**The new Golf GTI Clubsport**

**World premiere**

**Wolfsburg, October 2020**

Note: This press release along with images and videos of the new Golf GTI Clubsport can be found online at www.volkswagen-newsroom.com.

**All equipment specifications apply to the German market.**

**1. Golf GTI Clubsport – the vehicle is a near-production prototype, status as of 13 October 2020.**

**2. Golf GTI 2.0 TSI DSG 180 kW (NEDC) fuel consumption, I/100 km: 8.6 (urban) / 5.3 (extra-urban) / 6.5 (combined);   
 CO₂ emissions in g/km: 149 (combined), efficiency class C**

**3. These models are no longer available.**

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In brief

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# The Golf GTI Clubsport1 – Volkswagen presents the new flagship model of the iconic sports cars

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| Important  **News at a glance**   * **300 PS instead of 245 PS:** The Golf GTI Clubsport develops 221 kW (300 PS). It is now the most powerful version of the iconic sports car * Drive intelligence: A Vehicle Dynamics Manager closely integrates operation of the electromechanical front-axle locking differential, the electronic differential locks and the optionally controlled shock absorbers * Confident driving dynamics: The understeer typical for front-wheel drive vehicles is eliminated by the systems connected by the Driving Dynamics Manager * Race track mode: The driving profile selection in the Golf GTI Clubsport is supplemented by a Special profile for the Nürburgring * **Exclusive front end:** An open bumper with two wings and a new front splitter produce greater downforce on the front axle * **Aerodynamic wing:** A two-part, open roof spoiler massively reduces lift on the rear axle * **Powerful brake system:** The new 18-inch brakes ensure superior deceleration from every speed range * **Customised interior:** The new seats in ArtVelours are offered exclusively for the Golf GTI Clubsport * **Connected:** The GTI Clubsport is equipped as standard with the Digital Cockpit and the Discover Media navigation system |

**Summary – the new Golf GTI Clubsport**

**Wolfsburg, October 2020**. With the world premiere of the new Golf GTI Clubsport1, Volkswagen is writing the next chapter of the never-ending Golf story. The Clubsport has a power output of 221 kW (300 PS) and is the new flagship model of the eighth Golf GTI generation. The additional power compared with the classic Golf GTI2 is 41 kW (55 PS). Volkswagen is continuing the tradition of high-performance GTI models with the new Golf GTI Clubsport: The first Golf GTI Clubsport3 was launched in 2016 on the 40th birthday of the iconic sports car. The number one in the Clubsport series developed 195 kW (265 PS) and temporarily delivered 213 kW (290 PS) using a boost function. This car was followed in the same year by the Golf GTI Clubsport S3 in a limited edition of 400 units with a continuously available output of 228 kW (310 PS). Racing driver Benjamin Leuchter set a new lap record for front-wheel-drive cars on the Nürburgring Nordschleife with the Golf GTI Clubsport S in May 2016. The time: 07:49:21 minutes. The new Golf GTI Clubsport now being launched is positioned between the first Clubsport and the Clubsport S with its output of 300 PS. The technical progress incorporated into the vehicle makes it stand out – an enhanced engine and the newly tuned running gear, which is fully connected for the first time, make the new Golf GTI Clubsport one of the world’s best front-wheel-drive sports cars.

**EA888 evo.** The turbocharged engine in the Golf GTI Clubsport is based on the TSI series EA888 evo4 – compared with the predecessor (EA888 evo3), this engine offers an even more agile response and increased efficiency.

**Vehicle Dynamics Manager.** The running gear has been completely reconfigured and features significant enhancements: in the 245 PS GTI, the new Vehicle Dynamics Manager already closely integrates control of the electronic differential locks (XDS) and the lateral dynamics components of the optional adaptive chassis control DCC. And this offers noticeable performance benefits. In the new Golf GTI Clubsport, the standard electromechanical front-axle locking differential is now included in the Vehicle Dynamics Manager’s network for the first time. This intelligent network defines a new benchmark for front-wheel-drive sports cars.

**Statement by the running gear engineer.** Karsten Schebsdat, Head of Driving Dynamics, Steering and Control Systems at Volkswagen: “Networking all driving dynamics systems means that the new Golf GTI Clubsport handles even more neutrally and precisely than the classic Golf GTI. For the legendary Nordschleife, we have also exclusively programmed an activatable Special profile, which specifically adapts the running gear components of the new Golf GTI Clubsport to this race track.”

**The racing driver’s assessment.** Benjamin Leuchter played an important part in testing and configuring the new Golf GTI Clubsport on the Nürburgring: “The car has a quite unique character. Compared to the predecessor, it is possible to drive much faster into corners. This is due to the new axle kinematics with a significantly increased camber on the front axle, networking of the front-axle locking differential with the Vehicle Dynamics Manager, and a generally sharper running gear setup.” The racing driver adds: “What is more, when accelerating out of a bend, you now have the advantage that propulsion is improved due to the much higher power. Thanks to the networking of the front-axle locking differential with the Vehicle Dynamics Manager, the driver is also able to transfer this additional power to the track.” At the same time, a new, larger 18-inch brake system also further improves on the superior braking characteristics already offered by the 245 PS GTI. In addition, new front and rear spoilers reduce lift and thus optimise the agility, steering responsiveness, driving dynamics and stability at high speeds.

**Measurable key dynamic data.** The new Golf GTI Clubsport accelerates to 100 km/h in under 6 seconds; the top speed is capped at 250 km/h.

Key aspects

**The exterior specifications of the Golf GTI Clubsport**

**Front end.** GTI fans – and with more than 2.3 million units built, there are more of them than for any other compact sports car – will immediately recognise the Golf GTI Clubsport thanks to its individually designed front end. This is practically open at the bottom in the bumper – only the radiator grille trim with the honeycomb design typical for GTI models and the larger aerodynamic wings offer resistance to the head wind. The wings – air guide elements– are painted in the exterior colour; the upper grille surround, the grille itself, and the front spoiler (designed as a splitter) are finished in matt-grain black. The wings and the new spoiler reduce the front lift. The standard LED Plus headlights and the optional IQ.LIGHT – LED matrix headlights are framed at the top by a red crossbar typical for GTI models. This extends into the side wings and is visually continued in the badge plate, also known as the “flitzer”, in the area around the A-pillars (also in red with the GTI lettering in chrome). As on all Golf GTI models, the crossbar is completely illuminated below the red stripe and therefore functions as LED daytime running lights. There is also of course GTI lettering (in red) in the narrow upper radiator grille.

**Rear end.** Like the first Golf GTI Clubsport, the new model based on the eighth generation also features a two-part roof spoiler that is open towards the roof. The spoiler is finished in high-gloss black and is the most distinctive hallmark feature of the Clubsport at the rear. However, the wing is more than just a design feature – it also reduces the lift at the rear. Also customised for the Clubsport: the diffuser and the oval tailpipes of the exhaust system instead of the circular tailpipes on the normal GTI (the tailpipes are also positioned 40 mm further towards the outside). Typical for the eighth generation of the Golf GTI: the red GTI lettering positioned centrally below the VW badge. The tail light clusters of all Golf versions are always designed in LED technology.

**Silhouette.** The new Golf GTI Clubsport is equipped as standard with 18-inch alloy wheels in the Richmond design (7.5 J x 18 ET 51) fitted with 225/40 R18 tyres; the five spokes and the outer rim flange are burnished, while the wheel itself is finished in high-gloss black. The Golf GTI with 245 PS leaves the factory with the 17-inch version of these wheels finished in the single colour silver. Various 19-inch wheels will be optionally available for the Golf GTI Clubsport The red brake calipers with the GTI lettering are visible through the wheel rims. Other specific features in the silhouette include the widened side sills with a black stripe graphic. Typical for the Golf GTI: the three letters GTI are projected onto the ground by the surround lighting when the vehicle is unlocked and locked in the dark.

**The interior specifications of the new Golf GTI Clubsport**

**Clubsport seat design.** Red decorative stitching on the seats, centre armrest, floor mats and multifunction steering wheel immediately show that the interior belongs to a Golf GTI. The sports steering wheel is finished in perforated leather at 9 and 3 o’clock, offering comfortable grip; the steering wheel clip at 6 o’clock is customised by GTI lettering and red accents. Large paddles on the steering wheel facilitate manual interventions in the otherwise automatic gear changes of the 7-speed dual clutch gearbox (DSG). The standard ArtVelours covers of the premium sport seats (with integrated head restraints) have also been newly designed; seats covered in perforated leather and also with red decorative stitching are also optionally available. The door inserts are also attractively finished with ArtVelours trim covers. The standard Digital Cockpit also has a specific GTI look. Like every Golf GTI, the equipment in the Clubsport includes an “Engine” button that pulsates in red before the engine is started, pedal caps in brushed stainless steel, and a black headliner.

**The general Golf GTI standard equipment**

**Exclusive as standard.** The 300 PS model shares many other standard features with the 245 PS GTI. In addition to the details already mentioned above, this includes 30-colour background lighting, LED lights in the footwell (light colour can also be selected), four USB-C ports, the Discover Media navigation system with the online services and functions of We Connect and We Connect Plus as well as DAB+, App-Connect including App-Connect Wireless for Apple CarPlay, voice control, mobile phone interface with inductive charging function, Air Care Climatronic and the sporty progressive steering system.

**The engine of the Golf GTI Clubsport**

**EA888 evo4 – GTI TSI.** The 2.0-litre turbocharged engine in the new Golf GTI Clubsport is based on the power system in the 245 PS GTI. The power output was increased to the aforementioned 221 kW (300 PS) by parameters such as engine management, charge pressure and other internal engine measures. The drive system is the latest evolutionary stage of the TSI engine EA888: the generation evo4. The predecessor of the current Golf GTI and thus also the last Golf GTI Clubsport were still powered by a third-generation engine. The engine developers have enhanced the new fourth generation in many areas in order to further reduce emissions and optimise power development. The measures include new fuel injectors, an increase in the injection pressure from 200 to 350 bar as well as improvements in terms of internal friction. The new Golf GTI Clubsport also complies with the latest and most stringent Euro 6d-ISC-FCM emission standard. The 1,984 cc turbocharged four-cylinder engine delivers a maximum torque of 400 Nm – 30 Nm more than the standard GTI. The TSI transfers this power to the standard 7-speed DSG dual clutch gearbox.

**The running gear of the Golf GTI Clubsport**

**Optimised front axle and steering.** The sports running gear in the 300 PS Golf GTI Clubsport is lowered by 15 mm and has been given a new and specific setup compared with the Golf GTI with 245 PS. The focus here was on achieving the best possible performance and maximum driving pleasure. The engineers used the sports running gear already enhanced for the “normal” eighth-generation Golf GTI and specifically tuned the layout with a McPherson front axle and a four-link rear axle. They increased the positive camber on the front axle to allow higher cornering speeds and also increased lateral guidance. The development team thus also achieved significantly more neutral handling in overrun mode and during acceleration. At the same time, the response of the progressive steering was made more direct when steering into bends. The yaw response is characterised here by a high degree of linearity right up to high speeds – this can be perceived continuously the driver and there is also more “road feedback” when cornering.

**Intelligently networked running gear.** Volkswagen uses a completely new driving dynamics control system in the eight-generation Golf: the Vehicle Dynamics Manager. This now finally exploits its enormous potential in the new Golf GTI Clubsport because it does not just integrate the electronic differential locks (XDS) and the optionally controlled shock absorbers of the adaptive chassis control (DCC), but also – for the first time – the standard front-axle locking differential (VAQ). The driver chooses their individual configuration by means of driving mode selection feature, which is also fitted as standard. The electromechanically adjustable running gear systems once again significantly enhance the bandwidth between maximum dynamics and the highest levels of comfort.

**The Vehicle Dynamics Manager** A performance-optimised application of the Vehicle Dynamics Manager is used in the new Golf GTI Clubsport. The Vehicle Dynamics Manager coordinates the functions of the front-axle locking differential, the electronic differential locks (XDS), and the lateral dynamics components of the optionally also 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. Adaptation of the locking action of the front-axle locking differential also optimises both agility and stability. In parallel to this, targeted braking intervention on the vehicle side on the inside of a bend further reduces understeer in the transition and limit ranges. Thanks to the Vehicle Dynamics Manager, the roll tendency is also reduced (via DCC), the car responds faster to even small steering movements (via DCC and the front-axle locking differential), the traction is improved in the Sport profile due to the increased locking torque of the front-axle locking differential, and the yaw and load change damping are optimised at high speeds (via front-axle locking differential and DCC). The running gear engineers have completely eliminated the understeer typical of front-wheel-drive vehicles through the new technology network. The Golf GTI Clubsport offers neutral handling even when driven through the demanding corners and hairpins of the Nürburgring Nordschleife at extreme speeds, and accelerates onto the straights again without any loss of traction. This is assisted by the new Special driving profile implemented exclusively in the Golf GTI Clubsport. This configuration is optimised for driving on the Nürburgring.

**Front-axle locking differential.** In contrast to fully mechanical differential locks, the electromechanical differential lock integrated in the Golf GTI and Golf GTI Clubsport offers benefits such as the variable locking ratio depending on the ESC, EDS and XDS+ functions. This makes it possible to completely avoid the kind of negative influences on steering precision that occur with mechanical locks. The locking torque is controlled electro-hydraulically via a multi-plate clutch between the differential cage and the right-hand side shaft depending on the current driving situation. When cornering, the lock therefore optimises the traction and handling of the Golf GTI Clubsport, which remains neutral right into the limit range, thereby permitting much higher cornering speeds. The traction disadvantages of front-wheel-drive cars are therefore practically eliminated by the front-axle locking differential, which significantly improves performance and thus also increases driving pleasure as a result.

**The adaptive chassis control (DCC).** The adaptive chassis control (DCC) continuously reacts to the road surface and driving situation while taking into account steering, braking and acceleration manoeuvres, for example. In the Golf GTI and Golf GTI Clubsport, the lateral dynamics components of the DCC running gear are also coordinated and further optimised by the Vehicle Dynamics Manager. 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.

**The driving profiles.** The driving profiles Eco, Comfort, Sport, Individual and – as a new profile – Special are available in the Golf GTI Clubsport. The Comfort profile offers good comfort for everyday driving, while nevertheless still ensuring high steering precision; the Golf GTI Clubsport offers sporty and confident handling right into the limit range here as well. In the Sport profile, the running gear is even firmer, and the roll tendency of the body is reduced further. The car becomes more agile and manoeuvrable, and handling remains neutral right into the limit range. The further improved traction and even lower understeer during acceleration are noticeable here. In the Individual profile, the driver can precisely adjust and save a personal driving profile using a digital slider. Under Comfort, this results in maximum decoupling of the body for even greater comfort. Above Sport, the tuning becomes even more dynamic and very direct; minimum roll is then combined with maximum agility.

**The Special driving profile.** The Special profile implemented exclusively in the Golf GTI Clubsport is a sub-program of Sport. All systems relevant for driving dynamics are adapted to the very specific track characteristics of the Nürburgring Nordschleife. In this profile, the engineers achieve maximum running gear performance through a special vertical setup of the adaptive chassis control DCC as well as a customised lateral dynamics setup of the Vehicle Dynamics Manager. Benjamin Leuchter: “The suspension of the Golf GTI Clubsport is not super, super hard in the Special profile, but is much softer than in the Sport setting. That is because the track at the Nürburgring is very undulating. This new configuration therefore provides us with better contact with the track. As a result, the Special profile makes it possible to drive a good deal faster on the Nordschleife than in the Sport profile. Compared with the 245 PS GTI, the new GTI Clubsport is naturally also faster on the Nordschleife – by up to 13 seconds per lap in our tests.”

# Progressive steering. Progressive steering is installed as standard in the Golf GTI and Golf GTI Clubsport. This system has also been enhanced – the running gear engineers set up the progressive 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 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 a greater dynamic response 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 lock to lock in the new Golf GTI and Golf GTI Clubsport. 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 functional terms, this means the following: unlike in systems with a fixed steering ratio, which are always forced to compromise between driving dynamics and comfort, the teeth of the steering rack vary significantly over the range of the steering movement. As a result, the transition between indirect steering response in the central range (driving straight ahead) and direct steering response for larger steering wheel turn angles has been set up progressively to enable a more agile steering response in driving dynamics situations.

# The 18-inch brake system Benjamin Leuchter emphasises the importance of the brakes: “A really good sports car brakes just as well as it accelerates. If you increase the power, you must also adapt the brakes at the same time. And that is exactly what we have done in the new Golf GTI Clubsport.” In detail, the new GTI flagship models features new front brakes with 18-inch brake discs instead of the previous 17-inch design. These discs offer braking power corresponding to the higher performance. The brakes are built with pin discs and a brake pot made of aluminium, which reduces the weight by 600 grams on each side. A speed-dependent map in the electromechanical brake servo ensures precise brake control. The brakes respond harmoniously when manoeuvring, for example, but bite instantaneously and powerfully at high speeds. Thanks to precise optimisation in the high brake pressure range, the new brakes still permit very exact control even just before ABS intervention. A larger brake master cylinder ensures crisp, precise response in combination with sporty and short brake pedal travel. The specific tuning of the brake pedal characteristic also supports this sportier and more direct brake pedal feeling subjectively in the driver’s perception.

**The individual ESC control.** When the Golf GTI Clubsport is started, the ESC is always active as a full system – like in every Golf. However, Clubsport drivers can adapt the ESC 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, experienced drivers can additionally deactivate ESC altogether for all driving situations. However, Front Assist and Swerve Assist reactivate the full ESC system in emergencies.

**The history of the Golf GTI and Golf GTI Clubsport**

**Golf GTI Mk1 / 1976.** 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. Then came the 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.

**Golf GTI Mk2 / 1984.** 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.

**Golf GTI Mk3 / 1991.** 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.

**Golf GTI Mk4 / 1998.** 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.

**Golf GTI Mk5 / 2004.** In September 2003, Volkswagen launched a magnificent comeback of the classic at the 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.

**Golf GTI Mk6 / 2009.** 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.

**Golf GTI Mk72 / 2013.** 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 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 Clubsport, 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. Still in the same year, 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 Nordschleife at the wheel of the Golf GTI Clubsport S with a top speed of 265 km/h in 07:49:21 minutes – what a way to celebrate the Golf GTI’s 40th anniversary!