



Volkswagen

40 YEARS OF THE GOLF GTI.

SOMETIMES THREE LETTERS ARE
ALL IT TAKES TO WRITE HISTORY.



THE ORIGINAL. FOR 40 YEARS.



When the Golf GTI first appeared on the scene in 1976, it was a small sensation. Even though only a few details distinguished it visually from the original Golf, it soon became clear that this car was something completely new and unique. After all, behind the understated exterior was a real racing machine – powered by a new, nippy 100-horsepower engine.

The Golf GTI captured the mood of the era. Volkswagen had succeeded in transforming a compact car into a sports car that nonetheless remained affordable and proved its worth as an everyday runabout. To this day the Golf GTI is a sports car for everyone: at once emotional and modest, dynamic and focused on the essentials.

Accordingly, this car represents an attitude that characterises our brand more than ever: we place people at the heart of everything we do; their wishes, dreams and expectations. We want to delight our customers time and again with innovative technologies, vehicles and services. We want people to associate their Volkswagen with great moments and memories.

The Golf GTI epitomises this more than any other vehicle. We have continued to develop it from one generation to the next; its fan base grows year on year. We have now sold more than two million models worldwide. We are celebrating its 40th anniversary with a Clubsport edition capable of delivering up to 290 horsepower. The sports star from Wolfsburg will continue to set standards – and raise the pulse rates of people everywhere.

H. Diess

Dr Herbert Diess

Member of the Board of Management of Volkswagen AG
Chairman of the Board of Management of the Volkswagen Passenger Cars brand

CONTENTS.

4

GERMAN TOP-SECRET INJECTION
Developer Anton Konrad on how the first GTI came into being



12

A MEETING OF STYLE ICONS
Gunhild Liljequist and Manuela Joosten influenced the interior design of the first and the latest Golf GTI



20

BORN TO BE WILD
The Golf GTI in motor sport

26

MODEL HISTORY
Every Golf GTI generation from 1976 to 2016

16

BROTHERS IN SPIRIT
Polo GTI, Lupo GTI, Scirocco GTI, Passat GTI

18

THREE LETTERS, ONE LAKE
How the meeting by Wörthersee became a cult event

8

FASCINATION GTI
Three spectacular concept cars for the GTI meeting in Reifnitz

24

FACTS AND FIGURES

810

KILOGRAMS
KERB WEIGHT OF THE GOLF MK I GTI



GTI: Fuel consumption in l/100 km: 8.1–7.5 (urban), 5.3–5.1 (extra-urban), 6.3–6.0 (combined), CO₂ emissions in g/km: 145–139 (combined), efficiency classes: D, C.

GTI Performance: Fuel consumption in l/100 km: 8.2–7.5 (urban), 5.4–5.1 (extra-urban), 6.4–6.0 (combined), CO₂ emissions in g/km: 147–139 (combined), efficiency classes: D, C.

GTI Clubsport: Fuel consumption in l/100 km: 9.1–8.5 (urban), 6.0–5.9 (extra-urban), 7.0–6.9 (combined), CO₂ emissions in g/km: 162–158 (combined), efficiency classes: E, D.

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 Kühn from motor sport 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, 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.

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



SOME ENGINEERS IN WOLFSBURG THOUGHT ABOUT A SPORTY GOLF VERY EARLY ON.

ANTON KONRAD
Former Head of Volkswagen Group
Communication



FASCINATION GTI.

Spectacular concept cars with the three magical letters at the rear are now something of a tradition at the annual GTI meeting by Wörthersee.



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 503-horsepower 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 650 horsepower. 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 motor sport. 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 510 horsepower.

A MEETING OF STYLE ICONS.

Two designers, two GTIs, one passion: the world of colour and trim. As the first woman to work for Volkswagen Design back in 1964, Gunhild Liljequist influenced the look of numerous models for almost 30 years and thus also had a major say in the interior design of the first GTI. Manuela Joosten has been using her creative skills at Volkswagen since 1994 and the latest Golf GTI also bears her signature. Both designers met for the first time to mark the 40th anniversary of the Golf GTI.





THERE IS AN ELEMENT OF BRITISH SPORTINESS IN THE GTI.

Ms Liljequist, how did the seats in the first GTI come to have tartan fabric?

Gunhild Liljequist: I took a lot of inspiration from my travels around Great Britain and I was always taken by high-quality fabrics with checked patterns. The remit was as follows: we are making a sporty Golf, which nobody knows about yet. So I approached the task from a sporting angle. Black was sporty, but I also wanted colour and quality. As such, you could say that there is an element of British sportiness in the GTI.

Manuela Joosten: Your design was style-defining! For the Golf Mk V GTI we retrieved the original fabric from the archive and we have based our designs on it ever since. In the latest GTI we focused strongly on structure and a 3D look in order to create a modern yet instantly recognisable interpretation of the classic pattern. Your checked pattern in the original GTI is a piece of living history!

It wouldn't be the Mk I GTI without the legendary golf ball gear knob ...

Liljequist: And that was a completely spontaneous idea! Three of us thought about all the things that would be suitable for a sporty Golf. Then I just expressed my sporting and golf associations out loud: how about a golf ball as the gear knob? I was initially ridiculed ...

Joosten: ... and then it was a success. We picked up on your golf ball idea again for the Mk VII in a nod to the first Golf.

Ms Joosten, as colour and trim designer on the Golf Mk VII GTI, which aspects did you pay particular attention to?

Joosten: It is important that people recognise the Golf GTI as much for its interior as its exterior – and yet still see a new Volkswagen. It is the heritage aspect in particular that I find so fascinating about our job. So you think about what makes a GTI. To me, for example, the GTI is very much red.

Liljequist: Absolutely! Red is power. Herbert Schäfer* created a distinctive feature in the form of the Mars Red trim on the radiator grille ...

Joosten: ... which is why it can also be found in the interior: red decorative lighting, red lines on the instrument cluster and in the door sills, red flat-felled seams, plus your black roof liner. You see, Gunhild, your underlying sporty idea remains.

Liljequist: Good work all round. I would immediately take this one here.

*As head designer from 1972 to 1993, Herbert Schäfer was responsible for all Volkswagen models.

Golf Mk VII performance: Fuel consumption in l/100 km: 8.2–7.5 (urban), 5.4–5.1 (extra-urban), 6.4–6.0 (combined), CO₂ emissions in g/km: 147–139 (combined), efficiency classes: D, C

Gunhild Liljequist moved to Wolfsburg in 1964 and was the first woman to work in Volkswagen Design. Having worked in the colour and trim department until 1991, the trained porcelain painter was influential in the design of many mass-produced models, legendary special editions – including the Jeans Beetle and the Golf Mk I Cabriolet 'Etienne Aigner' – and unforgettable colours such as Marathon Blue.

Textile designer Manuela Joosten joined Volkswagen in 1994. As a designer in the colour and trim department, she is responsible for choosing the materials used in the interior. Together with her team, she has played a key role in designing Golf models from Mk IV to Mk VII as well as the up!, Scirocco and various show cars. Joosten has managed the 'small segments' team of seven people within the colour and trim department since 2014.

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.



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-horsepower 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.

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 110-horsepower, 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.



PASSAT GTI (1976)

The Passat B1 GTI is a one-off. It has the familiar 110-horsepower 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 GLI, with its emphasis on comfort, from 1979 onwards.

POLO GTI (SINCE 1998)

In 1998 Volkswagen continued the tradition of sporty Polo models, which had already proved very successful on previous models in the form of the G40. The first Polo GTI was capable of 120 horsepower and was limited to 3,000 cars. There has been a hot GTI version in each Polo generation ever since.



THREE LETTERS. ONE LAKE.

It is a picture-postcard idyll set against the backdrop of the Alps, but once a year Wörthersee really comes alive when the tranquil commune of Reifnitz is transformed into a large automotive playground and the visitors see the letters GTI flash before their eyes for days on end. Three magical letters, three questions for the man who we all have to thank: Erwin Neuwirth. The Viennese actor established the legendary GTI meeting in 1982.



Every year, more than 100,000 fans make the pilgrimage to Wörthersee for what will now be the 35th time. Mr Neuwirth, how do you feel about it as the man who started it all?



It is a bit like having a child. I helped to bring it into the world. It took its first steps, stumbled a few times, but has grown up to be pretty decent. And it now gives me real pleasure to say: it has turned out well.

How did you come up with the idea of bringing GTI drivers together by Wörthersee of all places?

The key thing was the passion for this new car. It was like nothing anyone had ever seen before and the GTI just shone for us. I had a bar in Reifnitz at the time and when I was driving around I found the contrast between the peaceful banks of the lake and the powerful vehicle so appealing. That is what ultimately provided the spark for the idea. When the first GTIs rolled into Reifnitz on 1 June 1982, it was an unforgettable moment that gave me goosebumps.

From a small meeting with almost 100 like-minded individuals to a major event – did you predict that it would be this successful at the time?

Not immediately. But by the third meeting almost 1,000 cars came and the dynamism of the GTI enthusiasts really gathered pace. It is now a cross-generational festival for car fans with or without a GTI, for young people, families – it is like a big school reunion. It is the biggest event of the year in the region. But the delight; the smiles on the faces of the visitors remain unchanged. Wonderful!





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 motor sport, 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 potential of the Golf GTI in competition was evident shortly after it was launched – both in rally sport and on the racetrack. The latest example is the 330-horsepower GTI TCR based on the Clubsport, which has been continuously developed for use in customer racing.’

DR FRANK WELSCH
Member of the board responsible for the Volkswagen brand’s technical development



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



TECHNICAL DATA FOR THE CUP VERSION OF THE GOLF GTI (1978)

ENGINE SIZE:	1,588 CC
POWER:	110 KW/150 HP* (SERIES 81 KW/110 HP)
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 110 h.p. 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 racetrack 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.



GTI

GRAN TURISMO INJECTION

THE FIRST COLOURS OF
THE ORIGINAL GTI IN 1976:

Diamond Silver Metallic
Mars Red

9.2

seconds
GOLF MK I GTI

ACCELERATION
FROM
0 TO 100 KM/H

6.3

seconds
GOLF MK VII GTI CLUBSPORT

CARS BUILT FROM THE GOLF MK I TO GOLF MK VI • 1976–2012

1,963,562

462,000

Golf Mk I cars built.
Originally planned:

5,000

Golf Mk IV GTI
‘Edition 25’
limited anniversary
model

3,000

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

TARTAN FABRIC

‘SPITTOON’ STEERING WHEEL

GOLF BALL GEAR KNOB

810

KILOGRAMS

KERB WEIGHT OF THE GOLF MK I GTI

More than
100,000
visitors come to the
legendary GTI meeting
by Wörthersee
every year

250

KM/H

TOP SPEED OF THE GOLF MK VII GTI PERFORMANCE / CLUBSPORT

GTI Performance: Fuel consumption in l/100 km: 8.2–7.5 (urban), 5.4–5.1 (extra-urban), 6.4–6.0 (combined), CO2 emissions in g/km: 147–139 (combined), efficiency classes: D, C.

GTI Clubsport: Fuel consumption in l/100 km: 9.1–8.5 (urban), 6.0–5.9 (extra-urban), 7.0–6.9 (combined), CO2 emissions in g/km: 162–158 (combined), efficiency classes: E, D.

10

NUMBER OF DIFFERENT
ENGINE VERSIONS ON
THE GOLF MK IV GTI

GOLF MK I GTI (1976-1983)

THE BIRTHDAY BOY.

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 (Gran Turismo Injection) 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. It is 40 years since the birth of the GTI and the legend continues. Many congratulations, GTI!

Total number of Golf Mk I GTI models produced: 462,000



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



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



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

TECHNICAL DATA (ALL MODELS)	
ENGINE:	IN-LINE FOUR-CYLINDER
ENGINE SIZE:	1,588/1,781 CC
POWER:	110-112 HP (81-82 KW)
TOP SPEED:	182-187 KM/H



GOLF MK II GTI (1984-1991)

THERE COULDN'T JUST BE ONE.



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



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



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



There was a great deal of choice under the bonnet of the popular successor: the Golf Mk II GTI was available with five different engines capable of delivering between 107 and 160 horsepower. The new 16V engine appeared in 1986, driving the GTI to a top speed of 208 km/h with 139 horsepower. 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 160 horsepower and delighted its drivers with plenty of torque.

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



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

TECHNICAL DATA (ALL MODELS)	
ENGINE:	IN-LINE FOUR-CYLINDER (G60: SCROLL-TYPE SUPERCHARGER)
ENGINE SIZE:	1,781 CC
POWER:	107-160 HP (79-118 KW)
TOP SPEED:	186-219 KM/H



Golf Mk III 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.

GOLF MK III GTI (1991–1997)

THE UNDERSTATED POWERHOUSE.

‘In 16V we trust’ said many GTI fans when Volkswagen launched the 150-horsepower 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.

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



Golf III 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
POWER:	110–150 HP (81–110 KW)
TOP SPEED:	193–215 KM/H



GOLF MK IV 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 170 horsepower. 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 IV 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 180-horsepower turbocharged engine. Total number of Golf Mk IV GTI models produced: 164,859



Golf IV GTI: just like its predecessor, the fourth-generation GTI had a more restrained look.



Golf IV 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 100km/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
POWER:	110–180 HP (81–132 KW)
TOP SPEED:	193–222 KM/H



Golf IV GTI Edition 25: the turbo animal with collector's value – the 180 h.p. 'Edition 25' is hugely popular with GTI fans.

GOLF MK V GTI (2004-2008)

PUT ME UNDER PRESSURE!

‘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 200 horsepower. In conjunction with the new DSG dual-clutch gearbox the GTI accelerated to 100 km/h in just 6.9 seconds. A brawnier 230-horsepower special edition was built to mark the 30th anniversary of the GTI and was known as the ‘Edition 30’.

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



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



Golf Mk V 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 230 horsepower.

TECHNICAL DATA (ALL MODELS)	
ENGINE:	IN-LINE FOUR-CYLINDER, TURBO
ENGINE SIZE:	1,984 CC
POWER:	200-230 HP (147-169 KW)
TOP SPEED:	233-245 KM/H

GOLF VI GTI (2009–2012)

MORE POWER. MORE INSIDE. MORE GTI.



Golf VI GTI Cabriolet: the ideal alternative for sun worshippers and fans of fresh air.



Golf VI GTI Edition 35: pure dynamism thanks to its 235 turbo horsepower and XDS electronic differential lock.

The sixth generation of the Golf GTI had even more of a GTI feel to offer than its predecessor: the turbocharged engine now delivered 211 horsepower and the top speed increased to 240 km/h (DSG: 238 km/h). The Edition 35 anniversary model was even capable of 235 horsepower 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! **Total number of Golf Mk VI GTI models produced: 199,903**

TECHNICAL DATA (ALL MODELS)	
ENGINE:	IN-LINE FOUR-CYLINDER, TURBO
ENGINE SIZE:	1,984 CC
POWER:	211–235 HP (155–173 KW)
TOP SPEED:	238–247 KM/H



Golf VI GTI adidas: this special model was developed in collaboration with the sports manufacturer of the same name.



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

GOLF MK VII GTI (SINCE 2014)

THE LEGEND LIVES!



Golf Mk VII GTI: The legendary red trim on the radiator grille now extends to the Xenon headlights.



‘We are passionate about building cars. In no other car is this conviction perhaps more evident than in the Golf GTI, which has combined technical perfection and fascination for 40 years.’

KARLHEINZ HELL
Head of the Compact Model Series



The fascination of the GTI continues unabated in the seventh generation. The reasons are obvious: the cult sports car picks up on a number of design elements from the original 1970s model – spear-headed by the typical red trim on the front, which immediately identifies it as a GTI. Then there are other GTI characteristics such as the honeycomb grille, red brake callipers and a chrome tailpipe on the left and right. The theme continues on the inside: the sports seats with checked pattern, the multifunctional leather steering wheel with red stitching and, of course, the classic golf ball gear knob leave no room for doubt: ‘I am a GTI!’ Volkswagen combines the commanding look with even more fun behind the wheel: the two-litre TSI engine now delivers 220 horsepower, which can even be increased to 230 with the optional performance package. And to mark the 40th anniversary of the GTI there is a very special treat for the fans: the Clubsport, capable of up to 290 horsepower and equally at home on the racetrack. The latest chapter in the GTI story – to be continued!



Golf VII GTI Clubsport: with up to 290 h.p., this is the most powerful GTI of all time.

TECHNICAL DATA (ALL MODELS)

ENGINE:	IN-LINE FOUR-CYLINDER, TURBO
ENGINE SIZE:	1,984 CC
POWER:	220–290 HP (162–213 KW)
TOP SPEED:	246–250 KM/H

GTI: Fuel consumption in l/100 km: 8.1–7.5 (urban), 5.3–5.1 (extra-urban), 6.3–6.0 (combined), CO₂ emissions in g/km: 145–139 (combined), efficiency classes: D, C.

GTI Performance: Fuel consumption in l/100 km: 8.2–7.5 (urban), 5.4–5.1 (extra-urban), 6.4–6.0 (combined), CO₂ emissions in g/km: 147–139 (combined), efficiency classes: D, C.

GTI Clubsport: Fuel consumption in l/100 km: 9.1–8.5 (urban), 6.0–5.9 (extra-urban), 7.0–6.9 (combined), CO₂ emissions in g/km: 162–158 (combined), efficiency classes: E, D.



40 YEARS OF THE GOLF GTI.

THE LEGEND LIVES ON.

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