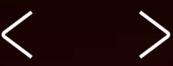




The Golf GTI





Myth, Legend, Icon

45 Years of the Golf GTI



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The Exclusive Anniversary Model The New Golf GTI "Clubsport 45"



Clubsport icons

Even more exclusive, even more expressive: with the new Golf GTI "Clubsport 45", Volkswagen is writing the next chapter in the history of high-performance GTI models.

With a turbo engine (TSE) that is 55 PS more powerful and the "Special" racetrack driving mode, even the 'normal' Golf GTI "Clubsport" stands out technically from the 'classic' Golf GTI. The exterior characteristics of the "Clubsport" include larger air inlets (more oxygen for the TSI), an open roof-edge spoiler, through which air is specially guided (more downforce), and a specific sports exhaust system.

With the "Clubsport 45", Volkswagen is going one step further – as shown in its customised equipment.





More expressive than ever: the scope for customisation already make the "Clubsport 45" a sought-after collector's car, even as new. One particularly striking feature is the black roof, complete with black roof spoiler – in homage to the black-framed rear windscreen on the first Golf GTI. The "Race Package", which is available as standard and exclusively for the Golf GTI, includes 19-inch "Scottsdale" alloys, retained in high-gloss black and finished with a pinstripe detail in "Tornado Red".

Other features of the "Race Package" are the Akrapovič sport exhaust, which produces an impressively rich sound, and the removal of the Vmax limiter (otherwise the top speed is electrically limited to 250 km/h). Lettering on the side sills with a distinctive "45" underline the impression of dynamism.

Also available as standard with the "Clubsport 45" are "IQ.Light – LED matrix headlights", with the red trim strip that is included on all GTIs.

The interior of the anniversary model also showcases classic GTI insignia. Embellishments include GTI lettering on the backrests of the premium sport seats in the front of the car. The centre spoke of the multi-functional sport steering wheel is customised with a "45".



Maximising style Features of the "Clubsport 45"



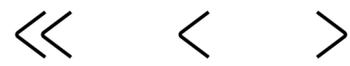


Golf Mk 8 GTI (Since 2020)

The Icon, Generation Eight

The eighth Golf GTI is a puristic, efficient and high-tech compact sports car for the digital age. Even more dynamic, easier to drive and connected than ever before.





Running gear of dreams and **perfect front-wheel drive**

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 – he also has a greater influence on his 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. Electro-mechanically 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 GTI Performance which was available as an alternative to the basic model (169 kW/230 PS) at a surcharge.

Technical Data

Engine:	Straight four-cylinder, Turbo
Engine size:	1.984 ccm
Output:	180 kW (245 PS)
Top speed:	250 km/h (electronically limited)



With the connected Vehicle Dynamics Manager, the new GTI is taking driving dynamics into a new dimension.

Golf GTI (180 kW/245 PS) – (NEDC) fuel consumption in l/100 km: urban 9.0–8.6/extra-urban 5.6–5.3/combined 6.9–6.5; CO₂ emissions in g/km (combined): 157–149; efficiency class: D–C



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 (cd) 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 cd-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. Available as an optional extra: LED fog lights designed in a brand new X formation. 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.

'The new GTI is a **design statement**; it merges a dynamic, sporty character with uncompromising functionality.'

Klaus Zyciora

Head of Volkswagen Group Design and the Volkswagen brand's Design department



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.

The new Golf GTI is the **most digital GTI** of all time

The new tartan pattern (Scalepaper) looks great on the newly-developed GTI sports seats.



The interior of the GTI has been unmistakable since 1976. This flair has been retained in the new generation, which has been consistently digitalised and features many typical GTI details.





On the pulse of the digital world: New and standard Engine/Start-Stop button pulses red before the engine starts.

Golf Mk 8 – 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 Mk 8 – 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 stand-alone 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.



Superior rear end: The new Golf has a powerful shoulder section and a strong rear end design. 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). In keeping with GTI tradition, the new model's exhaust system has one tailpipe on the left and one on the right.

Golf GTI (180 kW/245 PS) – (NEDC) fuel consumption in l/100 km: urban 9.0–8.6/extra-urban 5.6–5.3/combined 6.9–6.5; CO₂ emissions in g/km (combined): 157–149; efficiency class: D–C



High-tech compact sports car



Golf GTI (180 kW/245 PS) – (NEDC) fuel consumption in l/100 km: urban 9.0–8.6/extra-urban 5.6–5.3/combined 6.9–6.5; CO₂ emissions in g/km (combined): 157–149; efficiency class: D–C



German Top-secret Injection

The life of a legend ideally begins with an extraordinary birth. The same goes for the GTI, a car like no other before it and one which came about in an unusual way. It is a unique story – the ‘Secret Files of the GTI’ – in which Anton Konrad, then head of PR at Volkswagen, played a major role.



Anton Konrad was head of Volkswagen's PR department between 1972 and 1977. Together with the head of car testing, Herbert Schuster (far right), Konrad (second on the left) is considered one of the fathers of the GTI.



'There isn't one single inventor of the Golf GTI, but rather a group of like-minded individuals who secretly developed and readied it for mass production.' Anton Konrad gives his words time to sink in within the room while he picks up a 1:18 scale model of a true sports car icon and carefully examines it. 'Whenever red trim is emblazoned across the radiator grille of a car, it's a GTI – worldwide!' laughs the former communications director of Volkswagen, tracing his index finger along the line of a success story.

Konrad helped to write this story – and, above all else, did everything in his power to initiate and choreograph it. After all, as manager of Volkswagen's press department and an amateur racing driver, the trained journalist and engineer did have good connections in every department.

'Some engineers in Wolfsburg thought about a sporty Golf very early on, but the general mood meant that they had to approach the matter with skill and diplomacy,' says Konrad, recalling the situation at the time.

Left: Anton Konrad (at the window) with a group of interested journalists at a press presentation in June 1976.



It was as if Volkswagen had never mass-produced a truly sporty model. Nobody wanted to attract criticism for encouraging irresponsible driving. 'We wanted to build a sporty yet understated Volkswagen in a production run of 5,000; a car that could be used to do the shopping, but was equally at home on the racetrack,' says Anton Konrad. 'However, this required preparations that were as professional as they were unofficial.' To this end, Konrad invited four experts from Volkswagen's own ranks to his home: Hermann Hablitzl, head of Golf project development at the time, Herbert Schuster, a chassis expert who would later become a member of the board responsible for development, Jürgen Adler, a specialist in interior design, and Horst-Dieter Schwittlinsky from marketing. Gunther Kühl from motorsport and engineer Alfons Löwenberg also joined the team a little later.

Together they managed to design a sporty Golf out of standard parts. It was known as the GTI and ultimately went into production with no resistance as a result of its same-part strategy and reliable character, despite the fact that the sales division had made the following gloomy prediction prior to its unveiling at the IAA in 1975: 'You won't sell 500 of these GTI cars!' Well, the sales division was certainly right: Volkswagen really didn't sell 500 Golf GTIs. Instead, it has since sold over two million.

Anton Konrad still loves the sporty Golf with the characteristic red trim: 'The GTI – a global success.'



Anton Konrad, born in 1937, read Fritz B. Busch's text on the Jaguar E-Type in 1961. The title, translated from the German, was 'The Scrubbed Flatfish'. He was subsequently infatuated with the car. In 1965 he started working as a tester for the magazine hobby until Carl H. Hahn, head of sales at Volkswagen, secured his services as general secretary of the global Formula Vee Europe racing series in 1968. Konrad moved to Wolfsburg in 1972 as the head of PR at Volkswagen. 'On the side' he became a driving force in the development of the Golf GTI. Besides the market launch of Volkswagen cars, Konrad's duties also included carefully supervising Volkswagen joint ventures in East Germany and building up the business in China. After having been head of group communication since 1986, Konrad left Wolfsburg in 1992 to establish Volkswagen information offices in Berlin and Brussels. Konrad has lived in Hamburg since 1996 and now works as a consultant.

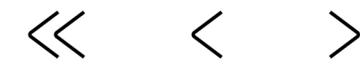


'Some engineers in Wolfsburg thought about a sporty Golf very early on.'

Anton Konrad

Former Head of Volkswagen Group Communication





Golf Mk 1 GTI (1976-1983)

The classic

The recipe was at once simple and ingenious: a lightweight compact car, a powerful engine and a sporty chassis. When it was first launched on the market in 1976, nobody could have predicted that the Golf with the three magical letters GTI would go on to become a true cult sports car. A speedy 1.6-litre fuel-injection engine (from 1982: 1.8-litre) propelled the car from 0 to 100 km/h in just 9.2 seconds. Just as striking as the driving performance was the interior design: red tartan fabric for the centre section of the black sports seats, black roof liner and golf ball gear knob. The GTI special edition, known to fans as the 'Pirelli GTI', became a sought-after cult model.



Golf Mk 1 GTI 'Pirelli' special edition: The GTI special edition available in 1983 with a 82 kW/112 PS 1.8-litre engine and characteristic P-slot alloy wheels is known as the 'Pirelli Golf' among fans.

Technical Data (all models)

Engine:	In-line four-cylinder
Engine size:	1,588 / 1,781 cc
Output:	81 - 82 kW (110 - 112 PS)
Top speed:	182 - 187 km/h



Golf Mk 1 GTI: Early Golf GTIs were recognisable by their narrow bumper. In 1978 they were replaced by a broader plastic-covered bumper.



Golf Mk 1 GTI: The cockpit with the 'spittoon' steering wheel and the golf ball gear knob typical of the GTI.

Total number of Golf Mk 1 GTI models produced: 461,690

Golf Mk 2 GTI (1984–1991)

There couldn't just be one



Golf Mk 2 GTI 16V: From 1986 the proven 1.8-litre engine on the GTI was also available with four valves per cylinder.



Golf Mk 2 GTI: The chassis of the GTI was ten millimetres lower than the other models of the second Golf generation.



Golf Mk 2 GTI 16V: The GTI was given more substantial bumpers after the model received a makeover in 1989.



Golf Mk 2 GTI G60 synchro: Incredible power and lots of traction in any situation thanks to its four-wheel drive.



There was a great deal of choice under the bonnet of the popular successor:

the Golf Mk 2 GTI was available with five different engines capable of delivering between 79 kW/107 PS and 118 kW/160 PS. The new 16V engine appeared in 1986, driving the GTI to a top speed of 208 km/h with 102 kW/139 PS. GTI fans were delighted with the hitherto unprecedented driving performance. Sports seats, a black roof liner and the four-spoke steering wheel with the four round horn buttons familiar from the previous model continued to dominate the much more spacious interior. The GTI G60 with scroll-type supercharger, which appeared in 1990, was the sporty spearhead of the range: the supercharged 1.8-litre engine delivered 118 kW/160 PS and delighted its drivers with plenty of torque.

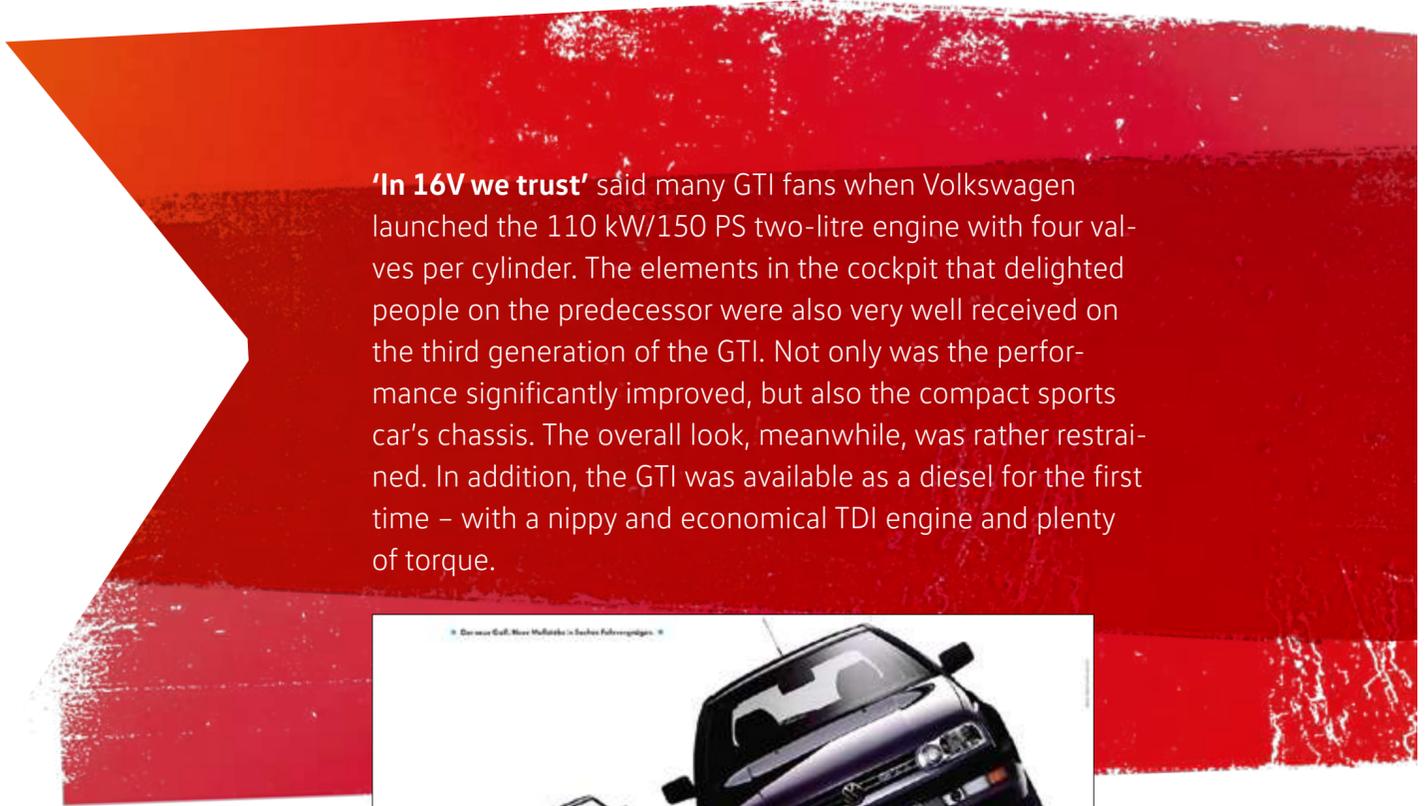
Technical Data (all models)

Engine:	In-line four-cylinder (G60: Scroll-type super-charger)
Engine size:	1,781 cc
Output:	79 – 118 kW (107 – 160 PS)
Top speed:	186 – 219 km/h

Total number of Golf Mk 2 GTI models produced: 628,000

Golf Mk 3 GTI (1991-1997)

The understated powerhouse



'In 16V we trust' said many GTI fans when Volkswagen launched the 110 kW/150 PS two-litre engine with four valves per cylinder. The elements in the cockpit that delighted people on the predecessor were also very well received on the third generation of the GTI. Not only was the performance significantly improved, but also the compact sports car's chassis. The overall look, meanwhile, was rather restrained. In addition, the GTI was available as a diesel for the first time - with a nippy and economical TDI engine and plenty of torque.



Golf Mk 3 GTI: The look of the third GTI generation was low-key, but it delighted people with a finely tuned chassis and a high-torque 16V engine.

Total number of Golf Mk 3 GTI models produced: 327,000



Golf MK 3 GTI Edition 20: The anniversary model with its elegant BBS alloy wheels was launched on the market in 1996.

Technical Data (all models)	
Engine:	In-line four-cylinder (TDI: turbo diesel)
Engine size:	1,896 - 1,984 cc
Output:	81 - 110 kW (110 - 150 PS)
Top speed:	193 - 215 km/h

Golf Mk 4 GTI (1998 – 2003)

Fast and individual

The fourth generation of the Golf GTI enticed many people with its different engine options from 1998 onwards.

The line-up ranged from the economical TDI to the powerful and roaring 2.3-litre five-cylinder engine with 125 kW/170 PS. The turbo-charged petrol engines were especially popular, turning the GTI into a muscular sports car. Like its predecessor, the look of the Golf Mk 4 GTI was rather understated. Nonetheless, it still managed to distance itself from the masses with standard extras such as BBS alloy wheels, tinted rear lights and Recaro sports seats. A real highlight was the Edition 25, unveiled by Volkswagen in 2001 to mark the 25th anniversary of the GTI. The model known as the 'Jubi GTI' among German fans was limited to 3,000 cars and a guaranteed source of fun with its 132 kW/180 PS turbocharged engine.



Golf Mk 4 GTI: Just like its predecessor, the fourth-generation GTI had a more restrained look.



Golf Mk 4 GTI Edition 25: Bold on the outside, sharp on the inside – the 1.8-litre turbo with five valves per cylinder means the limited-edition model can accelerate to 100 km/h in 7.9 seconds.



Technical Data (all models)

Engine:	In-line four-cylinder, turbo / In-line five-cylinder
Engine size:	1,896 – 2,324 cc
Output:	81 – 132 kW (110 – 180 PS)
Top speed:	193 – 222 km/h

Total number of Golf Mk 4 GTI models produced: 164,859

Golf Mk 4 GTI Edition 25: The turbo animal with collector's value – the 132 kW/180 PS 'Edition 25' is hugely popular with GTI fans.

Golf Mk 5 GTI (2004 – 2008)

Put me under pressure!



Golf Mk 5 GTI: Painted in the classic GTI colours red, black and white. The elegant BBS five-hole rims are also eye-catching.

Total number of Golf Mk 5 GTI models produced: 181,800

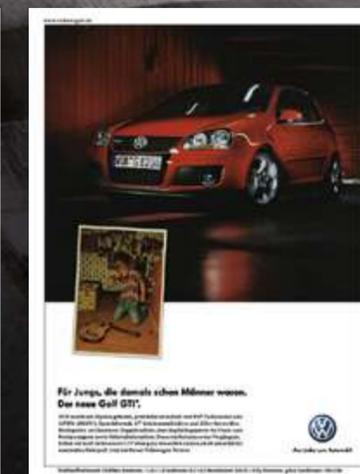
'For boys who have always been men' – using this slogan, Volkswagen unveiled the fifth-generation GTI in autumn 2004. The design was much more distinct and featured elements from the first GTI, such as the characteristic red trim around the honeycomb grille and the typical checked seats in the interior. The engine was also designed exclusively for the GTI: a turbocharged two-litre TFSI capable of delivering 147 kW/200 PS. In conjunction with the new DSG dual-clutch gearbox the GTI accelerated to 100 km/h in just 6.9 seconds. A brawnier 169 kW/230 PS special edition was built to mark the 30th anniversary of the GTI and was known as the 'Edition 30'.

Technical Data (all models)

Engine:	In-line four-cylinder, turbo
Engine size:	1,984 cc
Output:	147 – 169 kW (200 – 230 PS)
Top speed:	233 – 245 km/h



Golf Mk 5 GTI Edition 30: Stepping up the performance: the Edition 30 model was built to mark the 30th anniversary of the GTI and delivered an alluring 169 kW/230 PS.





Golf Mk 6 GTI adidas: This special model was developed in collaboration with the sports manufacturer of the same name.

Golf Mk 6 GTI (2009 – 2012)

More power. More inside. **More GTI**

The sixth generation of the Golf GTI had even more of a GTI feel to offer than its predecessor: the turbocharged engine now delivered 155 kW/211 PS and the top speed increased to 240 km/h (DSG: 238 km/h). The Edition 35 anniversary model was even capable of 173 kW/235 PS and 247 km/h (DSG: 246 km/h). Yet there wasn't just more under the bonnet, but also inside the GTI: Climatronic climate control, the ParkPilot parking distance warning system, the XDS electronic differential lock, the winter package and many other features were now fitted as standard. And there was an addition to the family: in 2012 the GTI Cabriolet became the first open-top model in the history of the GTI. It opened its soft top in just nine seconds and raced from 0 to 100 km/h in 7.3 seconds – windswept hair guaranteed!

Technical Data (all models)

Engine:	In-line four-cylinder, turbo
Engine size:	1,984 cc
Output:	155 – 173 kW (211 – 235 PS)
Top speed:	238 – 247 km/h

Total number of Golf Mk 6 GTI models produced: 199,903



Golf Mk 6 GTI Cabriolet: The ideal alternative for sun worshippers and fans of fresh air.



Golf Mk 6 GTI Edition 35: Pure dynamism thanks to its 235 turbo PS (173 kW) and XDS electronic differential lock.



Golf Mk 6 GTI: The front is dominated by a wide air intake and double red decorative line on the radiator grille.

Golf Mk 7 GTI (2014 – 2020)

The legend lives on!



Golf Mk 7 GTI TCR: The top model from the last series bears racing genes. Hallmarks are the dynamic bumper design, continuous splitter and forged 18-inch wheels.

Golf 7 GTI – fuel consumption, l/100 km: urban 8.2–7.8; extra urban 5.5–5.3; combined 6.4–6.3; CO2 emissions, g/km: 148–145 (combined); efficiency class: D
Golf 7 GTI Performance – fuel consumption, l/100 km: urban 8.7–8.2; extra urban 5.4–5.2; combined 6.6–6.3; CO2 emissions, g/km: 150–144 (combined); efficiency classes: D, C
Golf 7 GTI TCR – fuel consumption, l/100 km (NEDC): urban 8.3; extra urban 5.8–5.7; combined 6.7; CO2 emissions g/km: 153–151; efficiency class: D



Golf Mk 7 GTI: Once again, the latest generation of this compact sports car shows what it's made of at a glance.

The GTI still fascinates seven generations in. The reasons for this are obvious: this iconic sports car features numerous nods to the design of its antecedent in the 1970s – in particular, the typical red decorative line on the front which makes it instantly and unequivocally recognisable as a GTI. There are other typical GTI traits such as the honeycomb grille, red brake calipers and chrome-plated tailpipes on the left and right. The story continues with the interior: the sport seats in a checked pattern, the leather multifunction steering wheel with decorative red stitching and – of course – the classic golf ball as the gear knob make this vehicle scream 'I'm a GTI!'. Volkswagen has combined its commanding looks with added driving enjoyment: the two-litre TSI engine now delivers 169 kW/230 PS or, with the optional Performance package, a whopping 180 kW/245 PS. In addition to the standard GTI fittings, the Golf GTI Performance boasts a front-axle differential lock (VAQ) that prevents the car from slipping and gives it stability – for even greater control when driving sportily.

Technical Data (all models)

Engine:	In-line four-cylinder, turbo
Engine size:	1,984 cc
Output:	155 – 173 kW (211 – 235 PS)
Top speed:	238 – 247 km/h

From the racetrack to the road: the Golf Mk 7 GTI TCR. The special-edition Golf GTI TCR is a real treat for GTI fans. The road version of the successful TCR racing car delivers an impressive 213 kW/290 PS and a top speed of 264 km/h. It features extra sporty standard fittings inside and a high-performance braking system. And for just the right sound, there's the option of a titanium exhaust system made by Akrapovič. Gentlemen, start your engines!



The interior of the Golf GTI TCR effuses motorsport feeling too: Top sport seats with specially designed Alcantara covers, a perforated leather steering wheel, door inserts and the gear lever in Alcantara, and contrasting colour accents in Flash Red.

Brothers in spirit

It isn't just the Golf that bears those three popular letters at the rear. The Polo, Scirocco and the small Lupo are also part of the GTI story. There was even a hot GTI version of the Passat B1. The exclusive sports Passat, however, remained a one-off. The youngest member of the GTI family is called up! GTI and has been available since 2018.

Scirocco GTI (1976–1981)

The first generation of the Volkswagen Scirocco was built as a GTI version from June 1976 onwards – coinciding with the debut of the sporty Golf. It featured a 81 kW/110 PS, 1.6-litre, four-cylinder engine, which also provided plenty of driving fun in the Golf GTI. Its successor, the Scirocco II, was also available as a GTI.



up! GTI (2018)

A subtle homage to its well-known predecessor, the up! GTI references the first Golf GTI from 1976 with its almost identical dimensions and only fractionally higher performance values of 85 kW/115 PS. Its look is GTI through and through: decorative red lines on the radiator grille, red brake calipers, the GTI emblem on the honeycomb grille and seat covers in the classic Clark checked pattern inside. Under the bonnet, there's a modern, sprightly TSI engine that accelerates this compact car to 100 km/h in 8.8 seconds and which boasts a top speed of 196 km/h.



Passat GTI (1976)

The Passat B1 GTI is a one-off. It has the familiar 81 kW/110 PS engine from the Golf GTI under the bonnet. The paintwork in Bahama Blue Metallic, red trim elements, front and rear spoiler, and widened mudguards underline the special character of the sports version. Only the engine made it to mass production, providing superior driving performance in the Passat GLE, with its emphasis on comfort, from 1979 onwards.



Lupo GTI (2000–2005)

The smallest Volkswagen model to bear the GTI emblem is a whole lot of fun. And it is little wonder, when a feisty 125 PS (92 kW) engine meets a kerb weight of less than 1,000 kilograms. A characteristic feature of the nippy GTI version is the centrally located double exhaust pipe.

Polo GTI (Since 1998)

In 1998, Volkswagen continued the tradition of sporty Polo models following the huge success of its predecessor, the G40. The first Polo GTI delivered 88 kW/120 PS and was manufactured as a limited run of 3,000. The latest Polo GTI generation has been on the market since the end of 2017 and impresses with its 147 kW/200 PS turbocharged engine. With the optional six-speed DSG transmission, the Polo GTI accelerates to 100 km/h in just 6.7 seconds and reaches a top speed of 237 km/h.



up! GTI 1.0 TSI (85 kW/115 PS) – fuel consumption, l/100 km (WLTP): combined 5.7–5.6; CO2 emissions, g/km: 129–127 (combined); Fuel consumption, l/100 km (NEDC): combined 4.8; CO2 emissions, g/km: 110 (combined); efficiency class: C
Polo GTI – fuel consumption, l/100 km: urban 7.7; extra urban 4.9; combined 5.9; CO2 emissions, g/km: 134 (combined); efficiency class: C



Maritime premiere: Berthold Bermel in the opening race of the GTI Cup on the island of Sylt.

If one car from the Volkswagen model range established a kind of early fame for the Wolfsburg car manufacturer in the world of motorsport, and especially on the racetrack, then it is the Golf GTI.

No sooner had it been born in 1976 than it was introduced to the world of motor racing and rally sport as a competitive car. From 1977 the Golf GTI replaced the Scirocco for six years as the new cup car. At the same time, the GTI one-make cup also ran in the USA under the name 'Rabbit Cup'. Paul Hacker soon became the record winner and champion many times over.

No holds barred: A pack of GTIs doing battle at the Norisring in 1979.





The Swedish duo Per Eklund and Hans Sylvan at the Rally Monte Carlo in 1980.



Technical Date for the Cup version of the Golf GTI (1978)

Engine size:	1,588 cc
Power:	110 kW / 150 PS* (Series 81 kW / 110 PS)
Max. RPM:	7,500
Weight:	800 kg
Acceleration:	0 – 100 km/h in 7,5 sec.
Top speed:	approx. 210 km/h
Price:	approx. 33,000 DM (Series approx. 15,000 DM)

* In 1977 the VW Junior Cup was still held with the standard 81 kW/110 PS Golf GTI

A few records were also notched up in the course of the sometimes turbulent races for the 'VW Golf GTI Cup' in Germany. Hanover man Walter Struckmann, for instance, achieved the feat of winning all ten races in the 1978 season. And Berthold Bermel from Krefeld can claim the distinction of having taken part in every Golf GTI Cup race from the premiere on the island of Sylt in 1977 to the finale at the Nürburgring in 1982.

The Golf GTI also made a name for itself in the world of rally sport and became the car to beat. One world championship and two German titles speak for themselves. The GTI ultimately also set standards on the race-track with two titles and additionally shone at the famous Nürburgring 24-hour race with its reliability and marathon-like qualities. The statistics of the long-distance classic in the Eifel confirm the Golf GTI as the most successful car in both Group 1 for series-production touring cars and Group 2 for touring cars up to 1600 cc. With almost 50 class victories and several group victories, Wolfsburg's top sport star occupies fourth spot in the all-time list of best marques that have competed in the race held since 1970.



Kenneth Eriksson and co-driver Peter Diekmann won the 1986 World Rally Championship in Group A in the GTI 16V.





Fascination GTI

Volkswagen has a long tradition of spectacular studies with the three magical letters at the rear.



GTI Roadster Vision Gran Turismo (2014)

GTI Roadster Vision Gran Turismo (2014)

The GTI Roadster looks as if it comes from another planet. In fact, this breathtakingly beautiful racer really did only exist in the virtual world – as the result of a cooperation project between Volkswagen and the software developer Sony Computer Entertainment.

The dream car from the PS3 game Gran Turismo 6 became reality for the Wörthersee meeting in 2014. A 370 kW/503 PS V6 engine catapulted the open-top super sports car from 0 to 100 km/h in 3.9 seconds.



Golf GTI W12-650 (2007)

Never before was a Golf faster or more powerful: the GTI W12-650 from 2007 epitomises the dream that became a reality for many GTI fans. The key data: a 6.0-litre W12 biturbo engine in front of the rear axle, capable of 478 kW/650 PS. The sprint to 100 km/h takes 3.7 seconds and it has a top speed of 325 km/h – a bow to the Wörthersee public who turned the GTI into a legend.



Design Vision GTI (2013)

The progressive Design Vision GTI concept car is based on the seventh generation of the Golf and transfers the look of the cult sports car to the world of motorsport. The developers moved the C-pillars and side skirts outwards to make room for the specially designed 20-inch wheels (235 tyres on the front, 275 on the rear). Under the bonnet of this 'Über GTI' is a 3.0-litre V6 engine with two turbochargers, capable of 375 kW/510 PS.



GTI

THE FIRST COLOURS OF
THE ORIGINAL GTI IN

461,690

Golf Mk 1 GTI cars built.

Originally planned:

5,000

Golf Mk 4 GTI
'Edition 25'
limited anniversary
model

3.000

TYPICAL ELEMENTS IN THE COCKPIT OF THE GOLF MK 1 GTI:

GOLF MK 1 GTI:
ACCELERATION
FROM
0 TO 100 KM/H



SECONDS

Good aerodynamics:
New Golf GTI with

0.275_{cd}

Golf GTI (180 kW/245 PS) - (NEDC) fuel consumption in l/100 km: urban 9.0-8.6/extra-urban 5.6-5.3/combined 6.9-6.5; CO₂ emissions in g/km (combined): 157-149; efficiency class: D-C
Golf 7 GTI TCR - fuel consumption, l/100 km (NEDC): urban 8.3; extra urban 5.8-5.7; combined 6.7; CO₂ emissions g/km: 153-151; efficiency class: D

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Responsible for content:
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As at: 12th May 2021

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