

The New SCIROCCO & GOLF



By Peter Glodschey
— European Editor

RUDOLPH LEIDING'S NEW '75 BEETLE-CLASS MODELS WILL BE THE MOST ECONOMICAL VWs EVER!

Nineteen seventy-four will be the year of decision for Beetle enthusiasts the world over; whether to remain loyal to the original 40-year-old VW design, or switch allegiance to a new concept of Volkswagen.

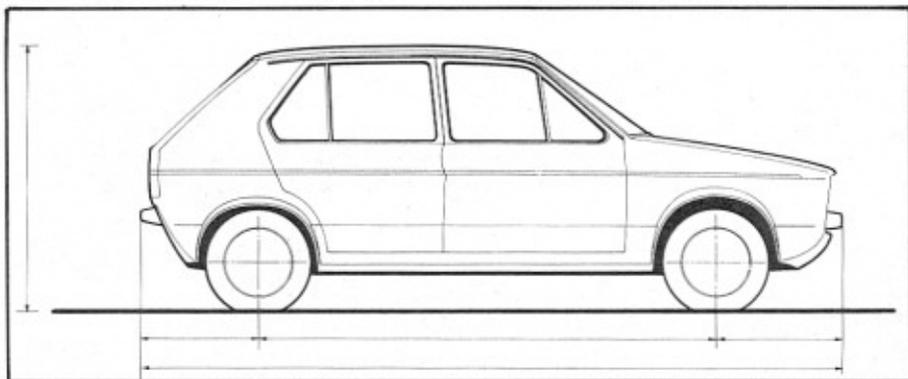
The Dasher (called the Passat in Europe) was the first step away from Dr. Ferdinand Porsche's old ideology. The new top management at Wolfsburg under the leadership of Rudolph Leiding and assisted by Prof. Ernst Fiala, head of the FE Department (FE means *Forschung und Entwicklung*; science and development in English), hastily derivated the Dasher out of the Audi Fox (sold under the nameplate Audi 80 outside of North America). Because of Volkswagen's dwindling share of the market in West Germany there was no time to start a new contemporary front-wheel-drive, water-cooled VW generation relying solely on Wolfsburg's own creative talents. The Fox was already well underway at Ingolstadt when the new brass showed up on the "thirteenth floor" in Wolfsburg—the decision-making level of Volkswagen.

This year will reveal many new secrets about Volkswagens of the next decade, one of which is a pair of new VW models in the Beetle class that have been under development for over three and a half years. The prototypes of these two models are code numbered EA 398 and EA 337. EA stands for development order (*Entwicklungsauftrag*).

Despite the higher number, the EA 398 comes first. It is a four-seater coupe which will get the name Scirocco in Europe. (Scirocco, Italian spelling, refers to a warm wind that blows from the African coast to Italy and Spain.) The Scirocco is an all new Volkswagen sharing only certain engines with the Dasher/Fox range of cars.

Introduction of the EA 398 Volkswagen first will follow an old and successful tradition used by Mercedes of introducing the sports version first and mainstay of the range later. By being able to iron out production line problems, test dealers' servicing capabilities and survey public reaction to the new model while only having to

This is the very first drawing made by the Ital Design studios in Turin of a Beetle successor. The Wolfsburg styling center has since softened the original design without altering the exterior dimensions.



Volkswagen





Compact dimensions and low roofline of the Scirocco are clearly evident in this view.

cope with a limited production run, the factory can slowly and properly gear up for large scale production of the bread-and-butter sedans.

This is exactly what will take place with the Scirocco, the forerunner of the so-called regular Volkswagen for the seventies. This base-model will be the EA 337, a car a full 10 inches shorter than the Beetle. The name chosen by Leiding for the new VW is "Golf" (meaning gulf or bay in German). Because of the confusion it would obviously cause with the sport of golf in this country, this name will undoubtedly be confined to European models only.

The Scirocco with its two doors and lift-up hatch at the rear came off the

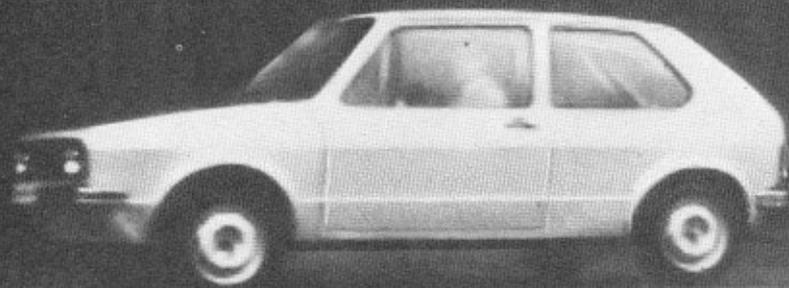
drawing boards of Signore Giorgetto Giugiaro's styling studios in Turin. The same Ital Design center also delivered the very first renderings of the EA 337 sedan which will be produced as three- and five-door fastbacks.

The original Italian styling ideas did not, however, make it to the production-ready state untouched by those at Wolfsburg. Herbert Schaefer, the young chief of the VW's styling center, softened the crisp, distinctively Giugiaro lines of the Scirocco slightly by giving the new car a look more reminiscent of the ESVW which he had been in charge of styling while working on VW's experimental research program.

The coupe has a little bit more overall length, but both the EA 337 and 398 are sharing the same 93.6-inch wheelbase (compared with the Beetle's 94.5), the same range of engines, the same front and rear axle, gearboxes and so on. The Scirocco, with its sportier sheet metal, more steeply raked windshield and rear window and lower overall height, suffers somewhat more in the headroom department than its boxier brother but that is the price one must pay. In addition to its sleeker styling, the EA 398 can also be distinguished by its spoilers front and rear.

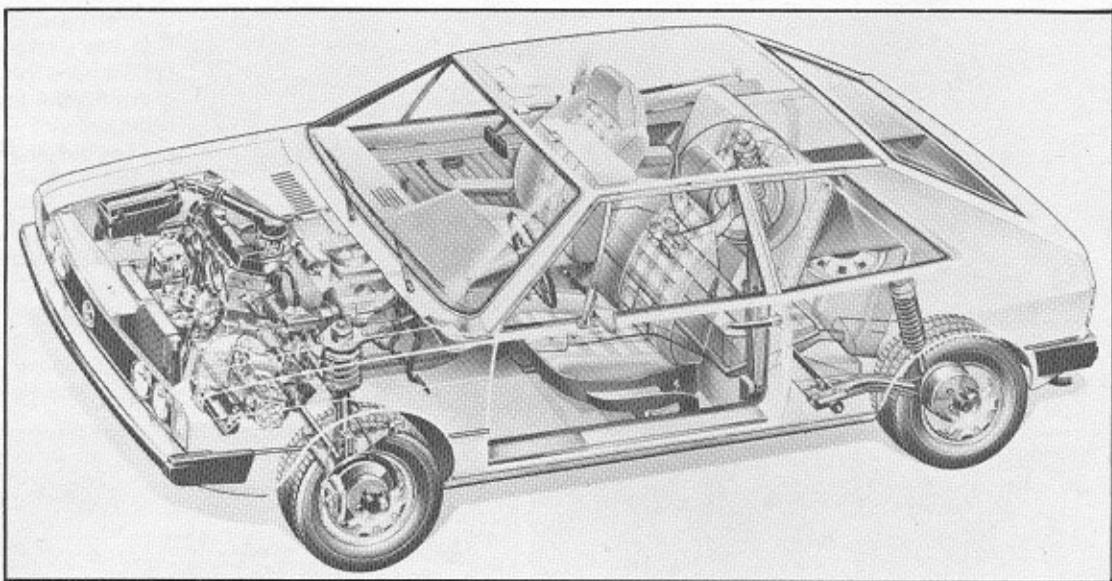
The Scirocco is assembled at the Karmann plant at Osnabrueck where the Karmann Ghias are manufactured.

Here are the first photos of the Beetle's brother, the still secret EA 337 which will get the nameplate "Golf" in Germany. The car will come as either a three-door and five-door fastback. Trunk lid at the rear has a built-in "rain eater" that utilizes air streams passing over the window to keep the glass clear.



Photos by Ingrid Glodschey

Ghost drawing reveals Scirocco's transversely mounted power-plant, front wheel drive and sumptuous bucket seats.



Rear duck tail spoiler is a feature on all models of the Scirocco. Bumpers have definitely been designed with U.S. safety standards in mind.



Incidentally, production of the "Ferrari for the housewives," as the KG is called in Germany, will continue indefinitely I was told by Wilhelm Karmann himself.

The Beetle's successor (EA 337) will soon be rolling off production lines in Wolfsburg—the Beetle's birthplace. On my last visit to the highly automated factory dramatic changes were already visible. The first EA 337 is scheduled to come off the assembly line in August, just a little over two months away. As production picks up, the Beetle will slowly be phased out at Wolfsburg. The former symbol of German prosperity and all of its production equipment will then be transferred to the smaller Emden plant near the North Sea coast.





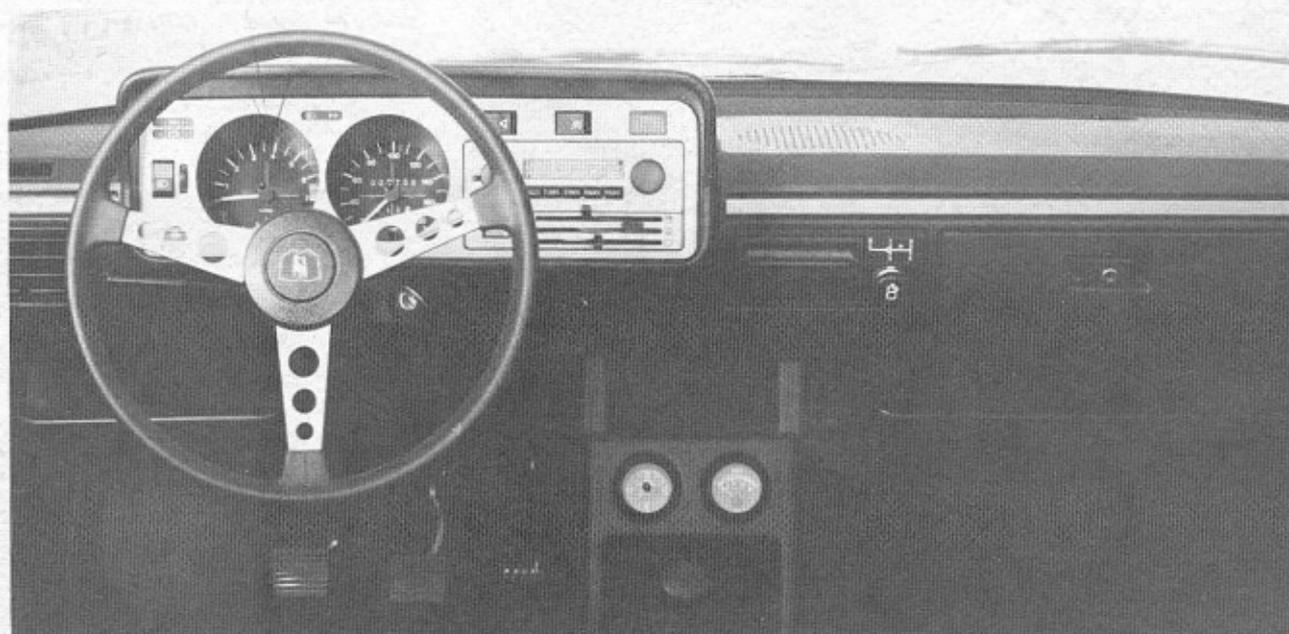
Scirocco features a lift-up third door which has fabric "shelf" attached to it to conceal luggage when door is in down position.

In the not-too-distant future the Beetle will be produced in countries like Yugoslavia and Nigeria where new plants are presently being expanded. German production of the venerable Bug may then cease entirely. Even now certain parts like complete engines and gearboxes for the Passat are already being brought in from VW of Brazil.

The "building block principle," Leiding's favorite expression for describing many different models derived from one particular body design and running gear layout, was begun by him because of the very low margin of profit earned with the Beetle produced in Germany. High wages, the worldwide money situation, built-in safety devices and sophisticated drivetrains squeezed



Super deluxe TS version of the Scirocco sports twin headlights and styled wheels. Note spoiler, standard on all models.



Interior of Scirocco (EA 398) is even nicer than the Dasher's. This TS version comes with tachometer and console-mounted additional gauges.

the profit margin to a mere 45 Deutsch Marks (less than \$20) per car *Bild-Zeitung*, Germany's most widely circulated daily, estimated recently.

Therefore Leiding and his newly installed team of engineers had to create a Beetle parallel that would earn a profit margin at least equal to General Motor's German subsidiary Opel. Opel is getting more than \$100 from its Kadett, their smallest model, a 1200cc subcompact.

An attempt by Leiding to modernize the Beetle, as he'd done in South America with the "Brasilia," was axed for VW's mother corporation. Instead, go ahead was given for the EA 398 and EA 337. Both are following the now typical European habit of small car development: transverse engine,

modern layout with sophisticated overhead camshaft driven by a wire-reinforced toothed rubber spur allowing high valve movements, and front wheel drive.

Contemporary body designs have now progressed to the point where only 20 percent of the car's overall length is needed for its mechanicals; 80 percent being provided for passenger and luggage accommodations.

The EA 398 and EA 337 design incorporates some of the Dasher's outstanding features: self-stabilizing steering system with so-called "negative kingpin offset" first used in the Oldsmobile Toronado, dual brake system with diagonal layout, thermostatically controlled electric fan

to reduce horsepower loss, and an all new radiator made of light alloy.

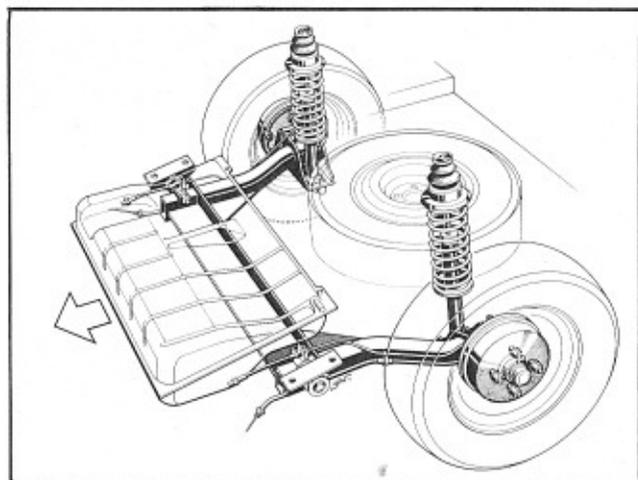
In Germany the customer will get a choice of three engines: two 1500cc engines with 70 and 85 DIN hp, and an all new 1100cc engine with a progressive type of cylinder head called *Querstrom-Zylinderkopf* by the German engineers. This new head has the inlet and outlet valves situated opposite each other to give improved breathing.

The 1500cc engines are the same as used as on the Dasher and Fox, with only minor modifications having been made to the cylinder head and Solex carburetors. All of these engines are inclined to give lower hood height. The smaller capacity powerplants will have a 15-degree inclination, while the larger engines are tilted over an additional five degrees to the rear.

The weight distribution on the Scirocco is an amazing 50/50 compared to 60/40 for the Dasher/Fox. The EA 337 would be in the same range.

For the states both types certainly will be delivered with a modified 1300cc engine developing 60 hp and capable of running on unleaded fuel.

At the first press introduction, German journalists were able to squeeze even more miles to the gallon out of the lighter Scirocco than the Dasher... just what the doctor ordered to help cure the energy crisis.



Gas tank is strategically located behind rear seat with spare tire behind it under trunk floor. Suspension consists of a tubular trailing arm axle with coil-over shocks to control vertical motion.

Although front-wheel-drive Scirocco sports 50/50 weight distribution, understeer and plenty of body roll contribute to this awkward looking stance under hard cornering.

