehicles, or 15.7 percent, compared with the prior-year period.

20 YEARS AGO

■ **MAY/JUNE 1996:** Most Americans might gaze at pictures of the fourth-generation Golf model and figure it's just a bigger version of the VW hatchback that is all but ignored in the United States. But VW sources say that 82 percent of the parts will be new. And so will the look—sort of.

■ **MAY/JUNE 1996:** VW Club members who have a computer and modem can get in touch with club headquarters via the Internet and commercial online services. The club's email address is vwclub@aol.com.

30 YEARS AGO

■ **MAY/JUNE 1986:** A poor man's version of the Porsche 944 may be the description of the Scirocco's replacement. The new model will be styled along the lines of the Porche 944 and no longer carry the Scirocco name, VW says. The new car, due out in the 1988-89 model year, is expected to have a sloping backlight and a rear jump seat. (Postscript: VW produced the Corrado from 1988 to 1995.)

40 YEARS AGO

■ **MAY 1976:** Ad copy: "Based on *Road & Track* magazine's consideration of hundreds of 1975 cars: There's only one 'best car in the world for under $3,500.' It's not Toyota. It's not Datsun. It's not Vega. It's not Pinto. It's not Honda. It's not Fiat. What makes the Volkswagen Rabbit a winner? Just about everything."

50 YEARS AGO

■ **MAY 1966:** A VW assembly plant will be built in Iran. Plans call for the assembly of about 2,500 cars per year. At present, Iran imports that many VWs a year from Germany.

60 YEARS AGO

■ **JUNE 1956:** Ronald D. Woolf, the secretary of the Volkswagen Owners Club of Great Britain, has notified us of the following: At a recent meeting of his club, it was decided that any member of the Volkswagen Club of America, upon visiting Britian, would be considered a member of the VW Owners Club of Great Britian and would be eligible for all privileges of that club for a period of three months.

■ **JUNE 1956:** The formation of local or regional VW clubs to be affiliated with the Volkswagen Club of America is gaining momentum. Among them: The Northern New Jersey VW Club, nicknamed the Jersey Broken Axles.

WINDFALL FOR TDI OWNERS?

Diesel agreement only hints at what's to come in June

By CLIFF LEPPKE

If this were vintage daytime TV, VW's executives would be host Monty Hall and its engineers would replace the lovely Carol Merrill standing next to boxes hiding possible pollution-control prizes. Their goal: Let's Make a Deal with the EPA and the California Air Resources Board, which are like contestants wearing bizarre rule-making or breaking costumes.

That deal was necessary because the Justice Department had drawn an April 21 line in the sand involving about 480,000 polluting VW and Audi models powered by 2.0-liter diesel engines. And on that date, VW, the U.S. government and CARB reached an agreement with multiple moving parts: VW will buy back the affected TDIs or cancel leases, repair them and offer "substantial compensation" for the affected owners regardless of which option they choose, U.S. District Judge Charles Breyer said in San Francisco.

As part of the agreement, the judge said VW will establish a fund to address environmental damage caused by the excess nitrogen oxide emissions — up to 40 percent above the legal limit — in addition to promoting green vehicle technologies.

In a statement, VW says it "intends to compensate its customers fully and to remediate any impact on the environment from excess diesel emissions." It added: "Volkswagen is committed to earning back the trust of its customers, dealers, regulators and the American public. These agreements in principle are an important step on the road to making things right. As noted today in court, customers in the United States do not need to take any action at this time."

The agreement in principle only teased owners, leaving many to speculate over what they can except in payback from VW. More details will be made public after a June 21 court date. But TDI owners will have ample time to decide their

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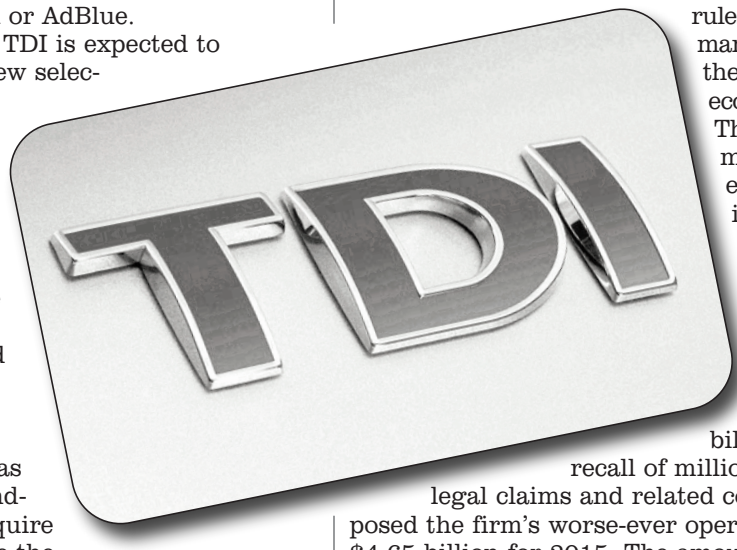
cars' fate — perhaps as much as two years. Vehicle values are considered to be fair-market numbers pre-dating the scandal. Obviously, many devils comprise the details.

About 80,000 3.0-liter V-6 diesels with VW, Porsche and Audi badges are excluded in the agreement. A resolution on those vehicles has yet to be agreed upon, and VW still faces hefty government fines for its emissions violations.

Many believe that older TDIs will be treated differently because of their original emission setups. The 2009-2014 Jetta, for instance, has a lean-burn trap, while the 2012 Passat has selective catalytic reduction or AdBlue.

So the early 2.0-liter TDI is expected to require a completely new selective catalytic reduction exhaust system. Installing that and its cost will be very high, plus there's talk that VW has a new larger catalyst that would require body modifications to install. This is what led to the speculation that VW would rather buy back these cars.



Cars with SCR such as the Passat and 2015-and-newer TDIs, should require less fiddling. They have the current standard in diesel emission systems.

Before the agreement, CARB enforcement official Todd Sax said the board might accept an incomplete repair of the 2.0-liter TDI mills in exchange for some other form of environmental remediation. Roughly 82,000 cars are affected in California. Some other states also use CARB rules. Whether VW's remedy doesn't meet the oxides of nitrogen limits or the onboard diagnostics systems don't meet specs isn't clear.

Thus, at this juncture VW's dirty diesel saga is far from over. But we do know that it will be the subject of at least one movie. And documentary filmmaker Steve Kalfer, a three-time Oscar nominee, is working on a VW diesel emissions crisis project called "Backfire: The Volkswagen Fraud of the Century." Kalfer, who is also a VW dealer, says his film will present the view of the participants he interviews. He says VW's American dealers have been hurt by the automaker's deception, as if "they've been thrown in the gutter."

Who's getting the "zonk" — that goofy gag gift that sometimes befell "Let's Make a Deal" contestants could be anyone who has a stake in VW's not-clean diesel vehicles.

In Europe, VW's 2.0-liter TDI Passat recall ground to a halt. It turns out that the fix doesn't meet carbon dioxide rules, which in layman's terms means the Passat TDI's fuel economy dropped. Therefore, VW must devise another fix. Other snags include who's doing the repair work and whether engine noise remains the same.

After setting aside $18.32 billion to fund the recall of millions of diesel cars, legal claims and related costs, VWAG posed the firm's worse-ever operating loss of $4.65 billion for 2015. The amount set aside to cover costs related the firm's emissions-cheating is more than double its earlier provisions and nowhere near the maximum it could face in U.S. penalties.

As ugly as it sounds, some investors see a bright spot—VW's future fate might be better than thought. Its April 21 deal and the amount set aside, for instance, hint that VW might not face the worse-case fine scenario. **VWCA**

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

BY SHELL TOMLIN

By the time you read this, it'll be close to panic time if you want to attend the 61st annual VWCA Convention in Rockford, Ill., on July 8-10, 2016. This is the last reminder to register before the deadline on June 20. You can register online through the Club Store on our website, VWClub.org. But be sure to mail in a registration form so we know where to send your acknowledgement. That will be mailed out to you on June 24. And the deadline for hotel reservations is even earlier — June 8 — so you'd better hurry.

You won't want to miss this:

Pre-convention meet-n-greet and cruise-in on Friday evening, July 8 at the Machine Shed Restaurant, 7475 East State Street in Rockford (just west of the I-90 exit).

Saturday morning check-in and membership meetings at our headquarters hotel just across the street at the Holiday Inn, Meeting Room C on the lower level, our hospitality suite.

Saturday afternoon cruise/rallye to test your powers of observation and navigational skills while introducing you to some of the more interesting (and strange) sights around Rockford.

Saturday evening awards banquet where we'll announce the winners of the Eberle Best Local Newsletter Award, the Woodbury Dunn Safety Award and the Wolfsburg Trophy for the most active local chapter. And we'll also recognize the member who has attended the most conventions, traveled the longest distance to the convention in a VW and brought the oldest Volkswagen to this year's event.

If you have an interesting collection of VW toys and memorabilia, bring it or them to Rockford and you may win a prize! Available space is just 2 by 2 feet per entry, so bring only your most fascinating item(s). And if you have an unusual or unique VW-related item, bring that along, too. We'll select the best one by ballot at the banquet. Mark this on the registration form so we'll have a display space set aside for you.

But wait! There's more! On Sunday, it's a short cruise down State Street to Alpine Park and the Stateline Volksfolks' Vintage Picnic (disguised as a car show). Your convention registration includes the entry of your VW in the show. Even if you

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don't bring your Volkswagen, come to the picnic and enjoy the camaraderie; spectators are always welcome. You'll see lots of VWs, vie for some door prizes, trophies and a drawing or two. Just be sure to bring a picnic lunch, 'cause food vending isn't allowed in the park.

Don't waste another minute! Make your convention reservation now, then come back and finish reading the AUTOIST later. Registration deadline is June 20, but the hotel is busy that weekend and can only hold our block of rooms until June 8. Use the registration form in this issue or print it from VWClub.org. Click on the "Events" button to get the form.

Keep watching VWClub.org and Facebook posts, at facebook.com/VWCluboFAmerica, for the latest convention information. See you in Rockford! You're in for a *grand* time! VWCA

REGISTRATION FORM
61ST VWCA CONVENTION

Rockford, Illinois ~ July 8-10, 2016

Name _____ VWCA # _____

Address _____

City _____ State _____ ZIP _____

Names of others included in this Registration _____

_____

Convention Registration includes Hospitality Room access, goodie bag, Convention dash plaque, Awards Banquet and show car entry in Stateline Vintage Picnic in Alpine Park on Sunday. Be sure to select preferred Banquet entrée when registering.

CONVENTION DEADLINE IS JUNE 20, 2016!

_____ Adult Registrations w/CHICKEN entrée @ $50.00 each . . . . . .$ _____

_____ Adult Registrations w/SALMON entrée @ $50.00 each . . . . . $ _____

_____ Adult Registrations w/VEGETARIAN entrée @ $50.00 each . . . . . $ _____

_____ Child Registrations (under age 10) w/CHICKEN FINGERS @ $18.00 each . . $ _____

Total enclosed: $ _____

Please check the activities in which you plan to participate:

_____ Friday Evening Welcome gathering at the Machine Shed Restaurant

_____ Show Car entry at Vintage Picnic _____ Mini Toy Display

_____ Most Unique VW Item _____ Oldest Volkswagen

Mail this form, along with your check or money order payable to "Volkswagen Club of America" to 61st VWCA Convention, 1554 Roanoak Ave., Aurora, IL 60506-1928.

Be sure to make your lodging reservations with the Holiday Inn, 7550 E. State St., Rockford, IL 61108, (815) 398-2200. Mention "VWCA Convention" to get our special room rate.

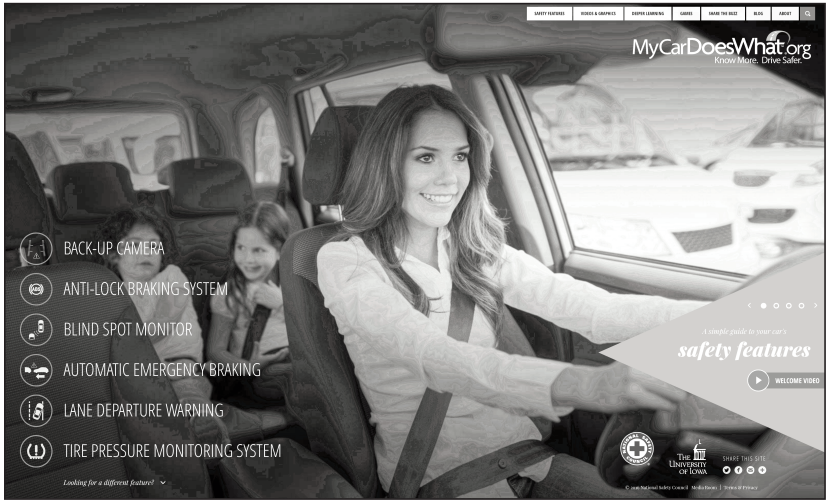
NOTE THAT OUR BLOCK OF ROOMS CANNOT BE GUARANTEED FOR US BEYOND THE DEADLINE OF JUNE 8, 2016. THIS IS EARLIER THAN THE CONVENTION DEADLINE DATE.

Hotel particulars

The headquarters hotel for the 2016 VWCA Convention is the Holiday Inn, 7550 E. State St., Rockford, IL 61108; phone (815) 398-2200. Mention the "VWCA Convention" to get our special rate of $99.95 per night, plus tax, for one king bed or two queen beds. Check-in begins at 4 p.m.; checkout is noon. Reservations must be made and guaranteed with a valid credit card no later than Wednesday, June 8, 2016. Note that this is much earlier than the convention registration deadline.

SAFETY IN NUMBERS

MY NEW VW DOES *WHAT*?



Website helps drivers navigate intricacies of new high-tech features

BY CLIFF LEPPKE

Time's March 7, 2016, cover showed an Audi convertible sporting three occupants—none in the left-front throne. The feature story: autonomous automobiles, the compelling case for why you shouldn't be allowed to drive. The author argues that computer-controlled cars are better drivers than humans. These machines are already here, poised to change everything.

Insurance companies, for example, might charge you a steep price just to steer your own vintage VW. Before that unfolds, your VW dealer offers subsystems for autonomous autos called "driver assistance." What these features do is the focus of this piece, which will introduce you to a website and apps that help master the brave new world of motoring.

What's a VW driver to do? The driver's seat is the centerpiece of our psyche. The instrument panel: an inkblot test of our sanity. The shift lever, steering wheel, throttle pedal are our man-machine connections to the road and our Love Bugs. Whether you name your car Betsy, wax it or say sweet words to it, it's difficult to imagine the same affection for a mega-potent integrated circuit with algorithms that orchestrate motoring. OK, we now have cars that respond to our voices, even let kids send text messages via their voices when Dad's away, as seen on TV in a recent VW ad. And we know what happened with Hal, Dave and the pod bay doors in Stanley Kubrick's "2001: A Space Odyssey."

Besides technological enthusiasm, easing traffic jams, finding parking places, saving lives and making motoring possible for young and old alike, the drive for self-driving automobiles is

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This 1956 issue of *Popular Science* envisioned future highways and cars operated by control towers and highway guide strips.

powerful; the subsystems for them might be in your driveway now. Computers currently decide when to crank the engine, shift gears, inject fuel, tweak the steering, place the speedo needle, modulate brakes and determine when to defrost your windshield. Software also prevents your car's hardware like the tires from slipping or skidding. These latter items are called driver's assistance. And VW is currently plugging items like forward collision warning with autonomous braking on TV ads to convey the message that its cars are technologically with it, says VWoA PR rep Mark Gillies. The current campaign is called "Safety in Numbers."

This brings us to a critical juncture: Do you know what your car does? For example, does that blind-spot detection depicted in magazine ads for the 2016 Passat see motorcycles? Possibly. What's Subaru's Eyesight? Is FCW the same as AEB or is LDW the same as LKA? Are you baffled by these abbreviations?

During a recent Hyundai product test drive, I mistook the rearview camera menu's pictograph for adaptive cruise control. I couldn't find the distance setting buttons on the steering wheel, and when the vehicle didn't automatically slow as I approached another ahead, I knew for sure that this icon was deceptive.

In contrast, a Kia Optima's rear-view camera included rear parking assist—it beeped the corresponding loudspeaker when you got too close to an object such as a snow bank. In tandem with the car's 360-angle surround view camera display, I saw and prevented what could have been an expensive winter-weather bumper basher.

That car's automatic high beams didn't dim when expected, but Mazda's CX3 aced that visibility aid well. And Scion's iA (make that Toyota as Scion joins Geo in the dustbin of automotive nameplates) for less than $18,000 has city braking. It summons the binders at speeds less than 12 mph, when it detects you're going smash into something ahead of you.

For the baffled, curious or confused, check out MyCarDoesWhat.org. This joint project funded by a Toyota settlement in California marries the University of Iowa's Human Factors and Vehicle Safety Research Division with the National Safety Council's mission to reduce motor vehicle crashes. According to the Iowa studies, driver error is responsible for 95 percent of vehicle crashes. And although traffic deaths have dropped between 2007 and 2011, motor vehicle deaths have climbed 8 percent recently. That's about 38,500 nationally. This increase is partly explained by the more vehicle miles driven last year, but those miles alone don't tell the whole story.

MyCarDoesWhat representatives made their pitch in April at the Midwest Automotive Media Association's luncheon.

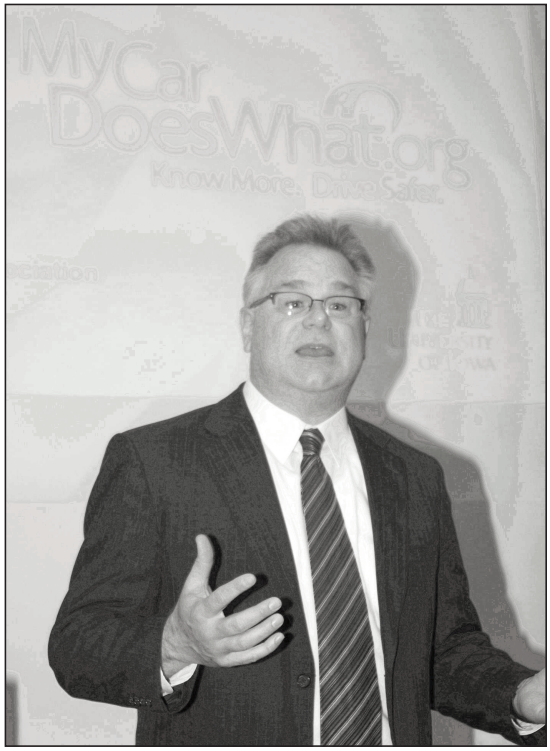
University of Iowa's Daniel McGehee and NSC's Alex Epstein say the public doesn't know enough about the new safety features advertised by VW and Audi. For example, the new A4 has optional turn assist (meant to prevent left turns into oncoming traffic) and traffic jam assist (turns on the cruise control's start-and-stop function, when front radar and camera detect slow traffic ahead).➤

DRIVER ASSISTANCE

Jam assist will also guide the car by adjusting steering based on traffic and lane markings. McGehee and Epstein are on a mission, therefore, to teach all drivers about the currently required features such as antilock brakes and newer ones such as lane assist or electronic stability program or its other name: vehicle dynamic control. Driver aids could play a big role in reducing single-vehicle crashes. For instance, lane keeping assist nudges the car toward the center of its lane. This should reduce crashes due to distraction or driver fatigue.

MyCarDoesWhat is worth a test drive. It utilizes several different approaches produced by Epstein from FAQ-like textual info to video vignettes including Rick and Scout his dog. Plus there's "Bridget curbside." She masterfully expresses the angst of reading an owner's manual. One of these approaches should work for you.

Surveys show people use different techniques to learn about their autos. Younger drivers look for car info via Google, whereas older ones call the dealer. Now you've got MyCarDoesWhat. And before you say you don't want driver assist features, remember that back in 1992 as study revealed a preference for paper maps over GPS navigation. Things change. The NHTSA, for example, will require by 2022 automatic braking to prevent collisions, and rear-view cameras are required for 2018.



Daniel McGehee of the University of Iowa says MyCarDoesWhat.org unlocks doors to understanding how new safety features work on cars.

Yet McGehee says, "it's like the Wild West out there." That's because nomenclature, abbreviations and even the icons used identify safety features lack international definition. Rearview mirror/camera systems vary—some are pictures, others superimpose the vehicle's path and distance and yet others offer audible alerts. Thus some safety gear is what the industry calls "showroom engineering" meant to wow you in a sales demonstration but not necessarily represent the best ergonomic engineering.

McGehee argues that MyCarDoesWhat helps you learn supervisory automation. Your vehicle provides information about the automation of its functions that you must interpret. For example, when the brake pedal pulsates and you hear popping noises, these are signals that the antilock brakes are active. Don't pump the pedal; push on it and steer. Should the squiggly lines logo illuminate, that's an indication that the traction or stability program has kicked in due to poor traction. It's slippery. I've found that Mazda's head-up display that projects the driver-aid pictograph that corresponds with the audible warning helpful in understanding the CX3's lane departure warning. Here are some recent safety features either standard or optional on 2016 VW Passats, Golfs and Jettas.

Forward Collision Warning (FCW): Cameras, radar or laser assess conditions ahead of your

vehicle and your vehicle's speed of approach. Audible or visual signals inform you of a potential crash. Volvo's XC90 can detect pedestrians and large animals.

Automatic Emergency Braking (AEB) adds braking to FCW.

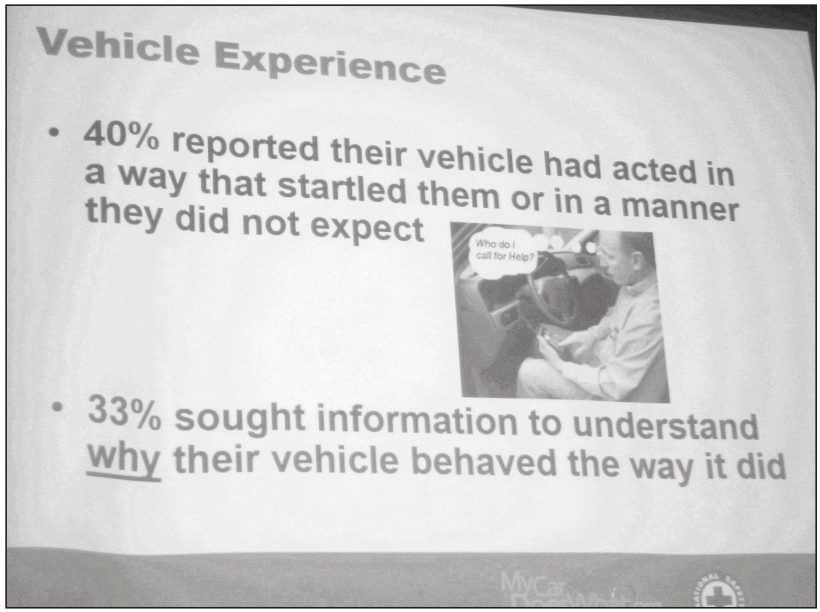
Lane Departure Warning (LDW) sensors cause audible alerts or vibrating seats when you're deviating from your lane.

Lane-Keeping Assist (LKA) adds steering input to LDW to put you back in your lane.

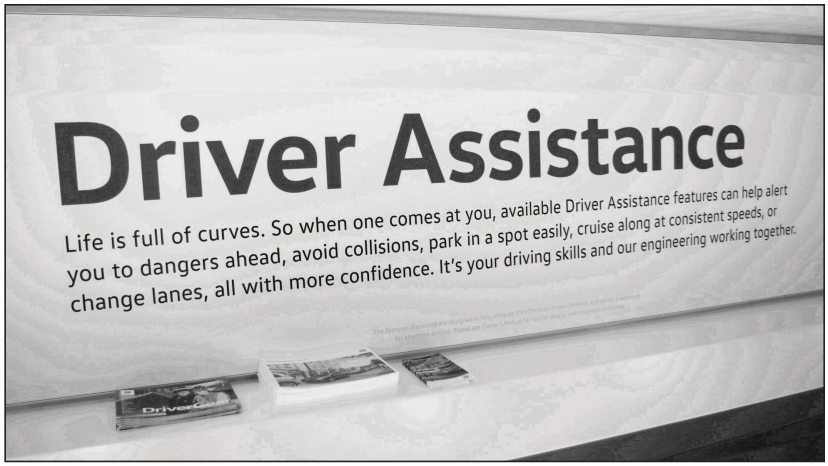
Adaptive Cruise Control (ACC) automatically adjusts vehicle speed in order to maintain distance between your vehicle and the vehicle in front of you. Some systems such as Audi's A4 can bring the vehicle to a complete stop and automatically resume forward movement when traffic permits. ACC could foul your ability to set the cruise control speed, though. If it detects traffic ahead, it won't let your vehicle accelerate while setting the cruising speed. This might trick you into believing the speed hasn't been set. If you keep pressing the set or + button you'll input a higher than desired speed. I inadvertently set 90 mph driving a Mazda CX3 when traffic cleared, leading to sudden unexpected acceleration. One must monitor the head-up pictograph of a speedo's mph number. VW offers head-up displays on some European models. Stateside, you must watch the instrument panel's icon.

MyCarDoesWhat.org is more than a website; it features an app for your smartphone and you'll see it at in action at convenience stores with gas-pump TVs.

Though MyCarDoesWhat is slated to end in December, officials are seeking additional funding to keep the program going. VWCA



One page of MyCarDoesWhat.org reveals why many motorists are unsure of what to expect with new safety features.



VW's Driver Assistance display, which includes a touch screen that explains the various safety features on newer models.

CLASSIC BEETLES ON PATROL

Postwar VWs gained wide use after World War II and persisted into the 1980s

BY BERT KNUPP

From its very concept, the idea of the "People's Car" was to motorize not only the broad public at large, but also government agencies, both military and civilian. When World War II was imminent, Germany's civilian agency goals receded, and the post office and the military got nearly all of the production.

After Germany collapsed in 1945, Allied occupation authorities began moving toward re-creating a civil police force. With most of Germany's motor vehicles annihilated by war, the urgent need for new motorization was addressed by the restoration of the Nazis'

ABOVE: Christian Grundmann's restored green-over-white 1959 Beetle patrol car, once used in Munich. Grundmann and his wife run the world's largest classic VW show, the Internationales Volkswagen-Treffen, held every four years in Hessisch Oldendorf, Germany.

■ Bert Knupp | bert.knupp@comcast.net

orphan auto factory — the People's Car Works up in Fallersleben, in the British Zone near the border to the Soviet Zone. Though severely bombed, the plant was able to restart production by late 1945, with most of the production going to the Allied military, the Red Cross, the post office and local governments, which provided civil order and police services.

Numerous articles by the VVWCA's own historian, Heinz Schneider, have told us of the difficulties overcome by Ivan Hirst and others in getting the bombed-out KdF-Stadt facility on line.

This Sparkäfer, or stripped model, is shown in action in the 1970s. In German, a piggy bank is called a "Sparschwein" — a "savings pig." So a "buggy bank" might be a "savings bug" or a Sparkäfer. The economy Beetles typically featured the smallest available engine, tiniest available bumpers and old-style interior.

But anything beats a bicycle, especially in Germany's harsh winters. And the low cost, the reliability and the easy maintenance of the VW meant that the "police bug"—the Polizeikäfer— quickly became the basic vehicle for new police agencies in every part of the three Western occupation zones. When the Western occupation forces transferred limited sovereignty to the new Federal Republic of Germany in 1949, the genie was already out of the bottle. Beetles dominated not only the roads, but the public agencies' fleets as well.

Unfortunately, the humble Beetle made a lousy police car. It was too small — carrying more than one arrested prisoner was really not practical — too slow, had almost no heat in winter and (unless specially modified) came only in a two-door version. Add the weight of the requisite police equipment—fire extinguisher, first-aid kit, accident investigation gear, signs, lights, crime scene kits, breath-alcohol testing equipment, monster two-way radios and two officers—and the bugs were pressed to the limit.

Still, by 1972, around 8,200 police Beetles were running on the streets and roads of West Germany. This does not count many hundred VW Type 2, 3 and 4 models, nor the hundreds of Polizeikäfer in service in Denmark, the Netherlands, Belgium, Switzerland and Austria. Economy, reliability, robustness and longevity trumped practicality.

The Volkswagenwerk offered several police option lists for departments to choose from. An optional 12-volt system was popular before 1966. Pre-wiring for accessories, no-chrome exteriors, zippered headliners, police-spec paint and spotlights were common M-options, all enhancing the attractiveness of the ubiquitous VW to law enforcement agencies.

But by the 1970s, bigger, better cars were coming on line. Ford, Opel, BMW, Mercedes-Benz and even Peugeot, Renault and Volvo were fielding credible competition. The last VW Beetles in➤

PATROL BEETLES

police service were mostly decommissioned by the 1980s, or relegated to public relations and courier duty.

But these robust oldtimers didn't just disappear. Many were handed down to other municipal agencies, volunteer fire departments, etc. But a few have been retained or recovered and restored by collectors all over the world. Several police oldtimer museums in Europe have added early and later Beetle police cars to their collections. And a number of slightly warped individuals worldwide have found one another and shared experiences, parts, pictures and memories in their efforts to restore and preserve old VW police vehicles.

This 1953 Zwitter ("hybrid" in German) belongs to an Austrian collector who has this beautifully restored gray Karmann police kabrio. Police in the postwar years preferred kabrios, and Papler, Karmann, Hebmüller, Austro-Tatra, and some smaller customizers built various two-door and four-door police cars with open tops. Zwitter models were built with the old split-window body, the new dash from the new oval window cars and featured many Zwitter-only parts, such as a unique dome light and other interior finishes.

A best guess is that fewer than 20 genuine cars have survived, with perhaps a dozen serious replicas.

One of the latter is the author's own restored 1970 Beetle, a common sight at Volkswagen shows in the Southeast and the Midwest. It is often displayed along with the entire complement of equipment these bugs were required to carry around on patrol and traffic duty.

A Youth Services officer with the police in Waldkirch, down in the tip of southern Germany, has restored a 1969 Beetle that belonged to the Baden-Württemberg state police.

And not only Beetles, but other early VWs from the police service have been lovingly restored and, occasionally, repurposed. The German police used Bullis for lots of law-and-order functions. They became mobile offices for taking accident reports, haulers of recovered property, and squad wagons to bring manpower to soccer games, etc. Several restored Type 2s are making the show rounds in Austria and Germany, including a beauty by Valentin Eggbauer.

By the way, we would like some help. In the coverage by *Hot VWs Magazine* we have seen several old VW police vehicles that have appeared at regional shows around the USA, specifically in

ABOUT THE AUTHOR: Bert Knupp has been driving VWs off and on since he was in high school, when his dad bought a Beetle at Riviera Motors in Portland, Ore. He has driven Type 1, 2 and 3 Volkswagens off and on since 1958. He joined the VWCA while a college student 1962 and attended VWCA conventions in the '60s and '70s and has a Foreign Car Guide trophy for "Most Improved VW Sedan" from 1963. He currently owns a 1967 parts car, a 1970 VW police car and is working on a 1972 Super Beetle restoration. Bert lives in Nashville, Tenn., and is retired from local government. He has had a sideline business for many years selling police and emergency-vehicle equipment; and has have taught German in adult-education classes since 1999.

upstate New York and in California. But our efforts to track down their owners have generally been unsuccessful.

If you know of any restored early police Volkswagens in your area, ask the owners if they have gotten in touch with www.polizeikaefer.de, or the Facebook page for Copbug Polizeikäfer, or the AUTOIST, to let them know who they are and what they have.

We hope to create something of an informal registry of old police Volkswagens here in the United States and Canada. Meanwhile, we urge those of you who are restoring one, or contemplating doing so, to get in touch with somebody who can help. It's a worthwhile exercise to keep your restoration authentic, and there is lots of help around to make your task easier. VWCA

1970 'civilian' shows police swagger

My own "police Beetle" is a re-Germanized Type 1 that actually began life as a California daily driver. But the deconstruction to original factory specs is so complete that it has twice fooled German VW-factory judges into concluding that it was original, not a re-creation.

ABOVE: This 1970 model has German police license plates and the Rheinland-Pfalz state seal on the doors, but this police Beetle is Bert Knupp's detailed re-creation. BELOW: Note the police phone plugged into the glove box and handset where a radio is normally situated.

I spent a lot of time researching details: where the zippers go in the headliner; where the old Bosch isolation relay is mounted for the dual-battery system; how the dashboard differed between the USA and the German 1970 models (Germany had shiny trim, USA had matte; USA had padding, but it was an extra-cost option in Germany). I learned that the IRS rear axle was an available option for German police, so kept it, though the civilian German 1970s had a swing axle. But the Germans got front disk brakes, while the US kept drums a while longer (mine are German disks). The H-block 1485cc engine was used in the 1500L models in Germany, as it is in mine. So in truth: Mine is a painstakingly authentic replica, not an original police-issue car. • Bert Knupp

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CONTINUED FROM PREVIOUS PAGE

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Several companies offer discounts to VWCA members showing valid membership cards. Discounts are shown next to the dealer's phone number. **P-15, A-10, L-5** means a 15 percent discount on parts, a 10 percent discount on accessories and a 5 percent discount on labor. **AC** means dealers service air-cooled VWs.

Because service and parts advisers may not be familiar with the discount offered, it might be helpful to show a copy of the AUTOIST when requesting the discount.

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SUPPORT THE **DEALERS** WHO SUPPORT **VWCA**

VW's new AWD compact crossover is called 'practical and sporty'

BY CLIFF LEPPKE

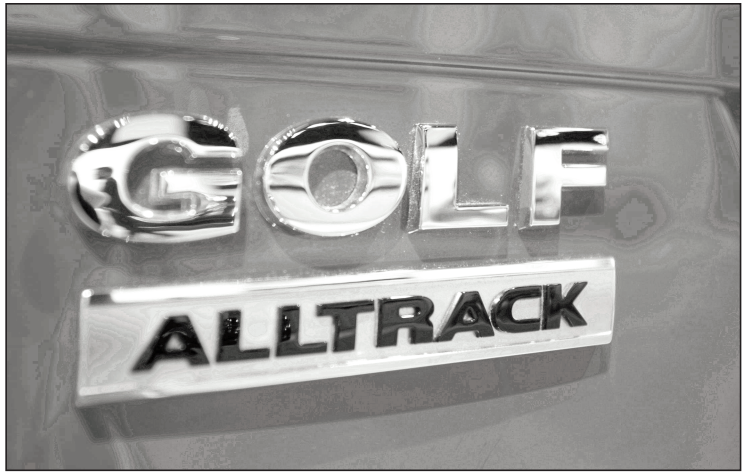
At the New York Auto Show, VW presented the production version of its all-wheel-drive Alltrack. It arrives this fall, as a 2017 model. Joerg Sommer, VW's product marketing vice president, says he's "excited" to introduce the Alltrack because it meets VW customers' active lifestyles.

Based on the Golf SportWagen with a drive system that pays homage to the hot-hatch Golf R, it gets the Golf's EA888 170-hp 1.8-liter four-cylinder gas turbocharged TSI engine. The first batch will mate that engine to a dual-clutch automated manual transmission (DSG). A six-speed manual will arrive later. VW rep Mark Gillies tells the AUTOIST that either combo makes this compact crossover "practical and sporty." The idea, he says, is that "it will drive in a more endearing manner than its rivals."

VW's 4Motion is standard. It uses a Haldex-5 brand drive-wheel coupling that's activated by an electro-hydraulic pump. In normal driving, it's a fuel-sipping front-drive vehicle. When the system detects wheel slip

■ CLIFF LEPPKE | LEPPKE.CLIFF@GMAIL.COM

it can divert 50 percent of the drive torque rearward. The Haldex coupling can also act longitudinally via electric differential locks that brake a slipping wheel to direct go power to the opposite side wheel.



Trims feature S, SE and SEL with the former two riding on 17-inch alloy wheels, the latter on 18-inch wheels. Unique bumpers, side sills and front fascia with fog lamps are part of the mix. So is an additional inch of ground clearance compared with the Sportwagen. Leatherette seating is standard. The info system has a 6.5-inch color touchscreen with proximity sensor. A rearview camera is standard too.

There's an Off-Road-Model selector. It adds hill descent control and optimal traction for off pavement terrain. An off-road display includes compass, steering angle and altitude.

VW's entire suite of active and passive safety systems is standard. Driver assistance systems are optional. Price hasn't been announced. VWCA

Facebook.com/VWClubofAmerica

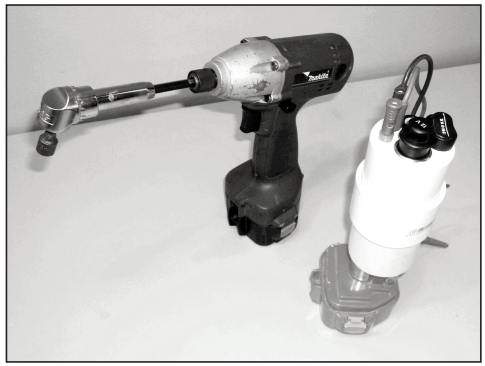
The Frontdriver

■BY RICHARD G. VAN TREUREN

12 volts is just fine, thanks

Back when Makita introduced a line of hand tools based on its standard 7.2-volt battery, I was enamored with owning every element of the system. Just about the time I thought I had all the elements, and found the packs had to be replaced about every three years, Makita introduced the incompatible 9.6-volt battery line. Ignoring that, I was relieved it was quickly superseded by a 12-volt line.

I eventually made the expensive transition, figuring that because the rest of the world used 12 volts everywhere, the tools would be around for a while. Makita did not seem to notice my considerable financial sacrifice, quickly introducing a 14.4-volt group, followed by a wide range of new tools based on an 18-volt battery. (The company repeated that same evolution when introducing lithium batteries, but, of course, the new 12-volt lithium line is incompatible with the old 12-volt line.)



The third iteration of the Makita battery-based power unit, made with PVC pipe and fittings.

There is no disobeying Ohm's law, the practical standard unit of measurement for resistance. Of course, higher voltage makes for better efficiency. Nicola Tesla's big innovation, alternating current, is even more efficient because it isn't actually there most of the time. No matter, tens of millions of autos — and in recent years, light airplanes — have a direct-current, 12-volt battery-alternator (or generator) system installed and running just fine. In spite of power tools, fancier airplanes and even some military vehicles running 24- and even 48-volt systems, I plan on finishing my days with just an even dozen volts, thank you.

Imagine my relief when we started to build our little Twister airplane to find so many avionics and aircraft accessories being made in 12 (or compatible) voltage packages. With such rapid advanced in hardware and software, when my wife Debbie takes to the air in "Abacadebra," she will have more information available to her than did the space shuttle in landing mode. All of it running on 12 volts, or with the tablet displaying the chart, a 12v to USB transformer.

The need to these test these packages, as well as powering landing gear, flaps and lights during assembly, got me to eyeing that big investment I'd made in Makita battery packs. Why not clone up some connector arrangement from spade terminals and use the packs as a rechargeable power supply for testing? After my first crude attempt rigged to a 12v cigarette-light style receptacle, I was able to get real Makita replacement battery clips from an online parts place. I then sought to jazz the next one up by adding a switch, power-on light and VW-style ceramic fuse. (Yes, I still had an add-on fuse panel accessory unused since my Rabbit days of the '70s and '80s.)

The battery rigs got us through a lot of testing

■ Richard G. VanTreuren | rgvant@juno.com

This pricey solar panel has only enough power to trickle-charge a car battery, so we'll have to see how it does with the tool battery packs. The Harbor Freight battery maintainer was designed to be hooked permanently to the car battery and then plugged in while at home.

during the electrical system build. If you try this with your own type of pack, I strongly suggest the switch and light or lighted switch (for flexibility) and the fuse (for dumb, if innocent, wiring errors).

Makita offered a flashlight and a fluorescent floodlight in its original 12-volt line. After a few years, the tube's high-voltage portion went west, repair estimates running more than the original purchase cost. Luckily, my local hardware store was selling a hockey-puck-powered and corded 12-volt LED strip light that I was able to graft to the Makita battery handle and switch. This yielded a general purpose floodlight that still lights on packs too aged and feeble to make the drill spin or the vacuum whirl.

Charging time comes more often as the packs age, but the company offered a separate 12-volt charger with cigarette lighter-style plug. Now, when we're out camping, we can charge the Makitas whenever we need to run the car off on an errand. The rest of the time, or in the case of a hurricane's extended power outages, we invested in a solar charging panel. I'd hoped to power a small fan to keep a little air moving into the airplane, borrowing that idea of the top-of-the-window solar powered fan for cars.

Because it now seems VW is not going to produce the hybrid Cross Blue concept, we might not find out how the massive battery reserve chargeable with the gas engine (or cord at home) would work as a camping vehicle. I thought it rather poor planning that the short-lived Touareg hybrid had such a feeble battery pack taking up the spare tire area that it still had a conventional battery as well!

Because we have yet to see an e-Golf in Florida, I'm itching to see what kind of engineering went into those. While there is hope for some kind of imminent breakthrough in battery technology, fact is fuel cells are advancing so quickly, they are challenging lithium. You will soon be able to purchase a fuel cell that will power your iPhone for a much longer period than the most expensive battery. Then, instead of waiting for a recharge, you simply pop in a new hydrogen pack. Acknowledging the handling of the diesel scandal as one of VW's most damaging blunders, I personally feel the company has ignored warning signs that it was falling behind in hydrogen fuel research.

But I digress. With all due respect to those who tout the advantages of a 18-volt tool or a 24-volt airplane, I'm quite happy with a single, direct current voltage in my life.

■ **IT'S A SNAP:** The art of making electrical connections is a subject all its own, with so many incompatible schemes offered by a host of companies that one can never master them all. Over the years, VW has purchased third-party connectors and also made its own. The one shown here is a typical molded and potted snap-locking connector in common use today. (Heaven help the person charged with its disassembly and repair.) I should not have been surprised to find this VW-Audi logo on our airplane engine's magneto connector, because the Belgian guys behind UL Power began as VW tuners. VWCA

Local Volks Scene

Warm-weather outings

This column has traditionally been devoted to reviewing the past activities of our local chapters. With warm-weather months upon us, we should take this opportunity to remind our members of events yet to come, so you don't miss any that you only read about last year:

May 21-22: 29th annual Michigan Vintage Festival, Ypsilanti, Mich.

June 3-5: Mid America Motorworks Funfest for VW in Effingham, Ill.

June 26: Northeast Illinois Volkswagen Association's BugFest, Elgin, Ill.

July 8-10: 61st annual VWCA Convention, Rockford, Ill.

July 10: Stateline Vintage Picnic, Rockford, Ill. (included in the above VWCA Convention).

Sept. 2-5: Buses Nowhere Near The Arch No. 31, near Hannibal, Mo.

Sept. 18: Northeast Illinois Volkswagen Association's VW-Fest, Crystal Lake, Ill.

Sept. 23-24: City of Firsts VW Club Oktoberfest, Kokomo, Ind.

Here's a look at what some of the locals are up to:

Badger Beetles AutoFun Club, Milwaukee: A visit to the local Roller Derby event – with pizza party afterward – is on the schedule as the Milwaukee group transitions into spring. Plans are shaping up for members' annual campout over the Memorial Day weekend.

Central Florida VW Club, Orlando: While northern clubs were struggling with a stubborn winter that just wouldn't go away, the Central Florida folks found that their monthly meetings at the Mellow Mushroom in Sanford, Fla., offered a great opportunity for a show-n-shine. And for April, the meeting was moved to the Sun-N-Fun Airshow in Lakeland, Fla. How's that for a meeting program?

Northeast Illinois Volkswagen Association, Lisle, Ill.: The NIVA folks are holding their 10th annual Indoor Swap Meet in Wheaton, Ill., while planning their BugFest VW Show & Swap Meet at its new venue, Elgin Volkswagen in (where else?) Elgin, Ill.

Stateline Volks Folks, Rockford, Ill.: Stateline's annual Fix-It Day in April offered an opportunity to get members' VWs ready for the show and driving season ahead. In July, their 29th annual Vintage Picnic will be an integral part of the VWCA National Convention.

■ **DID YOU KNOW?:** Local chapters compete for annual awards presented at each year's convention. The Eberle Newsletter Trophy is given to the chapter with the best local newsletter; the Woodbury Dunn Trophy goes to the chapter with the best safety program; and the coveted Wolfsburg Trophy is won by the most active local chapter. If you belong to a local club, be sure you are participating in all these contests and help fill out and submit the forms. For information about entering, contact us at vwclub@aol.com.

Finally, this column is in need of a member to compile the activities of our local chapters and send them bimonthly to the AUTOIST editor. You'll find it fun to learn about the clever and innovative events developed by our local chapters and share them with other members. If you're the one, contact VWCA at vwclub@aol.com or directly to the AUTOIST editor at vwautoist@mindspring.com. VWCA

Got something to sell? Try the AUTOIST classifieds. The price is right for members — they're free! And ads appear more promptly on the club website, vwclub.org.

Club Store

See these items and the rest of our line of exclusive clothing and unique Carwear in full color on our web site, **www.vwclub.org**, where you can order instantly on line.

Techno Color Logo Tees

Volkswagen never said you could pick any color you want as long as it's black. We think the same holds true for threads. Hit the town in the latest incarnation of the classic VWCA logo T-shirts in one of seven hot new colors: orange, gray, olive green, light green, tan, blue and now PINK!
And for every PINK Techno Color Tee sold, VWCA will make a donation to the American Cancer Society.
Adult sizes S, M, L, XL & XXL.
Specify color and size when ordering!
Regular price: $17.00 (XXL $19)
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Subtotal Amount	Shippin' & Handlin'
Up to $5.00	$2.00
$5.01—$20.00	$5.00
$20.01—$35.00	$8.00
$35.01—$50.00	$11.00
$50.01 and up	$15.00

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

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Qty	Item Description	Size/Color	Price
		Subtotal	
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		Total	

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ed VW North American Region, which will have more independence from VWAG to strategically develop and market vehicles in Canada, Mexico and the USA. Its head is Hinrich Woebcken, who is also VWoA's new CEO. This guy was supposed to be Horn's boss.

The name change and other shifts related to the new organization are intended to make VW more responsive the North American market. You might say VW knows it not only mucked up diesels—a power source that set it apart from other makes—but that its strategy to focus on compact and midsize sedans went bung too.

Hinrich Woebcken, VW's North American regional CEO, addresses employees at VWoA headquarters in Herndon, Va., regarding the strategy for the company's newly established Volkswagen North American Region.

While the cheaper Jetta and an American-made Passat gained traction for a brief moment in marketing history, VW completely missed where the car-buying public went: crossovers and light trucks. Three out of five new vehicles sold in the USA are now either crossovers or light trucks, leaving VW fighting with aging but still competitive products for a thinner slice of the car market.

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.

For the first three months, VW's year-over-year U.S. sales were down 12.5 percent (69,300 vs. 79,200). This pace is far below what VW dealers consider profitable; a yearly baseline of 500,000 units is what they'd like. That means the amount and type of vehicles they've got to sell here just doesn't work. Heck, in Europe, VW plans five crossovers. It's teasing us with more variations, yet the competition stateside is quickly shifting toward vehicles like subcompact and compact crossovers. In fact, VW's Tiguan is one of the few models it sells that has increased sales volume, and it's at the end of its life cycle. Its renewed appeal means it's more likely but not certain that the new short-wheelbase Tiguan might be sold in the Americas. The long wheelbase version, built in Mexico, arrives next year.

How much of this first-quarter 2016 sales decline is directly related to VW's clean-diesel deception dinging its reputation is not clear. Passat sales, for example, slid to 14,063 from 20,408. Golf sales vary, the GTI had more takers, 9,191 vs. 5,592, but the standard hatch eked out 2,942 vs. 5,559. VW's Mark Gillies tells the AUTOIST that lower Golf sales are likely the result of the TDI stop-sale, as about 50 percent of Golf buyers went TDI and 70 percent Sportwagen did the same.

Nonetheless, other carmakers have posted sudden car-sales drops. Chrysler's midsize 200 has fallen from 49,152 to 17,973, and the Dodge Dart dropped from 25,115 to 16,868. The Jetta's skid is less dramatic: 31,363 to 28,023. In contrast, the three top-selling vehicles in the USA are trucks: the Ford F series, Chevrolet Silverado and Ram pickup. Ford delivered 186,121 units of its F series, whereas the best selling car (Toyota's Camry) sold 96,244.

One thing is certain. VW's dealers are miffed. They were led to believe that VW would certify its 2016 2.0-liter TDI by February but didn't. Thus, your VW store still cannot sell those TDIs to those who crave them.

VWs CrossBlue concept, shown at the 2013 Detroit Auto Show.

VW dealers argue that they cannot get the right number of cars of the correct type priced right. VW has responded. It upped by 20,000 the number of Tiguans and Beetle Classics they'll get. VW intended to produce about 8,000 Golf Alltracks for fall 2016 but dealers pushed for more. Expect 15,000 for the fall and an additional 75,000 later. Gillies says he cannot release specific production numbers (I've cited *Automotive News'* figures) but current Tiguan sales and enthusiasm for AWD Alltrack are signs, Gillies maintains, that demand for small crossover vehicles is hot.

■ **UPCOMING CROSSOVER LOOKS FAMILIAR:** The AUTOIST'S sources told us that VW's American-made CUV would don dewy fresh duds—visually different from an earlier show car. Spy photos of VW's midsize crossover set for a 2017 debut reveal a production vehicle that looks a lot like the 2013 Detroit auto show's concept, CrossBlue. The sides evoke a Jeep Grand Cherokee or a GMC Terrain. With three-row seating, this much anticipated CUV will be built in Tennessee.

■ **MORE DIRT ON DIESELS:** In February and March the *New York Times* and others reported several moves that disputed what VW has publically stated about the emissions scandal.

On Feb 18 a *Times* review of leaked documents revealed that in 2014 top VW managers knew that TDIs were programmed to cheat, but there's disagreement over whether this means VW's top executives knew about defeat devices. Documents indicate that VW knew by April 2014 that a tech solution was not possible then. Yet, a VW recall later that year updated software to reduce NOx emissions, which did not work.

Since the *Times* report, it's understood that VW's top leaders delayed admitting cheating, thinking the company could develop a fix and➤

negotiate better settlement terms with the EPA. Of course, that fix couldn't be developed quickly enough.

On March 14, Daniel Donovan, a VW information manager, filed a whistle-blower lawsuit against VWoA. He says he was fired because VW feared he'd go public with news that VW employees illegally deleted data related to the diesel scandal. VW says the suit lacks merit and that the employee was fired for other reasons.

Neither report has generated much additional coverage, but the entire affair further tarnished VW's reputation.

One of VW's interactive displays at the Milwaukee auto show.

■ **MILWAUKEE AUTO SHOW:** Milwaukee's auto show, assisted by The Enthusiast Network or TEN, which publishes *Motor Trend*, aped the majors with at least five ride-and-drive events, said Todd Hovsepian, the show's general manager. Some drives were on streets surrounding Milwaukee's downtown convention center. FCA's Zipline, a thrill ride at its exhibit, offered a bird's eye view of the main floor. The overall focus of this show was marketing new cars, although antique car clubs and vehicle restorers showed good-as-new vintage machines.

VW's booth featured interactive displays and cars, but no concept vehicles. I met VW reps whom I've seen before. That's evidence that VW's specialists are well versed to speak V-Dub. While none could speak on the record, one rep pointed to a leftover of VW's pre-diesel scandal: the slogan Das Auto underneath the booth's VW logo. It's officially dead and the word "Volkswagen" replaced it in Detroit, Chicago and New York. In Milwaukee, however, the residue of boastful power of German engineering had its last outing.

Old slogan gets a last gasp in Milwaukee.

■ **FTC INVESTIGATES DIESEL ADVERTISING:** The U.S. Federal Trade Commission filed a lawsuit against Volkswagen Group of America alleging that the automaker falsely advertised TDI vehicles as environmentally friendly, causing "billions of dollars in injury" to consumers.

The FTC complaint, which pores through TDI

ads from 2008 to 2015, claims VW manipulated consumers' emotions in order to get them to switch to a product that didn't meet federal emissions standards. The FTC suit seeks compensation for U.S. consumers who bought a polluting vehicle.

Golf R

While I'm certain thousands of TDI owners love their cars and believe they are less of a pollution disaster than, say, older diesel vehicles or large trucks, the clean-diesel campaign was deceptive. One wonders, however, whether VW's ad agency knew they were lying. I doubt it. Nonetheless, I offer as one offender this issue's cover photo, a 2008 shot of the Candy White Jetta TDI Clean Diesel with green plant matter graphics.

■ **CONCOURS MOTORS IS SOLD:** Late last year, the Wuesthoff family announced it was selling Milwaukee-based Concours Motors—a longtime VW dealer in business since mid-1950s and friend of the VWC—to Tennessee-based Umansky Automotive Group. After the deal was sealed, the dealership's signage changed in March.

One new manager says he's on a mission to get current VW owners to trade in their old metal for new. Your choice: VW, BMW and Mercedes. The dealership's Mazda showroom is empty. Mazda rep Lindsay Mack told the AUTOIST that "following the buy/sell between Concours Motors' former and new owners" it was agreed that the "interests of all parties and for Mazda owners that the brand be singularly represented by Russ Darrow Metro Mazda." That dealership is on Milwaukee's far northwest side in a former Hummer store.

Although some Concours employees are no longer with Umansky, many familiar faces remain. They're happy to help VW drivers. Heck, they even put a two-door no-option Tornado Red 2016 GTI on the floor. They tempted me to trade up to the fast hatch. I loved it.

■ **GOLF R EARNS RESPECT:** *Automobile* magazine picked the Golf R for its 2016 All-Star roster. Ford's new AWD Focus RS whipped that R in a recent *Car and Driver* comparison test. Audi's new Q7 outpaced the Volvo XC90 to claim *Car and Driver's* top spot among upscale CUVs.

■ **AUDI'S NEW ELECTRIC POWERED SUV:** Audi's fast, stump-pulling flagship, the SQ7 CUV, employs a 48-volt battery system to run its electric supercharger. It's seen as the forerunner of electrified efficiency, a move away from 12-volt electrical systems. VW Group has two vehicles with 48-volt. The other is the Bentley Bentayga. These electrical systems often include a second battery, DC/DC converter and starter generator. For the SQ7 it turns the CUV into a wild, mild hybrid-like machine.

■ **PHAETON PRODUCTION ENDS:** On March 18, after 84,253 were produced during the last 15 years, VW officially yanked the plug on Phaeton production at its Dresden "glass factory." The approximately $100,000 luxury sedan, which followed the 1999 Concept D fastback, never met its production goals nor lent the halo effect VW's Ferdinand Piech predicted. In the USA, the Phaeton's life was even shorter, with three model years. About 2,814 units were sold stateside from 2004 through 2006. VWCA

CLUB SECRETARY WANTED

Enthusiastic VWCA member is needed to fill the remaining term of the national secretary. Western suburban Chicago location preferred to facilitate the attendance of periodic VWCA board meetings as we shape the future of the Volkswagen Club of America. Besides recording meeting minutes, this position involves the handling of ballots in VWCA elections and administering the Wolfsburg Trophy judging. This does not mean judging the contest but simply mailing and receiving the entry forms. Interested candidates should contact us at vwclub@aol.com.

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

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.

New Members

CALIFORNIA: Roger Sanders, Los Altos; John Dan, Salinas

FLORIDA: Robert Des Autel, Bonita Springs; Patrick Walls, Sarasota

GEORGIA: Joerg Schlaf, Decatur; Joshua Jack, Whitesburg

ILLINOIS: Keith Lucas, Ottawa; William Kennedy, Roselle

MAINE: Chuck Hadiaris, Arundel

NEW YORK: David S. Tam, Elmont

OREGON: Kim Sherwood, Hillsboro

PENNSYLVANIA: Noah Cottrell, Bethlehem

PUERTO RICO: Ivan Ramos, Toa Alta

SOUTH CAROLINA: George T. Clark, Seneca

TENNESSEE: Michael Turner, Athens; Scott Wilson, Chattanooga

TEXAS: Al Ward, Marshall

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Got something to sell? Try the AUTOIST classifieds. The price is right for members — they're free!

Noah's VW

Pack the whole gang in the car and head for Rockford, Ill., for the 61st annual VWCA Convention on July 8-10. We have a entire weekend of VW fun planned, and it won't be complete without you and your favorite Volkswagen there. We'll have awards for the oldest Volkswagen, the best mini-toy display and the most unusual VW-related item. This guy might qualify for all three! Come to the convention and see what else we have in store for you!

VWClub.org

Add value to your VWCA membership by registering at VWClub.org to take advantage of discounts on exclusive Club Store merchandise and to renew your membership, using either PayPal or your credit card.

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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: Radiator, good condition; two heads, need rebuilding. All are for a water-cooled 1988 Westfalia. Make an offer. Cash only. Will not separate. Contact Jim at (708) 839-8969 (IL) or email vinegar3@aol.com.

FOR SALE: 1968-1972 standard Beetle interior kit: TMI basket weave seat covers, full set, off-white; seat buttons, set of 8, off-white, smooth vinyl; door panels, full set, smooth vinyl, off-white, no map pockets; white sun visors; 7-piece carpet kit, charcoal loop with passenger foot rest, fits 1958-1968; 6-piece foam seat pad kit, front and rear bottoms and backrests; 56-piece door panel clips; 56-piece door panel clip boots; interior restoration DVD. Everything is brand new, never Installed. $725, OBO. I will sell items individually if you don't need the whole kit. Pick up in Bartlett, IL or will meet. Contact Kirk, FIREBUGMAN@aol.com.

FOR SALE: Heater Cable No. 111 711 717A, fits '65-'72 Beetle and Ghia, $5. Heater cable boots, pair fits all, $5/pair. Black windshield seal (American style), fits '65-'77 Beetle Sedan and '71-72 Super Beetle, $20. Black rear window seal (American style), fits '65-71 Beetle Sedan and '71 Super Beetle, $20. Chrome rear window trim with clips, fits '65-71 Sedan and '71 Super Beetle, $20. Pop-out window pinch welt, pair (white), fits all Beetles, Squares and Notchbacks with pop-out windows, $20. Pop-out window seals, pair (outer), fits '65-77 standard and Super Beetles, $15. Everything is new and never installed. Prices do not include S&H. Pickup is available in Bartlett, IL. Contact Kirk, FIREBUGMAN@aol.com.

FOR SALE: Used generator, Bosch GR17N (211 903 031D), 38 amp, no pulley, works perfectly. Fits '68-71 Bus and '73-74 Thing. $100, OBO. Price does not include S&H. Pick-up is available in Bartlett, IL. Contact Kirk, FIREBUGMAN@aol.com.

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

FOR SALE: 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 johnsccorner@gmail.com.

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WANTED: "CARAT" script for the tailgate on a 1989 Vanagon Carat. Measures about 3/4 inches high x 7 inches long and attaches with adhesive. Email Richard at cwetzel@angelo.com.

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Parting Shot

■HOT TAMALE

The AUTOIST's Richard Van Treuren spotted this festively decorated VW Bus in front of a Mexican restaurant at Universal CityWalk, part of the Universal Orlando's theme park in Florida.

■ **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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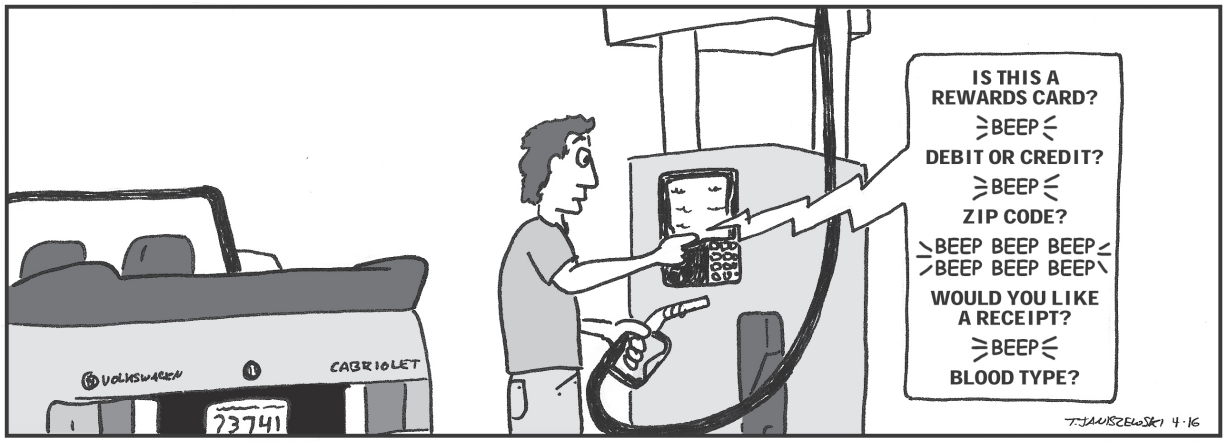
VW Toon-ups

BY TOM JANISZEWSKI



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