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Autoist

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■ **COVER:** Some things come in small packages, and the seventh generation of VW's popular Jetta sedan delivers.

Driver's Seat

■BY CLIFF LEPPKE

New CEO faces diesel questions

There's a new twist in VW's dirty diesel scandal. Herbert Diess, VW's new CEO, learned about emissions cheating in July 2015, shortly after he moved from BMW to VW. In a July meeting, VW's executives discussed how to comply with the EPA's 2016 model-year certification requirements. The EPA, by that time, believed VW's diesels had illegal emissions-skirting software.

On one hand, Diess might get dinged because he didn't promptly reveal VW's cheating to the company's investors. On the other, he could argue when he learned about the diesel fib that he didn't know that it would cost the company $27 billion in the USA alone. That's reasonable. Few predicted the settlement would cost that much. Other firms cheated but paid much smaller fines. Nonetheless, messing with the Clean Air Act has serious consequences. You'd expect an automaker executive to understand that emissions tampering is like a Mack truck with the word "harm" on it headed your way.

Audi's former CEO Rupert Stadler is in jail. German authorities nabbed him in June. Their concern is Stadler's tampering with evidence related to the diesel scandal.

In the USA, the VW brand's sales are ahead of its 2017 numbers. The keys to this modest turnabout are called Atlas and Tiguan. Crossovers now comprise more than 50 percent of the brand's U.S. sales. Car sales continue to slump. It's too early to say how the new Jetta will do, says VW's Mark Gillies. As my 2019 Jetta review (see Page 6) reveals, the sedan is competitive, with all the bells and whistles one expects.

Gillies says Atlas sales in July were held back by a stop-sale order thanks to a brake caliper problem. The Chattanooga plant might have ceased production for a short period.

VW's 2019 lineup isn't official. Expect the Golf to get the Jetta's 1.4-liter turbo

■TURN TO PAGE 29

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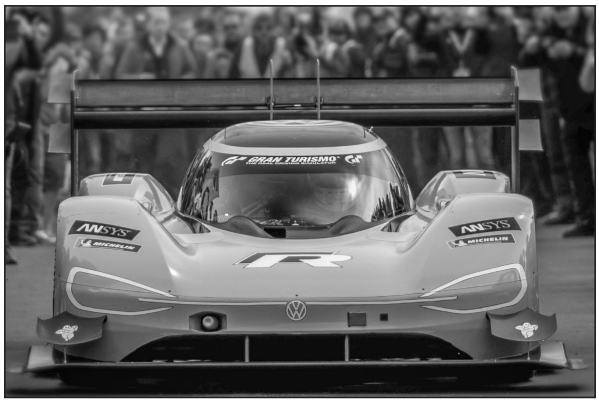
Small Talk

■VW • AUDI , QUICKLY

NEW & IMPROVED



■**ELECTRIFYING RUN:** Volkswagen made motorsport history at the 2018 Pikes Peak International Hill Climb on June 24. At the wheel of the 500-kW (670 hp), fully electric I.D. R Pikes Peak, Romain Dumas defeated cars powered by conventional drivetrain technology over the 12.4-mile course. Dumas' time of 7 minutes 57.148 seconds not only smashed the previous record for electric cars, but also bested by 16.730 seconds the record set in 2013 by Sebastien Loeb. In July, Dumas broke a 5-year-old speed record at the Goodwood Festival of Speed, a hill climb event in West Sussex, England.

AWARDS

■**JETTA:** The 2018 Jetta has been awarded the most appealing Compact Car in the J.D. Power 2018 Automotive Performance, Execution and Layout (APEAL) Study. This is the fifth time the Jetta has ranked highest in this category, which had 18 vehicles for 2018. The Golf (Compact Car) and Tiguan (Compact SUV) ranked second in their respective categories, and the Atlas was ranked fourth in the Midsize SUV segment.

■**TIGUAN:** Parents who own a Tiguan and have teenagers will be pleased to hear the car has been been named Best New SUV for Teens in the $35,000 to $40,000 category by *U.S. News & World Report*.

■**PASSAT, JETTA:** *Business Insider's* 12 best used car deals under $20,000 ranked the Passat first and the Jetta fourth. Others in the top five were (2) Ford Taurus; (3) Chrysler 200; and (5) Mazda 6.

SAFETY FIRST

■**DIM NEWS:** VW's Atlas, Jetta, Passat, Tiguan and Audi's Audi A4 Allroad, A5 (coupe and sportback), A6, Q5 and Q7 are among 40 vehicles with reduced safety grades because their headlights are rated either "poor" or "marginal." The good news is that all score well enough in crash testing and forward collision prevention that they would get the coveted top safety award if the lights were better.

E-POWER

■**U.S. TO GET BUZZ'D:** VW confirmed to European car website Autocar that it will make American versions of the ID Buzz, the evolutionary Microbus vehicle, and Crozz EV, a crossover, in the United States.

■**CHARGED UP IN CANADA:** VW plans to launch Electrify Canada, a new company that will build an ultra-fast electric vehicle direct current charging network across Canada. The network is expected to be operational by 2019.

Retro Autoist

FROM THE ARCHIVES

10 YEARS AGO

■ **SEPTEMBER/OCTOBER 2008:** *Autocar* reports that VW will reveal a new mid-engine coupe at the Los Angeles Auto Show in November. This newest concept aims to be a budget alternative to the Lotus Elise, balancing performance and fuel economy in a low-cost package: Zero to 60 in under seven seconds and 55 miles per gallon. Postscript: Too good to be true.

■ **SEPTEMBER/OCTOBER 2008:** VW's Tiguan received the Insurance Institute for Highway Safety's Top Safety Pick award for 2008, the highest rating possible from the nonprofit research organization.

20 YEARS AGO

■ **SEPTEMBER/OCTOBER 1998:** Demand for the New Beetle has prompted VW dealers to require more than the cars' MSRP, in some places an additional $2,000 for such luxuries as paint treatment, pin stripes and other mostly useless features. At some Southern California dealers, buyers were bidding for the cars on the showrooms floor.

■ **SEPTEMBER/OCTOBER 1998:** Inspired by the popularity of the New Beetle, VW is said to be considering expanding its retro range of models, re-creating new versions of the Microbus and Beach Buggy. Postscript: Bus-like I.D. Buzz comes in 2022.

30 YEARS AGO

■ **SEPTEMBER/OCTOBER 1988:** VW has finally released a photograph of its upcoming Corrado sports coupe. The car will be offered later this year with a choice of either a 136-hp 16-valve four or a new 160-hp G-lader supercharged 1.8 liter. U.S. introduction is not expected before 1990.

■ **SEPTEMBER/OCTOBER 1988:** A settlement in the Audi sudden-acceleration suit has been throw out by a judge in Chicago. About 1,500 of the 340,000 Audi owners in the class-action suit have withdrawn from the settlement because of the terms of the accord, in which owners would have to buy another Audi.

40 YEARS AGO

■ **SEPTEMBER/OCTOBER 1978:** At the club's trustees meeting, AUTOIST editor Betty Brown said she would try to hold down the size of the AUTOIST to 36 or 40 pages. President Walter Kuntze said about 1,000 extra copies of the Sept/Oct issue would be printed and mailed to all VW dealers in the U.S. with a solicitation letter for the 1979 "Friends of Our Club" listing.

50 YEARS AGO

■ **SEPTEMBER 1968:** Classified ad in the Wilmington, N.C., *Morning Star*: "My wife's too fat. You can have a 1965 Volkswagen reasonable. Nolan Leonard, 791-1231." Same paper next day carried this follow-up ad: "For sale, cheap: 1965 Volkswagen and 1929 Husband — both slightly dented. Jeanne Leonard, 791-1231."

60 YEARS AGO

■ **OCTOBER 1958:** AUTOIST editor Don Ellenberger writes: "Currently experimenting with a Fish carburetor on my '56 VW sedan. Ed Farnsworth, an engineer for the company and a well known racing mechanic, installed it and my car now goes like a bomb. Early tests show that gas mileage has climbed from 31 to 38 mpg — highways but with much stop and start for 0-to-60 clockings."

NEW, LARGER ECONOMY SIZE

BY CLIFF LEPPKE

VW's Jetta began its rise to the brand's American best seller as a fuel-sipping deluxe subcompact sedan. Due to its budget BMW aura, it made saving money fun.

The Jetta's journey detoured in 2011. That's when VW foisted the price-conscious sixth-generation model on us. It savagely cut back Jetta's nice bits, including its Mercedes-grade interior. Hard ill-formed plastics turned the cabin into a prison cell. Mechanically, the steering, rear brakes, rear suspension and engine lost their class-leading ways. While this fit a low-price marketing necessity, it departed too far from the car's Teutonic roots.

The remixed seventh-generation Jetta is an upgrade. It's more humane with techno gadgetry and driver assist aids. It's larger but VW's engineers dieted. It weighs less than 3,000 pounds. That's svelte. Weight watching produced a playful vehicle that responds promptly to driver inputs.

Jetta's styling follows current automotive fashion — fastback roof and pleated flanks. Yet, the hood's strakes and ribbed side panels are deftly executed. Only a slightly proud rear side door marred this gem.

Inside, it's roomy. Sanitary light-gray plastics and a cloth headliner prove an airy environ.

■ Cliff Leppke | leppke.cliff@gmail.com

“Jetta’s styling follows current automotive fashion — fastback roof and pleated flanks. Yet, the hood’s strakes and side panels are deftly executed.

Hexagonal shapes organize the decor. VW’s new eight-inch infotainment screen is smoothly integrated into the dashboard. My SEL Premium tester expands your video vista with a large Digital Cockpit or instrument cluster. This bright screen is crisp and configurable.

The power driver’s seat offers generous leg and back support. You can chill it or heat it. Soft-touch door cards and dashboard pad enhance the driver-focused setting. It wears the GTI’s leather-clad steering wheel and automatic climate controls — a welcome upgrade. Headroom and legroom are generous. Pedal placement is proper, too.

Economy size includes penny pinching. Hard plastics surround aft riders. Comfort, though, is good due to generous head and legroom. The right front seat lacks height and tilt adjustments, and the trunk portal via the 40/60 split rear seatback isn’t neatly finished. The rear-side headrests aren’t adjustable. The trunk lid annoys. It pops open and then later bangs your head like an angry bird. You must pull it up to a detent. The back seat lacks face vents and power outlets. The driver gets a lighted phone alcove with nearby USB port and 12-volt outlet — ideal for Android Auto or Apple CarPlay. The Beats-branded tunes player sounds good. There’s a CD player, too.

VW relies on a 147-hp turbocharged engine with eight-speed automatic transmission. It’s a hurry-to-top-gear setup that reduces fuel consumption. I observed 35 mpg overall with 40 mpg on one highway trek. EPA estimates are 30 city, 40 highway, 34 mpg combined. Because the engine rpm at less than 40 mph is 1,250, it thrums, causing a drum-like resonance. Sometimes the turbo kicks too abruptly. Pick sport mode, either via a button or the shift lever and the engine revs higher. This makes the moderately powered vehicle more responsive.

On the highway, the Jetta shines. The engine politely churns a miserly 2,000 rpm at 70 mph. There’s road noise and tire slap, but precise steering and a sense of serenity impress. Backroad romps induce an occasional bounce and obvious body roll, yet there is decent tactile feedback. Lane-keep assist steers the car toward the center of a marked lane. Turning this aid off is a chore. You must wind your way into a computer menu.

The Geneva Conventions should cover the cruel punishment that passes for Milwaukee County’s streets. The Jetta remains resolute over most flaws. Normal steering effort is low. I preferred the sport setting for wheel twirling. The longer Jetta didn’t corner as tightly as expected.

Stepping up to the SEL Premium means lots of doodads. A complete suite of driver assists in-➤

cludes blind-spot warning, lane keeping, radar cruise control and rear cross traffic alert with braking. The latter halted the car when backing it out of an election-day polling spot. The rearview camera indicated enough room, but the collision avoider won. The vehicle's electronic parking brake intercedes, when you open the driver's door while in gear. There's an engine idle reducing start/stop scheme, which prevents the engine from restarting if you exit the vehicle.

The SEL Premium model, at nearly $28,000, features a complete suite of driver assists, including blind-spot warning, lane keeping, radar cruise control and rear cross traffic alert.

The slick infotainment touchscreen is responsive. Radio tuning via a knob requires extra steps. You must tap "radio" first — not simple on a bumpy road. VW hides the panel dimmer and odometer reset in the infotainment menu. Automatic LED headlights turn on the high beams whenever possible. You can vary the LED ambient interior lighting color and brightness. Some areas are zoned for individual customization. LED lighting strips vary hues, if desired, to indicate drive mode. Red is sport.

VW claims the new Jetta offers remarkable value. The base model lists for less than $20,000. That and the extended warranty make the Jetta a bargain. Whether you should stuff the larger Jetta with the SEL Premium's goodies is another matter. It lists for $27,795. Some good things come in large packages. This one's miserly fuel consumption is an unexpected bonus. It grew on me. VWCA

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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. Direct comments, questions to VWAutoist@mindspring.com

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GHETTO GARAGE

BY CLIFF LEPPKE

Acquisition of sad-sack 1986 Scirocco is worthy of a cable TV car rehab segment

How do you define automotive adventure? Is it a weekend at a racetrack, Skip Barber driving school or a concours d'elegance? These venues are thrilling. None, however, compares to my ghetto garage — vehicle breakdowns in dicey ZIP codes, places were convenience stores aren't convenient.

My latest ghetto-marvelous adventure commenced when I bought a 1986 VW Scirocco in Yuma, Ariz., a couple of years ago. The simple plan: Fly to Yuma, pick up a machine, drive it to Milwaukee and replace my rusty relic, another 1986 Scirocco. The "replacement," alas, is a crummy car. The seller claimed it was original, untouched with only 50,000 miles on it. Untouched! He meant competent technicians never skinned knuckles mending it. As for the perfect interior, the seat padding was toast. A non-smoker's car, my rear end — look at the ciga-➤

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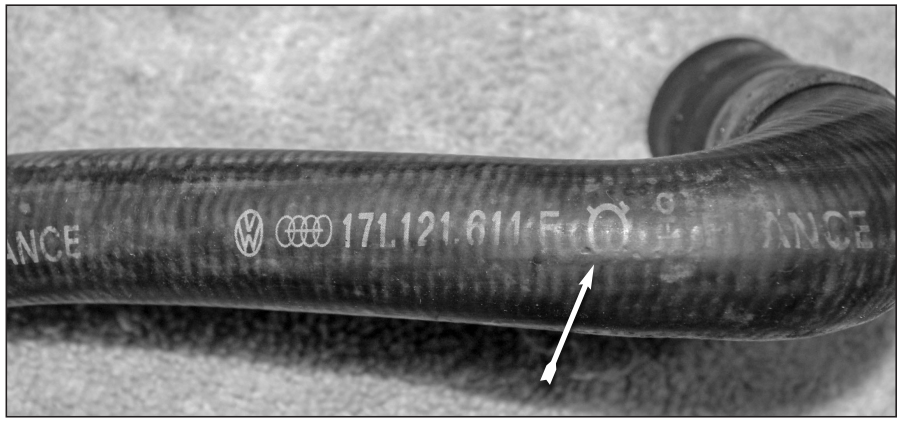
rette burns. Original keys, well it had a key. Perfect spare, it was blown. Fuel lines were cut and hoses installed because stupidity rules.

It also drove like dreck. A rodeo ace couldn't tame this beast. The steering was stiff; someone installed the front struts without their upper bearing bushings. This smashed those rolling balls to bits. And someone installed the wrong coil springs without bump stops or dust caps. This was a bouncy low-rider. Badly remanufactured drive shafts compounded the problem. The CV joint boots looked new, but the metal parts under them jammed preventing the wheels from returning to center after cornering. Engine mounts were replaced without their buffers. The incorrect transmission mount jammed into the power steering assembly.



A hose with the distinctive spring clamp icon (arrow). VW switched to spring clamps and plastic coolant fittings by 1986, probably as part of the second-generation Golf's setup in 1985. The new plastic pieces, such as the heater valve, got a different suffix on their part numbers. To make sure technicians and parts counters knew the difference, VW's suppliers painted, stamped or molded a spring-clamp icon on parts. This indicates that they're designed for and require spring clamps.

Nonetheless, I drove it from Yuma to Milwaukee, where it went from bad to worse. Broken engine vacuum hoses caused the motor to die, and the interior flooded due to leaks. In my garage, the car's tires went bung, the water pump spit out coolant and master cylinder reservoir puked fluid.

This mess meant it went nowhere. Instead, the unspeakable stain of a VW usurped a garage space. Its deposits were clues for an automotive Sherlock Holmes.

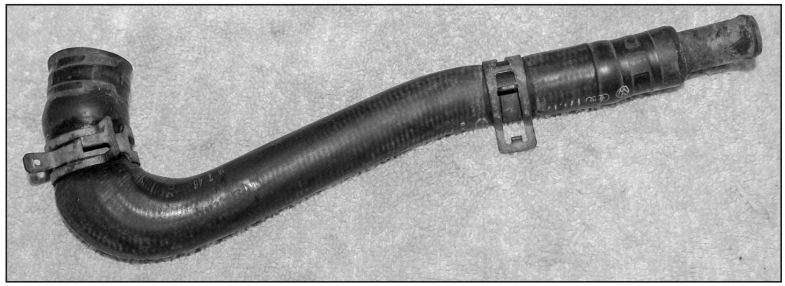
Fast-forward to today, I rescued this VW. I dug into the front end knowing it needed different springs. I had the correct color-coded ones, rescued from my brother's unfortunately totaled Cabriolet. This repair, as I've already noted, introduced a festival of mistakes. Happily, I scored key new parts and repurposed the drive shafts from my brother's Cab.

While replacing the water pump, I discovered more mistakes. The entire cooling system was silly-coned together. Who needs O rings or gaskets when you've got a tube of goo? On the water pump, silicone plugged a botched repair. The chief reason the pump croaked was rust. Someone let the "coolant" (rusty water) turn corrosive. The pump's impeller was a rusty blob. A curious intermixture of hoses and clamp types proved someone couldn't read or ignored VW's part numbers. VW's suppliers embellished their part ID's with spring-clamp icons. Screw clamps, however, were everywhere.

At this juncture, you've probably forgotten the ghetto-garage experience. This was the moment when my Yuma treasure deserved its own Velocity cable-channel show. It introduced me to another American life. This segment began after I rectified many of the car's ills. I mended the pump housing, for example, with a Cabriolet fixture. The Cab provided the original spring

clamps and radiator/pump hoses. I filled the cooling system with a rust fixer. Then, I drove the car a few days, drained and filled with the VW-recommended stuff.

New engine mounts, tires and a muffler from Germany via VW Heritage in England improved the car's disposition. Not so quick. One hot July night I drove this gem from my employee parking lot to a mega supermarket. About two miles into this excursion the coolant temp light blinked "danger."



Heater hose from the '86 Scirocco.

I pulled over, opened the hood and breathed steamy vapors. I inspected the engine bay using a cellphone as a flashlight. Evidence pointed to a faulty heater hose. That was a minor hiccup compared with the panhandlers, women wearing strapping tape as clothing and one passer-by who offered to help. He struck me as a scam. So, I passed. Anyhow, this white guy with a red VW coupe became an instant target.

Intelligence is knowing how to use your environment. After lots of contemplation, I decided that a smart person would try a nearby convenience store. This one is a hotspot for winos. I wanted gallons of water. At the end of one store isle, I saw antifreeze. Buying it was awkward. One bawdy man regaled the entire store with his loud exploits. Meanwhile, the checkout line grew longer due to woman who ran out of the store and then re-entered it. Repeat that six times.

Eventually, I handed over my credit card, paying $18 for two gallons of pre-mixed coolant. I returned to my ride and poured the elixir into the coolant tank. It drank nearly two gallons. Coolant dribbled from a blown heater hose—the briar pipe like one that is larger at the engine head fitting, makes a 90-degree bend and tapers to a smaller diameter.

My ghetto getaway: First, open the heater valve, reducing pressure on the hose. Second, start the car. Third, drive back to my workplace parking lot. Fourth, do this by coasting, shutting off the engine whenever I could.

Success! Plus, a co-worker gave me a ride home. There, I fetched my hose clamp pliers, one of those funky heater hoses, several gallons of water and a trouble light. Then, I drove my rusty RO back to work. Irony. Wrenching the old hose off the rusted pipe, which is underneath the brake booster, proved difficult. For fun, I started the car and drove to that supermarket, arriving home at 5 a.m.

Since then, I replaced all the heater hoses and coolant pipes. Steve Bush, my nearby Umansky VW parts guru, located two new pipes in an Oklahoma dealer's parts bin. Within 48 hours, they were mine. Meanwhile, Metro Auto Parts fetched several Meyle-brand hoses. While the hoses that attach to the heater core are correctly shaped, they're longer. You must cut them. This eliminates the tapered end that facilitates spring clamps. Not perfect, but it sure beats another ghetto garage moment.

This GG episode ends with an engine that purrs. The blinking light saved my ride. I didn't warp the head or blow a gasket. Next episode, bring a trailer. VWCA

THAT PESKY CYLINDER #3

BY CLIFF LEPPKE

Leak-down test on a ’72 Squareback reveals valuable insight into a persistent problem

Check Tom Wilson’s *How to Rebuild Your Volkswagen Air-Cooled Engine*. His chapter “Time to Rebuild” provides a step-by-step guide to determining engine condition. Wilson admits VW’s air-cooled engines aren’t known for extreme longevity.

One weak spot is the third cylinder. Before the 1971 Beetle engine, the oil cooler, hidden under the fan shroud, preheated that cylinder. This caused high cylinder temperatures and prematurely burned exhaust valves. For 1971, VW rerouted the oil-cooler’s air. Suitcase Type 3 and Type 4 engines, says Wilson, had this happy idea from the get-go. Nonetheless, cylinder 3 remains a trouble spot. It cer-

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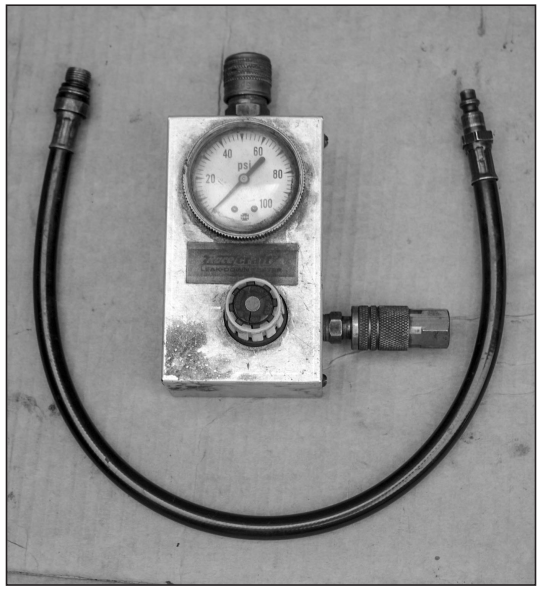
tainly lasts longer, but it's still subject to heat-related stresses.

This piece focuses on one engine-performance measure—the leak-down test. The guinea pig is my 1972 Squareback, an AUTOIST high-mileage feature car at 256,000 miles. It was reliable transport until 1981. That's when an Elgin, Ill., VW shop rebuilt the engine. They did this because I didn't want the 135,000-mile engine's exhaust valve No. 3 to break, and oil consumption was relatively high.

Unfortunately, this shop bungled the job. Goofs were numerous. They didn't install the cooling fan correctly. It came loose, making my Texas Yellow wagon sound like a Cessna. Loctite, therefore, became my friend. Spark plug No. 1 one blew. After pulling the engine to rectify that problem, a machinist discovered worn intake valve guides. The shop replaced worn exhaust valve guides but didn't touch the intakes — a foolish economy.

The rebuilder also flycut the cylinder heads. This metal-removing trick ensures good cylinder-to-head sealing by machining the cylinder head contact point. Bill Fisher's legendary *How to Hotrod Volkswagen Engines*, furthermore, recommends removing a 1.5-mm quench-reducing ledge. Don't, says Wilson. VW introduced this modification by 1972. It moves the head away from the piston and lowers the compression ratio. That change addressed emissions concerns. It also helped it use lower-octane unleaded regular fuel. If you remove the ledge when fixing, say, a warped head, you've got to install shims. These spacers "reclaim" the lost metal and return the engine to the stock compression ratio and valve geometry. Why? Flycutting moves the head inward, altering the relationship of the overhead valves and pushrods that operate them.



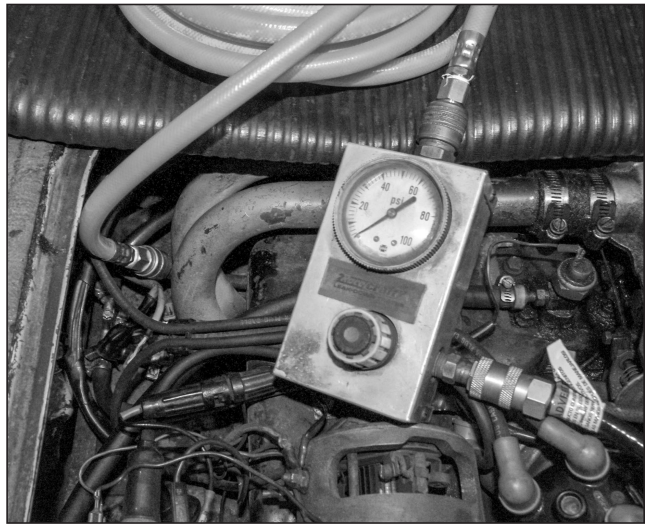
ABOVE: A vintage leak-down tester. BELOW: Detail of the hose fitting for the spark plug hole.

Unaware that my Squareback's engine had a higher-than-stock compression ratio, I motored into the future of engine overheating troubles. By 1984 the car's fuel injection system didn't run well after a cold start. I consulted a VW tech, who performed a power test. It's simple on the fuel-injected Squareback. Just check the engine rpm at idle. Then, unplug a fuel injector and notice how far the engine rpm drops. If unplugging a cylinder's injector doesn't change rpm, you've got a problem. In this case, cylinder No. 3 didn't contribute much mojo.

The next inspection was a cylinder leak-down test. You move each cylinder's piston to top-dead-center, make sure all valves are closed and put compressed air into the cylinder via the spark plug hole. An air-pressure gauge lets you monitor pressure. Next, listen for leaks. Cylinder 3 leaked between the head and the cylinder.

Fast forward. I pulled that engine, removed the head, had it fixed and installed it. Like some shampoo instructions, I repeated this in 1990 after another head-warping incident. This time➤

a machinist carefully measured the head, machined it and then sold me the correct shims. I put the shims between the head and cylinder. On a fresh rebuild, you'd place them between the cylinder and crankcase. The result was a car that ran quite well, moving me to Minneapolis for grad school and later to St. Louis for the same.



ABOVE: Leak-down compressor. BELOW: The tester in action.

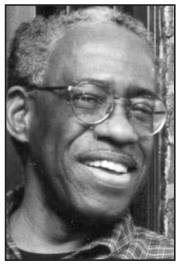
Things change. A few years ago, I noticed the Squareback's engine had lost its zip. It wouldn't run well after a cool start. A pressure sensor attached by a vacuum line at the left side of the intake manifold (cylinder 3's direction) determines the Squareback's basic fuel metering. If you've got a leaky cylinder, engine drivability suffers.

I checked whether cylinder 3 was up to snuff. It wasn't. That cylinder's exhaust valve stem wiggled—examined after removing that cylinder's rocker assembly. That's a sign of valve-guide wear. Next, I went directly to a cylinder leak-down test. A pressure gauge that uses air compressor-type quick connects makes this task easier, as the spark plug holes where you put compressed air are under engine tin. Use a hose with a female end for the quick connector and a male end that threads into the spark plug hole. This latter item has a rubber seal.

Exam results revealed a problem. Cylinders 1, 2, and 4 instantly shot to 60 psi, as I applied air. Cylinder 3 struggled to reach 20 psi. Next step, pull the engine and check the cylinder head. Expect a complete engine overhaul due to its advanced mileage. This Squareback's cylinder heads have a temperature sensor boss and a provision for breather pipes. The part number is 311 101 375G. While you can get new heads for Beetles, the Squareback is a different story. VWCA

The 'Smilemobile'

The work of the late Warren Brown, former *Washington Post* automotive writer, was memorialized on Aug. 3, when reporter Kelly Johnson reprinted highlights of several of his car reviews ranging from 1996 to 2005. Brown died July 26 at age 70.



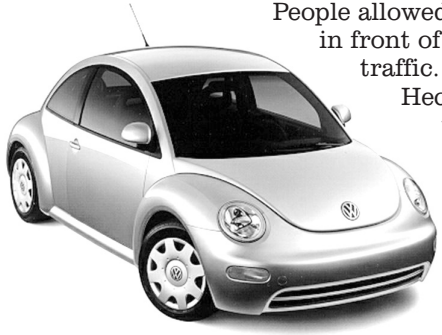
Warren Brown

Below is his take from March 29, 1998, on VW's New Beetle.

I've driven thousands of cars. But no one ever followed me home. No one begged me to stop for photographs, or pleaded with me to linger in a mall parking lot to placate a friend who was trapped at a checkout counter, and who would "just die if she couldn't see this" — the 1998 Volkswagen Beetle.

And that wasn't the half of it.

Teenage girls squealed in unison at the sight of the new Beetle.



People allowed me to get in front of them in traffic. Allowed? Heck, they invited me to go before them. At a Wendy's in Northern Virginia, customers pulled out of the drive-through line to get a closer look.

All this for an update of a putt-putt economobile — designed for Hitler's Third Reich — that arrived on these shores in 1949 and remained for a generation marked by hippies, free love, the Vietnam War, the civil rights movement, the assassinations of Bobby, Martin and John, and the eventual demise of flower power.

The new Beetle is packed with comparable emotion, minus the unhappy stuff. It is a smilemobile — and comes with a dash-mounted flower vase. **VWCA**

HE COULD HAVE HAD A

DISCOUNT

With the VWCA's **Friends of Our Club**, members can save money on parts, labor and accessories from affiliated Volkswagen dealers and independent shops in the U.S. and Canada. Turn to the AUTOIST centerspread for more information.

TALE OF TWO BUSES

'Brown' served as a construction workhorse and playground for kids before 'Yellow' turned its predecessor into a punchline

BY SHELL TOMLIN

I had never owned a VW Bus before, but always admired them. They looked cool and provided a truly unique perspective from the driver's seat. We were in a construction mode around 1977-78 at our home and were contemplating some heavy hauling ahead. The used green 1970 Bus we located would be perfect.

But first we would have to fix it up. We completely stripped it inside and out — glass, lights, upholstery — the works. We were to have it painted in later model colors — cream over dark brown — and didn't want any evidence of the original green to be visible. A friend who was a professional body man did the work.

"Brown Bus" quickly became a member of the family. Having no middle seat, it was a favorite place for the kids to ride their Big Wheels around the huge open expanse. On many occasions, we were able to set up a portable playpen in that space so the kids could ride in relative safety. (No child seat or seat belt laws back then! What possibly could go wrong?!).

But Brown Bus was purchased as a work vehicle, and that he was. Once we needed some gravel as a base for a new back sidewalk, and Brown Bus was up to the task. With a large board slipped just inside the sliding door, he easily took on about a half yard of stones, gingerly loaded with a Bobcat. Once we got back home, removing the gravel was a different story.

A trip to the lumber yard to purchase drywall was another adventure. We placed a sawhorse behind the front seats to support the front end of the load and moved the spare tire to the floor next to it. After sliding in nearly a ton of 4-by-12-foot sheets, we were told to pull around the building where there was string to tie down the tailgate. Well, I thought it steered like it had a flat tire, and when I got out, I saw that it was indeed flat! Wondering if the jack — or I — was strong enough to lift the Bus with all that weight, the lumber yard guy said, "Wait here a minute."

A short time later, here he came with the largest fork lift I have ever seen. He slid it un-

■ Shell Tomlin | VWClub@aol.com

derneath and effortlessly picked up Brown Bus and his load of drywall while I changed the tire. In minutes we were on the road home, hoping to make it without another flat.

Brown Bus served us well, even though he was under-powered and had no heat. His downhill speeds could often top 70 mph, only to have us sometimes shifting down to second gear within 100 yards on the uphill side. In winter, the lack of seals on the pedal penetrations through the floor allowed cold air to blow up our pants legs. He was family, though, so you have to overlook certain things.

But this is a tale of TWO Buses.

A family member who is a mechanic had his shop in a building that he shared with a towing company. That company didn't work on any cars but just did towing — for the police, abandoned cars, repos and the like. Such was the case with the yellow 1975 Bus spotted in their storage yard. It had been repossessed about seven years earlier and long since forgotten by both the towing firm and the finance company. I asked the relative if there was a chance to buy it, mostly on a whim. "What would you pay for it?" he asked.

I told him $1,000 — the equivalent of about $2,600 in today's dollars — although I had no idea where I could lay my hands on that much money at the time. In those days, the Bus was worth about $2,500, so I was sure my "bid" would not be taken seriously. After months of inactivity, I got a late evening call from the mechanic-relative, "You still interested in this Bus?"

"Sure, why?" I asked.

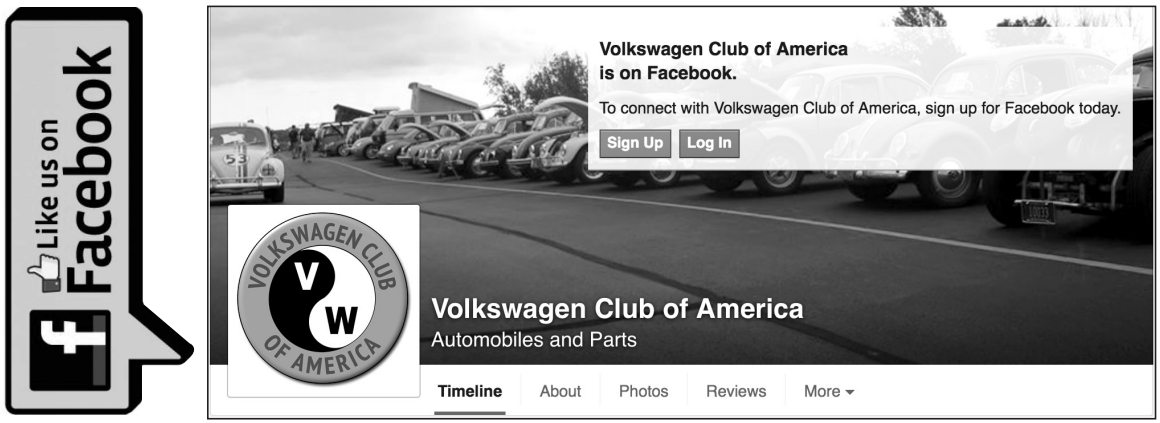
"I just bought it and I have to get it out of here tonight. They let me borrow the tow truck if I brought it back with a case of beer inside. I paid $500 for the Bus," he answered.

Seems like the towing company's owner cut a deal with one of his cronies to buy it if they could get it running. Of course, my mechanic-relative was unable to get it to start, so he was told to "get it out of here." And that he did — right to my driveway!

It needed a muffler and some hoses — those first-year fuel-injected systems were sensitive to vacuum leaks and corroded wiring connections — but we soon had "Yellow Bus" purring like a kitten, thanks to a couple of VW mechanics in the family.

But now it was time to say goodbye to Brown Bus. The kids really loved him; after all he was a member of the family. We told them that Yellow Bus was much nicer and faster and stronger and warmer in the winter, but they could not be consoled. Finally, we said Brown Bus was broken and Yellow Bus would be taking his place, and we put an ad in the local paper.

Brown Bus was all shined up in the driveway, waiting for a guy who answered the ad to come and look at him. When he arrived, my 5-year-old son met him walking up the driveway and asked, "Are you here to buy my Daddy's broken Bus?" VWCA



2018
FRIENDS OF OUR CLUB

CONTINUED FROM PREVIOUS PAGE

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FORT WORTH: AUTOBAHN VW, 2824 WHITE SETTLEMENT RD., 817-336-0885

GARLAND: RUSTY WALLIS VW, 12635 LBJ FREEWAY, 214-349-5559, P-20 A-20

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

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

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

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MILWAUKEE: VW OF MILWAUKEE NORTH, 1400 W. SILVER SPRING DR., 414-290-1400

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ALBERTA: SOUTHLAND VW, 1450 STRACHAN ROAD SE, MEDICINE HAT, 403-526-3633

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 and VWCA membership card when requesting the discount.

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

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MARTINEZ: GERALD JONES VW/AUDI, 4022 WASHINGTON RD., 706-228-6900, P-15 A-15 L-15

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

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DAVENPORT: VW OF QUAD CITIES, 3700 HARRISON ST., 563-386-1511

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ONTARIO: AUDI UPTOWN, 4080 HIGHWAY 7 EAST, MARKHAM, 905-513-8820, P-10 A-10 L-10

OTHERS

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

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LONG BEACH: SO CAL IMPORTS, 6831 N. PARAMOUNT BLVD., 562-633-4979, AC, PARTS

NATIONAL CITY: VEE PARTS & ACCESSORIES, 704 A AVE, 619-477-4787, veeparts.com, P-10 A-10 AC

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EVERGREEN PARK: BEETLE CRAFT SPORT TUNING, 9535 S. PULASKI RD., 708-422-7548, P-10 A-10 L-10 AC

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

INDIANA

FORT WAYNE: WERNER'S GARAGE, 7804 FRITZ ROAD, 260-489-9783, P-10 AC, EUROPEAN CAR REPAIR

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NORWOOD: DUNE BUGGY SUPPLY, 215 REFORM ST. N., 952-938-8877, AC

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WATERLOO: SELECT EUROCARS, INC, 0685 WATERLOO-GENEVA RD., 315-789-2200, P-10 A-10 L-10 AC, INDEPENDENT AIR- & WATER-COOLED VW REPAIR & SERVICE

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NIVA resorts to finding a new and successful home for its car show and swap meet

BY SHELL TOMLIN

The 2018 edition of Northeast Illinois Volkswagen Association's BugFest Car Show & Swap Meet brought a big change in venue on June 24 — Pheasant Run Resort and Spa in St. Charles, Ill. The sprawling campus provided a large paved area for the swappers and acres of grassy field for the cars.

When parking the show cars, event workers often have a problem keeping similar model classes together to facilitate review and judging by the participants. The vast expanse made this much easier, and checking out the 112 show cars was more fun.

Before the event, the VWCA website received an inquiry from Robin Dunn, asking if any car shows were scheduled nearby. As luck would have it, the BugFest was only a couple of weeks away and, after some coaxing, the reluctant Dunn decided to show her 1962 Karmann Ghia. You can guess the rest of the story; she won First In Class!

The long rows of show cars were the focus of the day, so we'll share some of the photos we took there on these pages. You can see all the photos — in full color — in the photo gallery at VWClub.org. If you were there, see if we got a shot of you or your car. If not, you can see what you missed.

Some of the 112 cars entered in this year's BugFest.

You'll want to check out the latest edition of Mark Kuntze's multi-colored Beetle. If you recall the ever-changing colors on his Karmann Ghis in years past, you'll be amazed at what he has done to the Beetle. The paint scheme changes each year, so we're always eager to see his latest creation.

The huge new venue was well-suited to the large numbers of cars entered, and it is hoped that BugFest will return here for many years to come. Many thanks to Pheasant Run manager Jesse Perez for his help and support, as well as his invitation to come back in 2019. VWCA

■ Shell Tomlin | VWClub@aol.com

Mark Kuntze with his kaleidoscopic Beetle — one in a series of colorful coverage schemes on his cars.

Joe Brennan's 1955 Kabriolett.

A crazy creature on this Bus is ready to pounce.

Pheasant Run manager Jesse Perez (left) accepts appreciation from BugFest chair Kirk Schulz.

LEFT: Robin Dunn's winning Karmann Ghia. RIGHT: A swap meet on firm ground.

The Frontdriver

■BY RICHARD G. VAN TREUREN

Winch me up, Scotty

Early in the space shuttle program, on my first visit to California's Edwards Air Force Base, we were put up in the nearby town of Lancaster. Therein was the first Harbor Freight store I'd ever seen. This was a real novelty for me — I dubbed it the "Buffalo Tool Truck Store" — and looked forward to subsequent visits, mainly for tidbits and accessories that were compatible with my existing set of tools and that would fit in a homeward bound suitcase.

Fast forward 25 years and one finds HF stores all over the place. Seemingly, a month cannot pass that one finds an excuse to visit for something — gloves, brushes, etc. — remembering to bring the coupons for the free flashlight, tarp, what have you. When we started building the kit airplane, we shopped in the HF Aeronautical Division — accessible mentally by wearing a different hat in the store.

As I formulated a plan to hang the UL engine on our Twister's firewall, what should arrive but a special HF discount coupon on its 6,000-pound-capable winch. Idea! I'd get the winch on sale, and when ready later, I'd get the mounting plate adapting it to a standard trailer hitch mount. The plan fit together in my mind perfectly. Unhappily, about a year later when I purchased the mounting plate, I found the holes did not line up. What do you think this is, Volkswagen? Harbor Freight's winch does not have to fit Harbor Freight's winch mounting plate, thank you.

Too late for a refund, the HF manager agreed it was a rather raw deal. So he offered to allow me to trade in the 6K unit for the then-current 9K, which would fit the plate. So for about twice the money, I had an overkill winch that at least fit the plate. I first replaced its monster wire rope with a 6,000-pound test cable that would still easily pull our Touareg ("Mr. T") out of any jam, figuring it would be more pliable in my typical application. Actually, I never did figure how to use it to hoist the airplane engine, which we later mounted using a giant set of homemade sawhorses and — you guessed it — HF ratcheting straps.

So there I was with a solution in search of a problem, a winch mounted on Mr. T's trailer hitch. As soon as I find a splice for ought-gauge copper wire, I'll make a cable that will carry the required current back from Mr. T's positive jumper-post under his hood. (T's battery is stored under the driver's seat and away from the heat. The first one lasted us an incredible five years in Florida.) Until then, we've used the winch with a separate battery.

Meanwhile, after towing the airplane to Oshkosh, Wis., and back (AUTOIST No. 494) I had not gained a bit of skill in backing up the monster long, long trailer (a la Desi and Lucy in "The

■ RICHARD G. VANTREUREN | RGVANT@JUNO.COM

Long, Long Trailer"). So, why not put a trailer hitch on the front of Mr. T, so I could see, and aim, what I was backing into, so the horses wouldn't laugh at me, as the hapless sap in the Tiguan commercial? Besides, it only needed to be added when needed, not some sort of permanent Frankenstein nose destroying Mr. T.'s smooth lines.

"Mr. T.," with 9,000-pound-capable winch.

Unlike the lighter VWs, T's have towing eye receptacles on all four corners. However, I quickly gave up on matching its weird lefthand metric thread, since even the towing eye from our Eos won't screw into T's receptacle. So I coughed up $45 for two VW replacement part towing eyes.

First problem: the towing lugs are tapered and sloped, so my friend Kirby kindly welded a slug on each forward slope for a level playing field. Then I cut an angle iron so the two pieces would reach from the eyes to the centerline. I invested in a major drill bit to make the holes for bolts through the eyes, and likewise through the bumper hitch receiver receptacle plate sold by, who else, Harbor Freight. Kirby then welded the assembly and painted the whole works for me.

I can't wait to try putting that trailer right where I want it for a change. However, in the meantime, what about that winch? After all, many off-road and good smattering of wanna-be off-roaders have winches out there as figureheads, gathering love bugs in the slipstream. So, not having to throw too much more good money after a questionable investment, I fashioned some electrical connectors that would hook onto Mr. T's jumper posts, and ta-da, a forward winch-equipped Touareg!

While this setup awaits a mission, I can't help but remember the earliest days I had with the VWCA. Attending my first convention, I entered my original '75 Rabbit, "Ol Blue," in the "most improved" contest category. I did not win first place. By the next convention, I had made even more improvements, including obtaining a European seat of rear seat shoulder harnesses with an impressive bit of engineering to install them (only the top mounting hole was factory-supplied). That's not to mention virtually every retrofittable improvement made in the model every previous year, and lots of extra touches — like the England-only wire rack that hooked under the seat to hold the owner's manual — which, for no apparent reason, had been engineered not to fit flat in the glove compartment.

That convention, most improved first place went to member Dallas Schumacher. His Type 3 Squareback stood out with its full-size Texas longhorns mounted on the hood and a bunk bed bolted in across the back seat and luggage compartment. I was stunned, but the judges had followed the rules. Most of Ol' Blue's changes came either from newer Rabbits' improvements or elsewhere from the VW line, even internationally. They simply did not count as "improvements."

Dallas is hopefully looking down with approval on Mr. T's quirky bit of functional decoration.

■**AIRVENTURE 2018:** Some 601,000 people attend the annual event, nearly 2 percent above 2017's record. More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total showplanes: 2,979 (second straight year over 2,900): 1,160 homebuilt aircraft (5 percent increase), 1,094 vintage airplanes, 377 warbirds (7 percent increase), 185 ultralights and light-sport aircraft, 75 seaplanes, 22 rotorcraft, 52 aerobatic aircraft and 14 hot-air balloons.

More than 75,000 people attended 1,500 sessions, including the airship presentation by yours truly. The only noticable decrease this year: the number of VWs in visible support. So when that old Beetle or Thing has served you long enough, please consider it for a tax-deductible donation to the Experimental Aircraft Association, where it will live again in support of volunteers at the World's Greatest Aviation Celebration. VWCA

VolksWoman

BY LOIS GRACE

Distracted driving

As soon as cellphones arrived in our lives, bad things started happening. It was 1984, and much like George Orwell's prophetic novel, the world changed before our very eyes. As a lover of all things vintage, I don't welcome change with open arms. I know it's necessary, and I adapt as best I can to new things and technology, but this ability to use a telephone wherever and whenever we chose made me think of all the liabilities attached to this new idea.

The Mercedes 300 SUV is parked in the middle of the street after its driver struck the trailer at right, then the Subaru wagon ahead.

A very big liability with cellphone use while driving is being distracted: Your attention is diverted from the task at hand, and to make matters worse you may be looking at the phone's screen instead of the road. This subject was driven home painfully for me in August when our neighbor came around the corner and plowed directly into the rear of our travel trailer parked at the curb. More on that in a minute. But first, let's talk a bit about why this is a problem in the first place.

Cellphones have become such an integral part of modern life that it's now nearly impossible to do business or live without one. You can pay bills on your phone, take pictures with your phone, bank on your phone, access social media on your phone and any number of other activities I am sure I don't know about.

Never in a million years did I ever dream that people would actually want to talk on a phone, while driving. If you wanted to make a phone call, you found a pay phone and stopped long enough to make the call. Wireless earbuds and hands-free technology allowed us to call anyone, any time. But should we?

This ability became problematic so quickly that many states enacted legislation to make it illegal to call from your moving vehicle and required drivers to use a hands-free device to dial that call. It is, in my opinion, too little, too late. The genie is out of the bottle and, now freed, is showing he has no intention of being recaptured.

When we heard that loud, strange noise on the street, we went out to investigate. Our neighbor, on her way home, had turned the corner at the end of our street — where speeds are typically 30 mph or higher. Possibly distracted by her cellphone, she had crashed into the rear corner of our trailer. She then went on to hit the same rear corner of our next-door neighbor's car, breaking the axle, crushing the side, and pushing that car

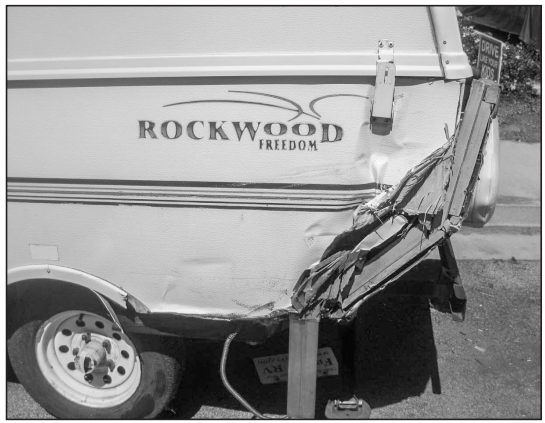
Lois Grace | vlkswmn@sbcglobal.net

into the car in front of it.

Her Mercedes 300 SUV came to rest in the middle of the street with her behind the wheel and enveloped in air bags. Our poor trailer will likely be a total loss. Our neighbor's car, an older Subaru WRX wagon, was also totaled with a possible broken axle and left side body damage.

That neighbor told me he'd seen her exit the car with her phone in her hand, sending a text. In all fairness, I did not see that but what would cause someone to hit a trailer and two cars as she drove down her own street to get home? I wondered if she was having a seizure or had blacked out. When I asked her what happened, she said she didn't know!

She appeared to be dazed, but the police tested her on the scene and said she was not under the influence of anything. The enormity of what she'd done was probably sinking in. I think she knows perfectly well what the cause of this was, and she was not about to admit it to any of us.



Detail shots of the damaged trailer and Subaru WRX.

Studies done have shown that cellphone use while driving is nearly as bad as driving drunk and in some cases, worse. We now have cars that will drive themselves and park themselves. We have systems in place that tell us where we are and where we are going. We have cameras on the back and front so we don't hit anything.

Throw the distraction of a ringing phone into this mix and you have a perfect storm. How about we all just get back to doing what we are supposed to do while driving: operating a machine!

Cars are machines that are capable of killing, a fact illustrated every day in horrific fashion. Let's bring back good old-fashioned Driver's Ed, classes where you actually learned something from teachers who are above average in skills, and certified to teach.

Let's raise the penalties for distracted driving, and ENFORCE the laws already in place. Instead of our trailer parked at the curb, what if it was a kid on a tricycle, or one of us out to get the mail (our mailbox is at that curb, next to our trailer), or an elderly person in a walker on the sidewalk?

Instead of ruining two cars and a camper, she could have killed someone. And has all this technology really made us better drivers, or the world a better place? I think not. My opinion is that the world is just as hazardous as before, but with new and different hazards. And now, the added danger of drivers not actually DRIVING.

In a previous AUTOIST column, I referred to the "3 D's of Driving: too Damn Dumb to Drive." I hereby amend that to the FOUR D's of Driving: too Damn Dumb and Distracted to Drive. Don't be dumb and distracted. Just DRIVE.

Meanwhile, we had a trailer before the wrecked one, but this one, a 2004, was the first brand-new camper we'd ever bought. It was exciting and so much fun to bring home and perfect for us too: just big enough to be comfy but tiny enough to be cozy. We were going to have to get a new one soon anyway, but having it decided for us this way is upsetting and sad. Shopping for a new one is not fun at all. VWCA

Local Volks Scene

Fun Club's summer of fun

We've always said that participation in local chapter activities is a huge part of "enjoying your VW to the fullest." It is the purpose of this column, therefore, to highlight these events and activities, give the planners and organizers a little recognition for their efforts and perhaps inspire other chapters to try some of the unique and fun ways we enjoy our VWs.

Here's a roundup of what's happening out there:

Badger Beetles Fun Club, Milwaukee: A theater outing, summer picnic and the annual Campout are on the BBAFC calendar. Hard to believe summer is almost over as the Badger folks descend on the Lazy Days Campground on Labor Day weekend.

Central Florida VW Club, Orlando: CFVWC celebrated its 30th anniversary at the Willow Tree Cafe, featuring music, German food and the usual Gemütlichkeit. With many members being avid fans of VW trucks in Germany, they are closely eyeing the rumors pointing to the possible availability of these vehicles in the U.S.

Northeast Illinois Volkswagen Association, Lisle: NIVA's annual Bugfest Car Show and Swap Meet drew record numbers of show cars in its new, larger venue. See coverage in this issue. In July, the Bartlett (Ill.) Independence Day Parade was relaxing by comparison. A dozen or so members decorated their cars in patriotic regalia for the event. Some cars bore signs promoting the VWCA and providing welcome publicity.

Stateline Volks Folks, Rockford, Ill.: After a successful 31st annual Vintage Picnic in July, the Volks Folks focused on the Transportation Extravaganza in nearby Union, Ill. This show attracts hundreds of antique and classic vehicles of all types and is presented by the Illinois Railway Museum.

Meanwhile, check our website, VWClub.org, for listings of these and other future events. You'll always find the latest updates there — and even some events that were announced too late to make the AUTOIST publication schedule. And if your local chapter is planning an event, contact us at vwclub@aol.com and we'll post it on our site. We're waiting to hear from you!

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 devel oped 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. We're waiting to hear from you! VWCA

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four-cylinder engine. Currently, the Golf has a 1.8-liter turbo. GTI models get a 10-hp bump and there's a special trim Rabbit version. The now-ancient Passat loses its VR6 powerplant.

Closer to home, your scribe still works weeknights and weekends at a TV station. He typically doesn't trek to summertime car shows. He, however, checked out several new vehicles in Chicago. One was Subaru's Ascent, a three-row CUV. Subie's interior is nicely trimmed closer to an Audi than a VW. According to Subaru, its CUV hits a sweet spot that the previous three-row Tribeca missed — room for strollers and other gear.

Buick introduced its German-made Regal GS and TourX. The former is a liftback sedan and the later a wagon. Regals have four- or six-cylinder engines, eight- or nine-speed automatic transmissions and optional all-wheel-drive. The turbo-four wagon I drove behaved nicely but lists for $40,000. At that price, some interior bits looked cheap. Yet, it has its charms. Those who equate Buick with American might be surprised to learn that its U.S. lineup includes vehicles built in China, Korea, Germany and the U.S. To further reflect its international flavor, GM's Buick vehicles will wear the signature tri-shield logo sans the word Buick.

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.

I wonder whether VW might rethink the next American Passat. Might it do better if it aped Subaru and offered an AWD wagon with a bit more road clearance? Perhaps that's the role for the upcoming two-row Atlas. And is it smart to ape the Arteon/Audi A5 or Buick Regal and put a liftback on the Passat? There was a time with the Dasher sported a fastback with hatch.

My current VW fleet took a rest because I sampled several interesting autos from Toyota, Kia and Mazda. I drove a sexy beast, the Lexus LC-500. It's an impressive coupe, which despite its carbon fiber roof and alloy body pieces, still weighs more than 4,000 pounds. Thus, its V-8 engine and chassis didn't feel as sporting as the Audi A5 I tested. The nearly full-width dashboard display panel is too much screen. The instru-➤

Valued mentor is mourned

While you probably don't know him, John Pauly was my longtime adviser and friend. His guidance led me to improved English-language skills that led me to make my first AUTOIST submission in 1993. I met John in 1984 when he was my professor at University of Wisconsin-Milwaukee. I joined him later at St. Louis University, where he was a communications department chair. I received a fellowship to explore American studies at the same school. Later, we hooked up at Marquette University, where he rose as an administrator to the provost.

Pauly

He died Aug. 10 at age 69. Complications due to cancer dimmed this bright scholarly star, who had a gentle people-friendly spirit. He encouraged me to continue automotive writing, while working a dissertation project with him. The work examines the American postwar TV receiver as a material artifact with a focus on those who engineered, designed and marketed it. John's steadfast support proved invaluable because I don't always write clearly. I'll miss his blue pencil. Besides correcting grammar errors, typos and wrong words, his sidebar comments forced me to think. — CL

ment panel's side horns let you dial or tap drive and traction modes — slick. Kia's Niro plug-in hybrid runs about 20 miles on a battery and motor that you can charge before driving. It took more than seven hours on my 120-volt outlet to go that distance. According to my utility, it costs 60 to 90 cents for the electrical equivalent of one gallon of gas. Overall, fuel economy was 87 because I plugged in at home and at work. Mazda's CX-5 offers a better-trimmed interior than VW's Tiguan. Cabin comfort is good too.

Because I had other rides, I commenced fixing my VW fleet. A 1986 Scirocco is a comedy of automotive errors (see Page 9). I've got more work: nifty items such as exhaust manifold gaskets and fuel injector seals need attention. A new transmission mount, restored showroom smoothness to the powertrain. The Texas-yellow Squareback didn't go anywhere. Instead, I found a leaky third cylinder and will pull the engine (see Page 12).

Sorry folks, I don't get a summer vacation, but I sampled some interesting rides.

■**BOOK REVIEW: *VOLKSWAGEN TYPE 3*:** Leave it to the Brits. They've published another VW collector's book. This time it's about the Beetle's forlorn big brother: The Type 3, known Stateside as the Notchback, Fastback, Squareback and Ghia. Author Simon Glen has Type 3 passion. He's owned seven of them, which he drove in Africa, Australia and England. This hardcover book offers lots of info. It doesn't, however, capture the American frenzy for Heinz Nordhoff's grosser VW.

Americans went crazy for the Type 3, which debuted in 1961. It was an upgrade over the Beetle, with more room, power and better handling. Car magazines lambasted VW for making Americans wait several years for the auto. As many as 10,000 sly Americans a year snuck them into the USA via the gray market, *Time* magazine reported. Clever advertising and VW's reputation assured a hit. It became the USA's second-best selling imported car. Deliveries reached nearly 100,000 a year. That's a healthy chunk of the Type 3's annual production (not counting Brazil), which hit 272,031 in 1970. Altogether, VW produced more than 3 million Type 3s worldwide, according to Glen.

Glen offers VW fans an around-the-globe tour, sampling Type 3 vehicles produced in Germany, Australia, Brazil, South Africa and Ireland. The author weaves family stories about the Squarebacks he's owned into the larger narrative. Small photos illustrate model changes from tail lights to emblems. Images are small due to their low native resolutions. The 1961 Frankfurt Auto Show's public Type 3 reveal, therefore, doesn't get the space it deserves, although we get a glimpse of an earlier private showing to dealers in Wolfsburg.

This author dutifully explains model numbers and option codes. He decodes VW's trunk-mounted

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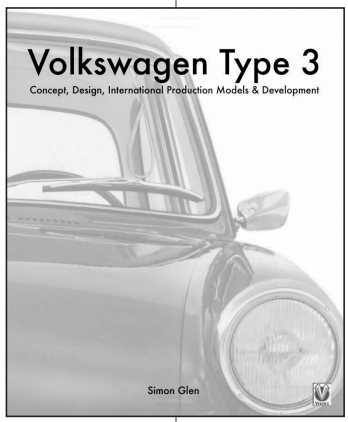
ID tags. He documents window-glass labeling and paint stickers, too. Plus, you'll see original and aftermarket accessories. Glen provides a year-by-year model-change rundown. The breadth is fascinating. Australian-made Type 3s, for instance, had special seats and unique fender badges.

As with the Bug, the Type 3 won admiration through endurance racing. On three continents, people put this car to the test. Type 3s were competitive. One exception is a publication that figured out how to roll one. While this auto endured, engine durability was an early complaint. This needs further exploration. The Type 3, as did the Beetle and especially the Bus, were known for third-cylinder valve failures. Glen shows changes made to the air-cool engine's inlets.



Wolfsburg's archives don't speak. We don't get the inside dope on the Type 3's gestation. The VW world needs an accurate account of this model's development. Contemporary writers said several things factors that shaped the car: Opel's popular small station wagons, U.S. demand for the Beetle and German desire for an upscale VW. Thus, VW developed a bigger car that shared the Beetle's wheelbase and body-on-platform frame. The suitcase, or pancake engine, made the wagon viable. These features let VW build it and the Beetle at its highly automated Wolfsburg plant.

The book presents images of publications that heralded the Type 3's arrival. Yet, technical details explaining how the Type 3 differs from the Bug are absent. Engineers designed a new front axle assembly raising the roll center, which complemented the swing-axle rear suspension for better handling. It's was rubber isolated, as was the rear subframe to reduce noise. Likewise, Glen doesn't explain why VW called it the VW 1500. VW used the brand's full name for the Beetle. He's mum on the German introductory Yellow Action campaign. It utilized bold VW 1500 black-on-yellow graphics. This eye-catching scheme emphasized that VW's new Wagen was an addition, not a replacement. And finally, Glen claims that the Type 3 was a success. Yet, he doesn't mention that Wolfsburg added a shift in order to meet demand.

Americans would fawn over the Type 36 or Panel Van—a Squareback sans side-window glass. The long-nose Type 3 (1970) was more than a facelift. The U bar behind the front bumper improved crash protection. Flow-through ventilation (1971) meant VW deleted the Fastback's novel flexiglass pop-out side windows.

If the text is skimpy on the Teutonic development and U.S. export, it's positively spellbinding when covering Brazilian Type 3s. These were an offshoot of the EA97 prototype built on a Type 1 Karmann Ghia floor pan. Early versions, a four-door sedan is unique to this market, had upright Bug engines and rear gas tanks. The wagon used the pancake engine, as did the Brazilian Type 3 Ghia. Eventually, the Variant II updated the Squareback's body and front suspension but kept the suitcase rear engine. Glen argues that these plus the sporty SP-2 belong in the Type 3 category rather than Beetle despite the fact that they roll on what is a Type 1 Ghia platform.

Two detours deflect our attention from the book's mission. Glen argues that the air-cooled Beetle should wear the most-produced car crown, which the Toyota Corolla nameplate stole. Glen also devotes an entire page to VW's Transporters. None is a Type 3. He says this illustrates why one shouldn't use T3 as an abbreviation for Type 3. The former is a Transporter generation.

Should you add this book to your VW literature collection? As a catalogue of worldwide Type 3s, it certainly is worth owning. Like many collector books from the U.K., an American reader must carefully read between the lines. VW's British invasion differed from ours. Yet, many American collectors seek VW models that weren't available at VW's U.S. dealers. One example is the sporty Type 3 Karmann Ghia with righthand drive. VWCA

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We'll be contacting all the VW and Audi dealers in the coming weeks, so tell them to watch for our mailing.

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Club opening for safety director

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We need a mentor to see beyond the distractions and constantly remind us to be thoughtful and careful in every aspect of our hobby.

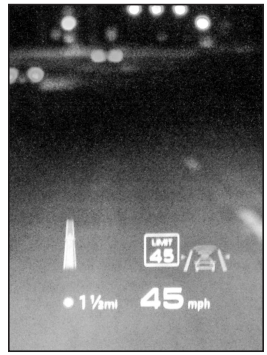
Is that you? Do you see thoughtless and unsafe practices that you wish others could be aware of? If the answer is yes, we can give you an opportunity to let your voice be heard. VWCA has an opening in our Safety Department for an enthusiastic, safety-minded member to promote safety in all aspects of club activities. Did we mention that this position is focused on safety?

Contact us at vwclub@aol.com or write to P.O. Box 154, North Aurora, IL 60542 to make an impact on the well-being of your fellow members. We're waiting to hear from you! VWCA

Letters

Compliments and a correction

As usual, I thoroughly enjoyed the July/August issue of the AUTOIST. I often reread articles because they are spot-on about my feelings for VWs, or they are much more informative than those in some other auto magazines — the current article on the VW emissions scandal, for example.



I also enjoyed Cliff Leppke's article about the Audi SQ5 except for one "glaring" error. He describes the Audi as having a "color heads-up display."

While this is a common mistake in non-automotive publications and the general news media, it is not something that I expect to find in a car magazine article written by a car guy. The correct term for this device on automobiles as well as in aircraft is a "head-up" display.

I hope you take this criticism in the nature in which it is intended — just trying to help. Please keep up the excellent work. The AUTOIST alone is worth the VWCA membership price.

Bob Flocke
Wimberley, Texas

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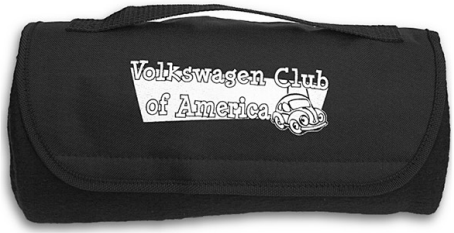

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Parting Shot

■ JUDICIAL ACTIVISM

Federal appeals Judge Raymond Kethledge got his 15 minutes of national fame when he was mentioned earlier this year as a finalist to replace retiring Supreme Court Justice Anthony Kennedy. Kethledge was touted for his conservative bona fides by Trump administration officials — of course, more along the lines of legal matters than transportation preferences. An NBC News crew caught up with him in his hometown of Novi, Mich., and revealed his sound judgment in driving a most unconservative car — a late-model Volkswagen GTI. In arrest-me red, no less. There goes da judge!

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VW Toon-ups

BY TOM JANISZEWSKI

Tom Janiszewski | volkstom@sbcglobal.net