

2007 VW Eos
Guys: Do NOT Let your Wife Test Drive This Car!
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For: The Wheel



OK, we've fallen off of the political correctness wagon here, but our conscience forces a very clear statement. The Eos will snag your wife if you're not careful. I'm still dealing with the ugly ramifications of having this cutie in the driveway for a week. No – it's not an enthusiast's car, but yes one can be very enthusiastic about the Eos. This just might be the spunkiest way to run to Ralph's for a quart of milk available. One's immediate reaction in driving the Eos – even for a macho sports car driver – is to giggle. The Eos feels light, sewing-machine smooth, and as agile as a ballet dancer. So the dancer doesn't do drifts in turns, as it would sway gracefully instead. But the Eos is built on the highly acclaimed and laser-welded Golf unibody that yields a firm feel, but not a firm ride. There is a sense of integrity to the car as it executes its duties as a fun, spunky sportabout. Another compelling feature jumps out at us – the Eos seems like a smokin' deal to us. Ok, it doesn't have the substance (or price tag) and mass of the BMW 3 series cab, or the Audi 4 Series ragtop, as it is smaller and more delicate. But look around the cabin and all of the goodies are there and are well executed and the amount of space is reasonable as well. There are excellent (optional) power heated seats, easy to use power controls for every function, little things like blinker indicators on the rear view mirrors, a back up alarm, adjustable steering column, and an excellent fit and finish that prove the value VW has built into a car that sells for around \$30K. Add to this package the most unique convertible top on the market and you have the smokin' deal. This convertible/hardtop/retractable top is tight as a drum, with a glass panel with a pull shade AND the front section slides back to serve as a huge sunroof if you don't want to go all the way and drop the top. Simply put, the engineering and convenience VW has built into this roof is amazing – something that Bentley might brag about in

a Continental Cabriolet. But this is a \$30K sportster. One observation we'd add here – watching the swiss watch action of the retractable do its thing, it becomes obvious that there are LOTS of moving parts. This might be a good time to pop for the extended warranty. Just seems like a good idea on a car with this much technology packed into an affordable package.

So, being a sports car nut, you ask “Dave, what’s she got under the hood?” Here are the essentials on hardware – with the clear statement that this car scoots, the turbo is silky smooth in delivering pull, and the upshifts on the now famous VW/Audi DSG 6 speed are just incredible at all of 2/10ths of a second per shift.

Specifications:

- Standard engine: 2.0 liter turbo, direct-injection 4 cylinder: 200 HP 207 ft lbs of torque
- Fuel mileage: 23 city 32 highway (nice!)
- Suspension/brakes: Wishbone suspension front, multi-link independent rear
- Four wheel, ventilated discs with ABS
- Curb weight: 3503 lbs
- Interior: Too many goodies to list here – call it loaded
- Convertible top: Hardtop power retractable, glass moonroof with sun-shade, retractable sunroof that opens a panel of the roof above driver/passenger, pop-up rollover protection
- Trunk: Unlike some retractables that barely have room for tennis rackets in the trunk with the top down, we were able to put four boxes of the new magazine “High Performance Driving” below the protected area and then drop the top.



Out on the road, you'll find the Eos a smooth, compact cruiser that is more comfortable for the long haul than your average Golf-sized compact sedan. Granted our driver was new, the Eos was very tight and creak-free, not true of all new retractables, with power that asked to be used as often as you like. The turbo, with very little lag, makes a perfect mate for the DSG transmission

as the software engineers have the turbo up on boost quickly as the engine responds to the quick shifts through the range of legal speeds. One significant negative did raise its ugly head – once in 6th gear, the car rolls so freely that when called upon to slow even in a casual braking maneuver, the car feels like it wants to push you forward with momentum as you're fighting the momentum with your right foot. This took some getting used to and could be countered by putting the DSG in autostick mode and downshifting manually. But that becomes cumbersome as it defeats the purpose of the compromise in buying an automatic in the first place. When it comes to handling, we'll summarize that this, once again, is a sporty car at best, and definitely not tuned like its cousin the GTI. You can enjoy the Saturday morning tour of the wine country, but avoid the track day altogether. Ironically for an SCCA member who is writing this, the Eos just doesn't seem to need the V6, which would be heavier, and a manual gearbox that would not be as quick as the DSG. Most cars seem to have a drivetrain that suits a car best, and we think the 4 cylinder turbo/DSG in the Eos is a match made in automotive heaven.



Who or what is Eos anyway? Eos is a Roman goddess believed to be a charioteer (Danica?) that drove her chariot with her two horses name Shiner and Bright, across the sky just before daybreak. Pretty cool imagery – would have liked to meet her. Having missed that opportunity, getting to know the Eos of the 21st century might be almost as fun and certainly more rewarding in getting around to terrestrial destinations.