



The new Golf GTI ¹⁾

Virtual presentation

Wolfsburg, May 2020

Note: You can find this press release along with images and videos of the new Golf GTI online at www.volkswagen-newsroom.com.

All equipment specifications apply to the German market.

- 1) Golf GTI – The vehicle is a near-production concept car
- 2) Golf 7 GTI – (NEDC) fuel consumption in l/100 km: urban 8.2–7.8 / extra-urban 5.5–5.3 / combined 6.4–6.3; combined CO2 emissions in g/km: 148–145; efficiency class: D
- 3) Golf 7 GTI Performance – (NEDC) fuel consumption in l/100 km: urban 7.5–7.3 / extra-urban 5.6–5.5 / combined 6.3–6.2; combined CO2 emissions in g/km: 143–140; efficiency class: C
- 4) Golf 7 GTI TCR – (NEDC) fuel consumption in l/100 km: urban 8.3 / extra-urban 5.8 – 5.7 / combined 6.7; combined CO2 emissions in g/km: 153 – 151; efficiency class: D
- 5) Golf GTI Clubsport – This model is no longer available
- 6) Golf GTI Clubsport S – This model is no longer available



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In brief

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More at



The new Golf GTI – 8th generation of an icon: The Golf GTI takes driving dynamics into a new dimension

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Facts

- **Design icon – the 8th generation.** The new Golf GTI¹⁾ is a purist, efficient, high-tech, compact sports car for the digital age
 - **Turbocharged petrol engine.** The GTI engine generates 180 kW (245 PS). It powers the unmistakable original version of the compact sports car
 - **Vehicle Dynamics Manager.** New higher-level control system links all electromechanical running gear components
 - **Front-axle locking differential.** Standard locking differential significantly improves new Golf GTI's handling characteristics
 - **Digital Cockpit.** New Golf GTI launches with digital instruments and digitalised controls as standard
 - **On the pulse of the digital world.** New standard Engine Start/Stop button pulses red before the engine starts
 - **Light is the chrome of the future.** Golf GTI features an all-new illuminated radiator grille bar as part of the LED daytime running lights
 - **GTI charisma.** Open front bumper with GTI wings and honeycomb grille, GTI rear diffuser with tailpipes on the left and right
 - **LEDs in an X formation.** Five strikingly arranged LEDs each in the Golf GTI's front bumper create the fog lights (optional)
 - **Motorsport features.** Black side sills with sharp-cut design form a line with the front splitter and rear diffuser
 - **Strong grip.** The new multifunction leather sports steering wheel with touch controls, perforated leather and GTI clasp in chrome/red
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Short version

Wolfsburg, May 2020. The Golf GTI is considered an icon around the world. Its handling characteristics are highly dynamic and its design DNA could not be more pure. Launched at the International Motor Show (IAA) in Frankfurt in September 1975, the first Golf GTI was young and wild. As of the summer of 1976 it stormed into an automotive category that hadn't actually existed until that moment – compact sports cars with front-wheel drive. 5,000 GTI units had been planned. This quickly turned out to be a fabulous misconception. The new vehicle immediately became an icon because the affordable Golf GTI turned the automotive order upside down by breaking into the expensive sports cars segment and bringing driving dynamics to the masses. And consequently a total of 461,690 Golf GTI Mk1 rolled off the production lines. The first Golf GTI has long since become a timeless classic. With its six successors to date, it has become the world's most successful compact sports car. More than 2.3 million units of the Golf GTI had been produced by the end of 2019. It has become a phenomenon. However, revolutionary ideas require evolutionary development. The first Golf GTI's DNA lives on to this day in the agile front-wheel drive, sporty running gear, perfect ergonomics and authentic design. Some 45 years after the first GTI's world première, Volkswagen is now launching the eighth generation. The first Golf GTI of the digital age will be a brand new, networked and fully-fledged sports car.

Intelligently networked electronics. The eighth Golf GTI is also the most digital GTI of all time. Its entire electronic architecture has been created from scratch. And that changes everything. The new generation of software and hardware is tangible inside and when driving the vehicle. On the interior, drivers have access to a digitally networked world of displays and controls. This enables the driver to customise the visual look and technology of their Golf GTI more intuitively and in greater detail than ever before. The driver can decide on functions including the colour range of the background



lighting, the individual configuration of the Infotainment system, the Digital Cockpit and the engine sound – they also have a greater influence on their Golf GTI's handling characteristics than previously.

Bespoke driving dynamics. The new Vehicle Dynamics Manager control system makes its debut in the Golf GTI, and it certainly shows its full potential. The Vehicle Dynamics Manager controls the XDS electronic differential lock, (electronically regulated) front-axle locking differential functions, now a standard feature across the board, and also the lateral dynamics ratio of the optionally controlled damping system (DCC) that forms part of the new GTI running gear setup. Drivers can customise their setup using the standard driving mode selection feature and the gradually adjustable DCC running gear. Electromechanically adjustable running gear systems once again significantly enhance the balance between maximum dynamics and the highest levels of comfort. In this process, sharper driving dynamics guarantee a completely new and unadulterated driving experience as the eighth Golf GTI handles extremely accurately and is agile to drive despite its unrivalled long-distance comfort. For example, running gear engineers have in effect entirely eliminated understeer, a typical characteristic of front-wheel drive vehicles whereby the vehicle's front wheels tend to lose grip through quick corners. The new Golf GTI races through corners extremely neutrally, even at high speeds on race tracks, and also accelerates out of corners without any loss of traction.

Performance engine becomes GTI standard. The new Golf GTI is powered by a 180 kW (245 PS) 2.0-litre turbocharged direct injection engine (TSI). The maximum torque is 370 Nm. The GTI engine (EA888 evo4) in this output level had been reserved for the predecessor Golf 7 GTI Performance ³⁾ which was available as an alternative to the basic model ²⁾ (169 kW/230 PS) at a surcharge. Now the 245 PS engine is part of the standard range. The TSI unit has been coupled with a manual 6-speed gearbox – a combination that is a firm favourite with sports car purists. An extremely quick-shifting 7-speed



dual clutch gearbox (DSG) is available as an optional alternative. The electronically limited top speed is 250 km/h in both cases (full power and consumption values will follow homologation approval).

Exterior GTI features. Compared with the predecessor the new Golf GTI has become flatter, more elongated and dynamic. Designers created each body part from scratch and worked with aerodynamicists to perfectly hone the vehicle in the wind tunnel. The drag coefficient (C_d) of the basic model dropped from 0.3 to 0.275. The aerodynamics have also been improved by a range of individual measures. These include C_d -optimised exterior mirrors, aerodynamic corners and a bespoke GTI roof spoiler, extensive underbody panelling as well as aerodynamically optimised features in the wheel housing liners (displacement elements at front, spoiler at rear). The new sports car also features a range of traditional and completely new exterior GTI features. The red strip in the radiator grille is imperative for a GTI. This strip originates from the first GTI generation in which it completely framed the plastic radiator grille. Today this red strip stretches across the vehicle's entire front above the radiator grille and merges with the wings. For the first time the red GTI strip is refined by a parallel LED crossbar at the bottom. In each case, this LED crossbar stretches from the outside of the standard LED headlights to the VW badge arranged in the centre of the radiator grille. This gives the Golf GTI a new and unmistakable light signature. The bottom section of the front panel also features GTI-specific design with the typical, black, honeycomb air intake. LED fog lights designed in a brand new X formation are available as an optional extra. Other exterior GTI characteristics include the front spoiler, side sills and rear diffuser frame, forming an all-round design unit. The 17-inch Richmond alloy wheels that come as standard have also been designed exclusively for the new Golf GTI. The exhaust system's tailpipes, arranged to the left and right of the rear diffuser, as well as chrome/red GTI badges on the front wings, the tailgate and on the radiator grille are also specific to the Golf GTI.



Interior GTI features. Interior highlights include new sports seats with integrated head restraints that are reminiscent of the first Golf GTI thanks to their special ergonomics, red stitching and a tartan Scalepaper style fabric on the seat and backrest areas. It goes without saying that the new multifunction sports steering wheel has been individually designed with a red appliqué and the GTI badge. Another typical Golf GTI feature is the honeycomb pattern on the dash panel and door trim. The new Engine Start/Stop button comes as standard in the Golf GTI. Once the doors have been opened, it pulses red until the engine has been started. UX designers have also developed a new GTI graphic for the standard Digital Cockpit. It can be opened using the new View button on the steering wheel. It is made up of a combination of three round instruments: the rev counter with GTI logo in the centre surrounded by one round instrument each on the left and right. These can be individually assigned, for instance to show the engine's boost pressure or the current power output.

Golf Mk8 – general standard equipment. Every new Golf is fitted with assist systems such as the Lane Assist lane keeping system, Autonomous Emergency Braking Front Assist with Pedestrian and Cyclist Monitoring, XDS electronic differential lock and also Car2X (local communication with other vehicles and the traffic infrastructure). In the interior the Digital Cockpit and standard 8.25-inch Composition infotainment system have been digitalised and integrated into a network, providing We Connect and We Connect Plus online services and functions. Other standard features include a multifunction steering wheel, single-zone automatic climate control, the Press & Drive comfort start system, a Bluetooth provision for mobile telephone, LED headlights, LED tail light clusters, LED daytime running lights, LED reading lights and two USB-C ports. This range of equipment has been extended significantly for the GTI.

Golf GTI Mk8 – equipment in detail. On the exterior, the equipment outlined here is supplemented by 17-inch alloy wheels, a customised front section, a



grooved rear diffuser, a standalone roof spoiler, the corresponding model logos, individual tailpipes, red brake calipers and sill extensions. The functions include a sports running gear (lowered by 15 mm), a front-axle locking differential, sound actuator and the Keyless Access locking and starting system. All pedals are made of stainless steel. Pre-sales of the new Golf GTI will start this summer.



Design of the new Golf GTI

Statements

Klaus Bischoff, Head Designer. The Golf GTI is an icon. "Each member of our team is aware of the responsibility on their shoulders when developing a new Golf. Evolving an icon like this is an enormous challenge but also the most exciting thing that can happen to you as a designer", explains Klaus Bischoff, Head of Volkswagen Group Design and the Volkswagen brand's Design department. He continues: "The Golf GTI also requires an evolution or even a reinvention of the very specific insignia of this sports car. And I think that we have done a particularly good job with the new Golf GTI." It goes without saying that the eighth Golf GTI will carry the DNA of the original GTI into the future. Bischoff adds: "The new GTI is a design statement; it merges a dynamic, sporty character with uncompromising functionality." The eighth Golf generation is once again based on the modular transverse matrix or MQB for short. As part of the transition from the Mk7 to Mk8 Golf, MQB was used to lend vehicle proportions an even sportier character – an outstanding basis for the design of the new GTI. In this context, Klaus Bischoff goes on to say: "The new Golf GTI boasts a very low, visual centre of gravity which we achieved through the wide air intakes at the front and the striking shoulder line. This superior, sporty character gives aesthetic expression to the vehicle's potential."

The exterior in detail

Dynamic front end. The design of the new Golf GTI embodies sporty charisma. The GTI has become faster, more efficient and safer in terms of its driving dynamics thanks to superlative aerodynamics ($c_d = 0.275$). Standard LED headlights have been arranged low down. These are optionally available



as IQ.LIGHT – LED matrix headlights. They form a striking crossbar in conjunction with the radiator grille. A slim, red GTI line towards the top of the bonnet now stretches across the front section. An LED strip in the headlight mirrors the red line when the daytime running lights are activated – or when the driver approaches with the key. As an optional extra, the radiator grille can now be illuminated as a continuation of the LED strip for the first time. This creates a completely new, unmistakable headlight design. Another striking and unmistakable feature is the large, single-piece lower air intake grille in typical GTI honeycomb pattern. It is framed on the outside by a black appliqué, with a striking wing-like design on the sides. The new GTI insignia also include the optional fog lights which have now been integrated into the air intake grille in an X formation.

Striking outline. The 17-inch Richmond alloy wheels fitted as standard catch the eye from a side view. These GTI wheels are optionally also available in an 18-inch version. The range of wheels additionally includes further 17, 18 and 19-inch alloy wheels. Red brake calipers always form part of the standard equipment. On the side of the front wing the GTI also features a signet consisting of the three iconic letters G, T and I. A bespoke spoiler extends the roof line at the very top of the vehicle silhouette. The design element that stands out on the side is the traditional C-pillar, a feature shared by both the standard Golf and its GTI variant. It visually propels the vehicle body forwards and transposes the iconic graphics of the original GTI into the modern era.

Superior rear end. As outlined, the new Golf has a powerful shoulder section and a strong rear end design. This element can also be found on the Golf GTI. The GTI lettering is now positioned centrally under the new Volkswagen emblem rather than on the driver side as it was before. The Golf GTI appears to be even flatter than less powerful Golf models thanks to the roof spoiler that extends significantly towards the rear (painted in the vehicle colour at the top, glossy black at the bottom). Down below, the sporty diffuser



distinguishes the new edition of this icon from the other versions of the product line with smaller engines. In keeping with GTI tradition, the new model's exhaust system has one tailpipe on the left and one on the right.

The interior in detail

Dynamic insignia. Ever since the first Golf GTI made its debut, this car has been like a perfectly fitting pair of jeans. Right from the outset, Volkswagen created distinctive, unmistakable GTI insignia with the multitude of interior details – the sports steering wheel featuring three silver double spokes and recessed Wolfsburg emblem on the impact absorbing element, the gear knob in the shape of a black golf ball, GTI sports seats in tartan with black side bolsters – all of which have long since become classic design elements.

A nod to the past, a nod to the future. Although Volkswagen is enhancing the digital and networking capabilities of the eighth-generation Golf – and with it the GTI – to an unprecedented extent in order to future-proof the range, many of the original insignia can still be found on board. However, the sports steering wheel of yesteryear has been transformed into a new multifunction leather sports steering wheel with touch controls and an optional Travel Assist button to help the powerful Golf reach a top speed of 210 km/h while Travel Assist is engaged. The three silver spokes have been retained – in the GTI the centre spoke has been upgraded with a red interior. The classic checked pattern of the new sports seats development is also a must. The tartan design is now called Scalepaper (featuring red seams with grey and black tartan). Red is also used for all decorative seams and edging.

Fit for the modern age. The Golf GTI's digital displays start up as soon as the doors are opened. They are a fusion of the standard Digital Cockpit (digital instruments) and the Infotainment system. Composition, featuring an 8.25-inch screen, is installed in this vehicle as standard while the 10-inch Discover Pro system is available as an optional extra for the most advanced expansion



package. If Discover Pro has been installed in the vehicle, it merges with the Digital Cockpit to form the Innovision Cockpit, offering further enhanced functionality. Regardless of which Infotainment system is on board the Golf GTI, the visual and functional fusion of systems creates a new and consistent digital architecture. Background lighting, which comes as standard, embeds the displays and all other illuminated interior areas (dash panel, door trim, storage compartment with interface for mobile telephone, footwell) in a spectrum of 30 configurable colours. The GTI gear knob was specifically designed for the standard, manual six-speed gearbox. The new Golf GTI is optionally also available with an automatic 7-speed dual-clutch gearbox (DSG). The functionality of the standard Engine Start/Stop button has been customised – once the doors have been opened, it pulses red until the 245-PS TSI engine has been started.



Running gear for the new Golf GTI

Statements

Karsten Schebsdat, Head of Driving Dynamics, Steering and Control Systems. "The Golf GTI has always been a synonym for pure driving dynamics. This level of dynamism is one of the key features of the GTI. Few other vehicles in this category offer a similarly finely tuned balance between maximum sporty character and such high levels of travel comfort", explains Volkswagen's running gear expert Karsten Schebsdat. The engineer continues: "Considering the Golf GTI Mk7 already had very high levels of driving dynamics, we aimed to further enhance the driving pleasure of the Mk8 Golf GTI with an even more direct and agile steering response as well as vehicle handling. And we have succeeded." Tighter driving dynamics properties guarantee a new, pure GTI experience. "We owe this enormous technological leap to elements including the new Vehicle Dynamics Manager which comes into its own in the Golf GTI. This higher-level control system centrally coordinates all electromechanical running gear functions," Karsten Schebsdat says. "Thanks to the combination of new running gear setup plus front-axle locking differential and Vehicle Dynamics Manager we were able to elevate the Golf GTI's outstanding overall performance to an even higher level. This applies all the more if the adjustable DCC running gear featuring a new software application is also on board," Schebsdat adds.

Evolved and new running gear systems in detail

Modifications to the front axle. The wishbone bearings, springs and buffer stops on the front axle have been reconfigured, as have the damping hydraulics. Its weight has also been cut by three kilograms thanks to a new aluminium subframe optimised to provide maximum rigidity. The front axle



spring rate has been increased by five percent in comparison to the Golf GTI Mk 7.

Modifications to the rear axle. The rear axle also features a new wishbone bearing and spring setup. The auxiliary springs have also been reconfigured. The damping bearings are also new. As is the case for the front axle, the rear axle also features new damping hydraulics. The spring rate at the rear axle has been increased by 15 percent compared with the Golf GTI Mk7.

New Vehicle Dynamics Manager. The Vehicle Dynamics Manager coordinates and activates the functions of the electronically controlled front-axle locking differential, the electronic XDS differential lock as well as the lateral dynamic components of the optional electronically controlled shock absorbers (DCC) during every driving manoeuvre. In this process, adapting the individual wheel damping (200 times a second) guarantees particularly agile and accurate handling. Running gear engineers have introduced a new technical package to entirely eliminate understeer, a typical characteristic of front-wheel drive vehicles whereby the vehicle's front wheels lose grip in quick corners. The Golf GTI races through corners extremely neutrally, even at suitably high speeds on race tracks, and also accelerates out of corners without any loss of traction. This is due in part to the fact that the locking torque of the front-axle locking differential can be significantly increased in Sport mode. Talking of race tracks, it is possible to adapt the ESC intervention in two stages. In ESC Sport mode the ESC thresholds and ASR slip thresholds are increased to reduce the intensity of interventions. In ESC Off mode, ambitious drivers can additionally deactivate ESC altogether. However, Front Assist and Swerve Assist reactivate ESC in emergencies.

Front-axle locking differential. As was previously the case in the Golf 7 GTI Performance³⁾ and the Golf 7 GTI TCR⁴⁾ (213 kW/290 PS), Volkswagen is now equipping the new Golf GTI with an electronically controlled front-axle



locking differential as standard. Compared with fully mechanically operated differential locks, the system in the Golf GTI offers benefits including a variable degree of intervention, full integration into the Vehicle Dynamics Manager, and ESC, EDS and XDS+ functions. This makes it possible to completely avoid negative influences on steering precision, as is the case with mechanical locking differentials. Thanks to a multi-plate clutch, the locking differential optimises grip and handling in fast corners, thus enhancing the performance and ultimately providing additional driving pleasure. The front-axle locking differential eliminates front-wheel drive vehicles' disadvantages in relation to grip.

Adaptive chassis control (DCC). Adaptive chassis control (DCC) continuously reacts to the road surface and driving situation while taking account of various elements including steering, braking and acceleration manoeuvres. By means of the set driving profile mode, the driver can influence the reduction in body motion as desired. The required damping is calculated for each wheel and adjusted at the four shock absorbers within fractions of a second. This ensures that DCC always provides the highest level of driving comfort and ideal driving dynamics in conjunction with the Vehicle Dynamics Manager. In the latest DCC generation, the vehicle setup can be extended in INDIVIDUAL mode to go beyond the existing range of the fixed COMFORT, ECO and SPORT modes. The driver can accurately set and store their personal driving profile using a digital slider. Beyond the COMFORT setting, the body is "decoupled" from the road surface as much as possible, thus boosting driving comfort. Beyond SPORT mode, there is an extended setting range with maximum damping for minimised body movements and extremely direct vehicle handling for that unbridled GTI feeling.

Progressive steering. Progressive steering is installed as standard in the new Golf GTI. This system has also been enhanced – running gear engineers set up the steering ratio more directly while applying new software algorithms and a new software application. How progressive steering works:



conventional steering systems operate on the basis of a fixed gear ratio. However, the progressive steering in the Golf GTI applies a progressive gear ratio. This significantly reduces the effort required to steer when manoeuvring and parking. On winding country roads and when turning off, the driver will notice added levels of dynamism thanks to the more direct setup. It also means that the driver does not have to change their hand position as frequently. It takes a mere 2.1 turns of the steering wheel to turn it from stop to stop in the new Golf GTI. In terms of technology, progressive steering is essentially differentiated from the basic steering system by variable steering rack and pinion gearing as well as a more powerful electric motor. In contrast to systems with fixed steering ratio, which are always forced to compromise between driving dynamics and comfort, the gearing of the steering rack is considerably modified functionally using the steering stroke. Result: the transition between indirect steering response in the central range (driving straight ahead) and direct steering response in the event of larger steering wheel turn angles has been set up progressively to enable a considerably more agile steering response in situations demanding driving dynamics.



Golf GTI history

Golf GTI Mk1

In development since 1974. In 1974, half a dozen staff members at Volkswagen, including Anton Konrad, Volkswagen's then chief press officer, concocted a secret plan to develop a sporty version of the Golf. There was no official mandate to develop the Sport Golf, but Hermann Hablitzel, Board Member for Technology, made sure the project kept going. Initial prototypes emerged, including a vehicle with a carburettor engine generating 100 PS. In early March 1975, Hablitzel officially presented the Sport Golf project to Toni Schmücker, Chairman of the Board of Management, who gave it the green light. As a result, the clandestine Sport Golf officially became development order EA195. Now there was a schedule – and an ambitious one at that! The vehicle was to celebrate its world premiere at the International Motor Show (IAA) in Frankfurt in September and so the project picked up speed. EA195 took a crucial step forward once it was finally paired with the right power unit – an injection engine generating 110 PS. However, the Super Golf didn't even have a name yet. Suggestions that were discussed included TS and GTS. But then GTI won the race. At the same time, chief designer Herbert Schäfer – a keen golfer – reinvented the gear knob by simply attaching a golf ball to the GTI's selector rod.

World premiere in 1975, launch in 1976. Then came IAA. Volkswagen showcased the Golf GTI and received an enthusiastic media response – everyone wanted one! And they got what they asked for. In June 1976 the Golf GTI Mk1, priced at 13,850 German marks, was launched in Germany before going on to enjoy global success. The initial plan was to manufacture 5,000 units of this special product line to at least recoup the cost of development and the investment in production equipment. However, things turned out rather differently as neither Konrad, Hablitzel nor Schmücker had anticipated the level of popularity of this Golf GTI with a top speed of 182 km/h and black wheel arch extensions, a black frame around the rear window, red edge around the radiator grille, tartan sports seats, the golf ball



gear knob and a sports steering wheel with a special design feature. The 5,000 units of the Golf GTI Mk1 eventually ended up as 461,690 units – and the ultimate crowning glory of the product line was the Pirelli-GTI, a special edition generating 112 PS. This marked the first chapter in what remains the world's most successful compact sports car.

1984 – Golf GTI Mk2

Stroke of genius with up to 160 PS. A real strategic stroke of genius followed with the Golf GTI Mk2 in early 1984. Still delivering 112 PS, it perpetuated the concept and design DNA of the first generation. The GTI's insignia – in particular the red strip in the radiator grille and the tartan sports seats – became classic design features and the newcomer ultimately became an icon. In 1984 the vehicle's output briefly dropped to 107 PS as a result of the introduction of the catalytic converter. Two years later, Volkswagen offset the loss of power with a new 16V engine generating 129 PS including catalytic converter, which came close to matching the agility of the original GTI (139 PS without a catalytic converter). In 1990 the G-Lader supercharger in the Golf GTI G60 boosted its output to 160 PS.

1991 – Golf GTI Mk3

Up to 150 PS. Volkswagen transferred the GTI insignias to the third generation in 1991. The second GTI generation's dual headlights had now been concealed behind a shared lens and the vehicle's output started from 115 PS. One year later, the engine output was increased to 150 PS thanks to a new four-valve engine. In 1996 a turbocharged diesel version (TDI) generating 110 PS enhanced the GTI concept. Years later, petrol and diesel engines would be divided once and for all into GTI and GTD. 1996 also saw the launch of the "20 years of GTI" anniversary model.



1998 – Golf GTI Mk4

Icon generating 180 PS. The fourth generation of the GTI, introduced in 1998, was modest in terms of styling and was the first and only GTI to do away with elements including the red strip in the radiator grille. Nevertheless, the vehicle still became an icon of design, celebrated today as the starting point of a new, cleaner era of vehicle design. In terms of technology, the 150-PS Golf GTI Mk4 was a car that kept competitors at arm's length with its agility and quality. The petrol engines – with four and five cylinders – generated up to 170 PS while diesel engines delivered a maximum of 150 PS. In 2001 Volkswagen celebrated the icon's first quarter century with the turbocharged "25 years of GTI" special edition generating 180 PS.

2004 – Golf GTI Mk5

Comeback and up to 230 PS. In September 2003 Volkswagen launched a magnificent comeback of the classic at IAA with a prototype of the fifth GTI generation. More than ever before the acronym GTI became a synonym for compact driving dynamics with this generation. In September 2004, Volkswagen showcased the production version at the Paris Motor Show while the launch of the Golf GTI Mk5 followed in November. Its hallmarks were a significantly sharper look, a 200-PS turbocharged engine and supreme handling characteristics. Volkswagen propelled the GTI concept into the future with this version of the sports car. The new Denver design wheels and the black, V-shaped radiator grille were particularly striking features. The new turbocharged engine also delivered plenty of "oomph" – it propelled the GTI with a manual gearbox to 100 km/h in a mere 7.2 seconds. Fitting the vehicle with the new dual clutch gearbox (DSG) cut the time required to only 6.9 seconds. The vehicle's top speed was an impressive 235 km/h. The slogan in the first brochure read "high-performance sport has never been this much fun!". On the iconic sports car's 30th anniversary in 2006, its creators introduced GTI aficionados to the "30 years of GTI"



edition, which generated 230 PS. Featuring the same engine, the reincarnation of the "Pirelli GTI" was launched in 2007.



2009 – Golf GTI Mk6

Low power-to-weight ratio and up to 235 PS. The sixth generation of the Golf GTI followed in 2009. None other than racing legend Hans-Joachim Stuck was in charge of honing the vehicle's setup. This new generation of Golf GTI redefined the concept of grip thanks to an electronic differential lock (XDS). With a top speed of 240 km/h, this GTI featured a turbocharged engine generating 210 PS and was great fun to drive. This generation featured a sound generator and a new exhaust system concept (with one tailpipe each on the left and right) delivering audible dynamism. This GTI consistently took the original version's tradition into the future. In 2011 the vehicle was made available as a convertible for the first time. This generation culminated in the "Golf GTI Edition 35", generating 235 PS, to mark the product line's 35th anniversary in 2011. Volkswagen presented the new GTI flagship at the Nürburgring and with an output of 235 PS it was the first to come very close to reaching 250 km/h – 247 km/h to be precise. Thanks to a power-to-weight ratio of 6 kg/PS the GTI had become more agile than ever before, reaching 100 km/h in only 6.6 seconds.

2013 – Golf GTI Mk7

In top shape with up to 310 PS. The seventh generation of the GTI was launched in two output versions in spring 2013. Volkswagen unveiled this new Golf GTI to international media representatives in Saint-Tropez. This was the first time the vehicle was directly launched in two output versions – the basic version delivered 162 kW/220 PS while the Golf 7 GTI Performance could unleash 169 kW/230 PS. The latter was the first Golf GTI to feature a differential lock for the driven front axle and to be constructed on the modular transverse matrix (MQB). This new technical platform cut the GTI's weight by up to 42 kg compared with its predecessor, making it even more dynamic. The 230-PS version featuring a manual gearbox was the first Golf GTI to reach 250 km/h. It formed the basis for the Golf GTI Clubsport⁵), presented in action at Portimão race circuit in November 2015, which was capable of delivering up to 213 kW/290 PS thanks to a boost



function. The vehicle was launched in 2016 and it blurred the boundaries to motorsport. It took a mere 5.9 seconds to accelerate the vehicle to 100 km/h. A year later the Golf GTI Clubsport S with an output of 228 kW/310 PS made the breakthrough into motorsport territory. In spring 2016, Volkswagen works driver Benjamin Leuchter smashed the previous record for front-wheel drive vehicles around the Nürburgring's Nordschleife at the wheel of the Golf GTI Clubsport S⁶⁾ with a top speed of 265 km/h in 07:49:21 minutes – what a way to celebrate the Golf GTI's 40th anniversary!