

GTI event at Lake Wörthersee – 2015

Double world premiere of the Golf GTE Sport and Golf GTI Clubsport

NB:

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Double Golf world premiere at Lake Wörthersee: GTE Sport and GTI Clubsport propel the GT idea to the future

Golf GTE Sport is a powerful 400 PS plug-in hybrid with a carbon body

Series production of Golf GTI Clubsport in 2016 to mark 40th birthday of the GTI

Ten key facts about the “GTE Sport” and “GTI Clubsport”:

1. Golf GTE Sport is powered by a 295 kW / 400 PS plug-in hybrid system
2. Progressive Golf GTE Sport bridges the gap between road cars and racing sport cars
3. Avant-garde exterior design of the Golf GTE Sport perfects the idea of C-pillars with two-level construction
4. Golf GTE Sport debuts with digital instruments arranged on three levels and tailored to motor racing
5. Golf GTE Sport accelerates to 100 km/h in 4.3 seconds and has a top speed of up to 280 km/h
6. Market launch of Golf GTI Clubsport concept car as production version in 2016 to mark 40th birthday of the Golf GTI
7. New Golf GTI Clubsport delivers 195 kW / 265 PS
8. Additional power: thanks to a boost function approximately 10 per cent more power is available in the Golf GTI Clubsport for a short time
9. GTI Clubsport: downforce at motorsport level thanks to a new front bumper, rear spoiler, diffuser and new side sills
10. Golf GTI Clubsport debuts with motor racing bucket seats and numerous exclusive equipment details

Wolfsburg / Reifnitz, May 2015. For more than three decades, the south bank of Lake Wörthersee in Austria has, in the month of May, become the home for GTI fans from around the world. And it has long since become a tradition for Volkswagen – the inventor of the “GTI” – to bring along a very special automotive surprise for the up

to 200,000 visitors on Ascension Day weekend in the form of a new concept car or a new production model. In 2015, Volkswagen will be topping all previous 33 Lake Wörthersee GTI events with the double world premiere of two breathtaking Golf GT models planned for the near and medium-term future: the Golf GTI Clubsport and the Golf GTE Sport. As a concept car, the Golf GTE Sport with its carbon body, a completely new cockpit design, an “electric propshaft” and a powerful 295 kW / 400 PS plug-in hybrid drive shows what is possible when designers and engineers catapult the GT idea a long way into the future. By contrast, the Golf GTI Clubsport from Volkswagen – also presented as a concept car – offers a glimpse at the 195 kW / 265 PS anniversary model which will mark the 40th birthday of the Golf GTI. The tuned and extensively individualised “Clubsport” will be introduced on the market in early 2016.

Golf GTE Sport

- **Plug-in hybrid sports car.** With the Golf GTE Sport presented as a world premiere at the legendary GTI event at Lake Wörthersee, Volkswagen is transferring the GT tradition to the future. The high-tech Golf that is largely made of carbon is powered by a total of three motors – combined in a plug-in hybrid drive with system power of 295 kW / 400 PS. The concept car breaks down traditional barriers between road and motorsport vehicles. Its progressive hybrid system in combination with the high-tech all-wheel drive, a lightweight body, optimum aerodynamic downforce, precision running gear based on the design of the current Golf GTE, a new motor racing cockpit (including visualisation of the racing line) and an unusual seating concept (two monocoque-like interior areas) enable breathtaking performance on the racetrack. At the press of a button, however, the concept car is able to cover a distance of up to 50 kilometres on electric power alone and hence with zero emissions.

- **World Rally Car TSI engine.** The 1.6 litre TSI (turbocharged direct-injection engine) adapted from that in the Polo R WRC (World Rally Car) is accommodated in the engine compartment at the front. It delivers 220 kW / 299 PS and maximum torque of 400 Nm. Volkswagen has already won the World Rally Championship twice with this engine. In the Golf GTE Sport the four-cylinder masterpiece is assisted by two electric motors, each producing 85 kW / 115 PS. The engineers positioned the first electric motor at the front (in the housing of the 6-speed dual-clutch gearbox). It develops maximum torque of 330 Nm. The second electric motor is located at the rear where it delivers 270 Nm. The total torque of the drive system is 670 Nm. Whenever possible the concept car is powered solely by electricity without producing any emissions. In “GTE mode” all three motors work together. In this mode, the all-wheel drive Golf GTE Sport can sprint to 100 km/h in 4.3 seconds and the top speed is 280 km/h. On the NEDC cycle for plug-in hybrid vehicles the sports car consumes just 2.0 l/100 km/h.

Golf GTI Clubsport

- **40 years of “GTI” – the anniversary model.** Next year the Golf GTI will celebrate its 40th birthday. Volkswagen will mark this historic event with a progressive special edition: the new Golf GTI Clubsport. The inventor of the “GTI” is thus continuing the big tradition of GTI anniversary models: exclusive special editions also marked the 20th, 25th, 30th, and 35th birthdays. On 14 May 2015, Volkswagen will be presenting the Golf GTI Clubsport as a close-to-production concept car at Lake Wörthersee. With power output of 195 kW / 265 PS and approximately 10 per cent higher temporary peak output thanks to a boost function, the launch of the Golf GTI Clubsport as the most powerful GTI ever to enter series production is planned for early 2016. The anniversary model will not only enter the market

with an extremely powerful engine, it will also have a customised interior and extensive body modifications.

- **Form follows function.** The design modifications include a completely new front bumper that is highly innovative in terms of aerodynamics, new side sills, a new roof spoiler and a specially developed rear diffuser. All these features have been designed according to the principle of “form follows function” as the defined objective was to enhance further the performance of the GTI. With the combination of very high power output thanks to the boost function and significantly improved downforce, the driving dynamics and handling performance of the Golf GTI Clubsport – like the Golf GTE Sport – are advancing into motorsport dimensions. As a result the handling is extremely stable, even at very high speeds. What’s more, breathtaking cornering speeds are possible. Form follows function in its purest form.

World premiere of the Golf GTE Sport:

Plug-in hybrid sports car catapults the GT idea to the future

Lightweight and high-strength body of the Golf GTE Sport is made of carbon

Concept car with a top speed of 280 km/h is a zero emission vehicle and a race car in one

Five key facts about the Golf GTE Sport:

1. Golf GTE Sport is powered by a 295 kW / 400 PS plug-in hybrid system
2. Progressive Golf GTE Sport bridges the gap between road cars and racing sport cars
3. Avant-garde exterior design of the Golf GTE Sport perfects the idea of C-pillars with two-level construction
4. Golf GTE Sport debuts with digital instruments arranged on three levels and tailored to motor racing
5. Golf GTE Sport accelerates to 100 km/h in 4.3 seconds and has a top speed of up to 280 km/h on the racetrack

Wolfsburg / Reifnitz, May 2015. Ringing in a new era: with the Golf GTE Sport presented as a world premiere at the legendary GTI event at Lake Wörthersee on 14 May 2015, Volkswagen is catapulting the GT tradition into the future. The high-tech Golf that is largely made of carbon is powered by a total of three motors – combined in a plug-in hybrid drive with system power of 295 kW / 400 PS. The concept car breaks down traditional barriers between road and motorsport vehicles. Its progressive hybrid system in combination with the high-tech all-wheel drive, a lightweight body, optimum aerodynamic downforce, precision running gear based on the design of the current Golf GTE, a new motor racing cockpit (including visualisation of the racing line) and an unusual seating concept (two monocoque-like interior areas) enable breathtaking performance on the racetrack. At the press of a button, however, the

concept car is able to cover a distance of up to 50 kilometres on electric power alone and hence with zero emissions.

Drive system from motorsport and research

World Rally Car TSI engine. The 1.6 litre TSI (turbocharged direct-injection engine) adapted from the superb Polo R WRC (World Rally Car) is accommodated in the engine compartment at the front of the car. It delivers 220 kW / 299 PS and maximum torque of 400 Nm. Volkswagen has already won the World Rally Championship twice with this engine. In the Golf GTE Sport the four-cylinder masterpiece is assisted by two electric motors. The engineers positioned the first electric motor at the front (in the housing of the 6-speed dual-clutch gearbox). It develops 85 kW / 115 PS and maximum torque of 330 Nm. The second electric motor is located at the rear with the same power output but torque of 270 Nm. The total torque of the drive system is 670 Nm. Whenever possible, the concept car is powered solely by electricity without producing any emissions. In sporty “GTE mode” all three motors work together, giving the all-wheel-drive Golf GTE Sport a standstill to 100 km/h time of 4.3 seconds and a top speed of 280 km/h. In the NEDC cycle for plug-in hybrid vehicles the sports car consumes just 2.0 l/100 km/h.

Pure-bred sports car.

Balanced for the Nürburgring north loop. The concept of the Golf GTE Sport has been designed so that the car is at home in both normal road traffic and racetrack conditions. Accordingly, the drive, suspension, body and interior all follow the principle of a pure-bred sports car. The drive system offers maximum agility, the suspension displays maximum neutrality in interaction with the all-wheel drive, the carbon body is lightweight and with its balanced aerodynamics it virtually adheres to the road. The driver ergonomics bridge the gap to motor racing, and with optimum weight distribution and a low

centre of gravity the overall package ensures that a lap around racetracks such as the north loop of the Nürburgring is a unique driving experience.

Interior rings in a new sports car era

Two-seater race car. The driver and passenger board the two-seater interior of the Golf GTE Sport through doors that swing right up in the style of the XL 1. The doors extend a long way up into the roof and down into the side sills, resulting in convenient boarding when they are opened upwards. The interior in carbon and microfibre consists of two completely separate areas for the driver and passenger. Like in motorsport vehicles, they sit quite a long way to the back on racing bucket seats with five-point belts. Accordingly, the steering column that is entirely clad in carbon projects a long way into the interior where it appears to float – a further characteristic feature of a rally car or touring-car racer. The functional elements are operated via controllers and buttons in the cocoon-like interior trim. The gearbox of the Golf GTE Sport can also be operated manually with shift paddles on the motorsport steering wheel.

Instruments on three levels. The instruments featuring a completely new design have been specially coordinated for the configuration of the driver's workspace. The Volkswagen interface designers opted for three transparent displays arranged behind one another on which all relevant information is displayed. On the smallest display at the front (closest to the driver) information such as the selected gear and the recuperation status is displayed; information that is only sporadically checked from the corner of the eye whilst driving. The centre display has secondary yet more complex information such as the power currently delivered by the drive (power meter) and the boost intensity of the plug-in system (electric boost). Information such as the current speed and the range are constantly in the driver's field of vision on the third and largest display. In addition, in "GTE mode" not only is the current lap displayed (e.g. 9 of 16), but there

is also a virtual indicator of the ideal driving line – valuable assistance for safe and fast driving on complex racetracks such as the aforementioned Nürburgring north loop.

Ergonomic perfection. The clearly arranged multifunction switch for starting and stopping the hybrid drive and controlling the 6-speed DSG is ideally positioned to the right of the driver for easy access. Right next to it there is a control panel for further vehicle functions; these include a button for activating a fire extinguishing system similar to that used in motorsport. Furthermore, the passenger is also supplied with data via a display in his interior segment. In “Info Mode” the current speed, the gear currently engaged and the engine speed can be displayed. If the passenger switches to “Data Mode” he can call up the vehicle acceleration and lateral force figures (g-forces). It is not only the use of carbon, but rather a general lightweight design that saves weight in the interior. For example, the loops for opening the doors are made of the same synthetic fibre as the five-point belts. Moreover, extremely elaborate ergonomics prevail in every detail. The operating mode switch for selecting "E-Mode", "GTE-Mode" or "Hybrid-Mode", for example, is situated in the roof, like in a jet plane.

Body design and concept

Extremely lightweight. The body of the Golf GTE Sport is largely made of lightweight carbon. As both a brand and a group, Volkswagen is a trailblazer in the industrial use of this material. For example, like the exterior of the Bugatti Veyron 16.4, the body of the Volkswagen XL1 is also made of carbon. The high-strength carbon body of the Golf GTE Sport therefore weighs much less than a comparable steel body.

Side profile. The design concept of the Golf GTE Sport manifests itself in the car's striking silhouette. Here, Volkswagen is continuing the idea of C-pillars with a two-level design originating from the 2007 Golf GTI W12-650, which has been constantly further

perfected in various concept cars. On the Golf GTE Sport that is now being presented, this C-pillar concept, which is unique worldwide, has reached a degree of perfection that allows it to leave the show car stage and – as a design vision – bridge the gap to the Golf GT models of the future. The basic styling of these pillars (like the string of a bow taut with an arrow) follows the unmistakable Golf design, but at the same time feature some completely new C-pillar details: behind the level visible from outside a second one opens up. The airstream flows between these two levels and is contributing to the aerodynamic downforce and to the cooling of the rear brake system. Stylistically, this concept means that the rear section (like the front section) is extremely wide. By contrast, the passenger cell between the A-pillar and the interior part of the C-pillar becomes narrower when viewed from the front to the rear – an avant-garde interplay of extremely powerful shapes.

Doors and sills fold upwards. As described, the concept car painted in pearlescent "White Club" has two gullwing doors that swing forwards. The upper part that extends a long way into the roof is entirely made of dark visible carbon. A large part of the side sill is integrated in the door cutout. The three-dimensional body of the sill is enhanced at the top in the door section with an area in dark visible carbon. Further features on the side profile in visible carbon are the door mirror caps, the door window frames and the lower sill area. This part of the sill is designed as a splitter, i.e. a thin and sharp aerodynamic element, a feature familiar in motorsport. The side sill is framed by the new 20-inch alloy wheels fitted with tyres in format 235 at the front and 275 at the rear.

Front. With the front section of the Golf GTE Sport the Volkswagen design team is impressively illustrating how the Golf GT models could develop in future. On the concept car, the designers removed the striking blue radiator grille line of the Golf GTE production model from the grille and positioned it below the bonnet as a blue crossbar running across the whole width of the front. Below it, three further crossbars in black chrome look extend across the centre air

inlet. The high-gloss black air inlet grille itself has the honeycomb structure typical of GT models. A further air inlet below the crossbars is framed at the top and to the sides by a striking aerodynamic element (also made of carbon). A double spoiler, also designed as a splitter, rounds off the front. Here, too, carbon is used.

LED headlights and daytime running lights. All electric and plug-in hybrid models from Volkswagen have C-shaped LED daytime running lights as a distinctive feature, and the Golf GTE Sport is no exception. Here, they frame the whole radiator grille unit at the sides, and in the top area there is an almost seamless transition from the LED daytime running lights to the extremely narrow and sharp LED headlights.

Rear. Never before has Volkswagen realised such a charismatic and sporty rear for a Golf. Here, too, the two levels of the C-pillars are a defining stylistic feature giving the Golf GTE Sport a very wide and powerful appearance from the rear. The extended outer levels of the C-pillars at the rear – like the tail unit of an aeroplane – elongate the car together with the large roof spoiler. Typically Golf: the striking tailgate with a vertical downward angle at the level of the redesigned LED rear lights. At the top, the tailgate is limited by a black carbon roof spoiler – a wing that seems to hover in front of the tailgate at a distance of a few millimetres to the roof. The C-pillars that taper at an angle to the rear and the bumper merge into one another, with the latter projecting far above the line of the tailgate. As an imaginary continuation of the side strip made of visible carbon (above the sill), the top edge of the bumper also features visible carbon. Below this is an area painted in the body colour (with air outlets on the outside). The last level is a large diffuser made of visible carbon with the splitter that is also continued here. The round stainless steel trims of the twin-pipe exhaust system are integrated in the middle of the diffuser.

Drive – plug-in hybrid and electric propshaft

E-Mode – setting off on electric power. No Golf has ever had three motors before. But this one does. As described at the beginning, the combustion engine fitted by Volkswagen is a turbocharged 1.6-litre four-cylinder direct-injection engine (TSI) that produces 220 kW / 299 PS of power and a maximum torque of 400 Nm. The electric components consist of the lithium-ion battery and two electric motors. The front electric motor is integrated in the housing of the 6-speed DSG (DQ400E). Both electric motors have a power output of 85 kW. The total available system power is 295 kW / 400 PS. If necessary, the system drive power can be distributed to all four wheels thanks to the rear electric motor and an “electric propshaft”. In normal operation the Golf GTE Sport drives just as quietly as the production Golf GTE that is already marketed. In “E-Mode” it is setting off purely electrically. In this case the concept car uses the battery that can be charged externally (but also whilst driving) to cruise without producing any emissions. It can cover up to 50 kilometres on a battery charge. When a defined minimum battery charge is reached, the 1.6 TSI is automatically switched on and the Golf GTE Sport drives in “Hybrid” mode. As soon as the battery reaches a certain charge level again, “E-Mode” can be reactivated at any time via a switch in the overhead console. In “E-Mode”, the rear axle electric motor is first and foremost responsible for propulsion. When high demands are made on performance, the front electric motor is also activated to provide support.

Hybrid mode – silent coasting. As soon as the drive system or the driver deactivates “E-Mode”, the Golf GTE Sport becomes a classic full hybrid with regenerative braking charging the battery and automatic utilisation of the right combination of TSI and/or electric motors according to the specific drive situation. When the driver releases the accelerator pedal, and the battery is sufficiently charged, all drive sources are shut off. This is referred to as “coasting”. If the driver releases the accelerator pedal or brakes, and the battery is insufficiently charged, the two electric motors operate as generators and charge the lithium-ion battery with the energy recovered from braking. With the dual mode “Battery Hold” or “Battery Charge” the

battery's energy content can be deliberately kept constant by the driver ("Hold") or increased ("Charge"). When the 1.6 TSI engine is the sole source of propulsion, the concept car is a pure front-wheel drive car.

GTE-Mode – the power of three hearts. The switch on board the Golf GTE Sport that is most important for dynamic performance is located in the overhead console. It bears the letters "GTE". When the driver operates this switch, the character of the Golf GTE Sport's drivetrain changes drastically in an instant because now the full system power of 400 PS is available. The turbocharged 299 PS petrol engine alone delivers immense propulsive power, and at this high level the electric drive components of the Golf GTE Sport assume an additional boost function. The boost effect is so strong that the drive unit would also perform well if used in professional touring car races: the Golf GTE Sport sprints to 50 km/h in 1.8 seconds, reaches 100 km/h in 4.3 seconds, and the maximum speed permitted in Austria, i.e. 130 km/h, in 6.5 seconds. On German motorways, the concept car reaches 200 km/h in 15.9 seconds. In "GTE-Mode" all four wheels of the Golf are driven.

All-wheel drive – "electric propshaft". In "GTE-Mode" and as soon as the situation necessitates it, the drive power of the Golf GTE Sport is distributed to both axles. In this case (and if battery charge is low), the front electric motor – which is now being supplied with kinetic energy via the TSI – acts solely as a generator and a source of electricity for its counterpart at the rear axle. Since the energy for driving the rear axle flows by wire and not mechanically here, this is referred to as an "electric propshaft". Because the TSI drives the rear electric motor via the front electric motor, the all-wheel drive system also operates when the battery's charge state is low – an invaluable advantage in terms of driving dynamics. The importance of the implementation of the "electric propshaft" for Volkswagen with regard to series production is demonstrated by the fact that the company has had the German equivalent of this designation protected under copyright law.

Technical data of the Golf GTE Sport

Body / wheels	
Concept	2-door, 2-seater coupé
Length / width / height	4,127 mm / 1,869 mm / 1,235 mm
Wheelbase	2,505 mm
Tyres front / rear	235/35 R20 / 275/30 R20
Drive	
Drive system	Plug-in hybrid
Drivetrain	All-wheel drive (“electric propshaft”)
Petrol engine	1.6 TSI (turbocharged direct injection) 220 kW / 299 PS / 400 Nm
Electric motors front/rear	Each 85 kW/115 PS / front 330 Nm / rear 270 Nm
System power	295 kW / 400 PS
System torque	670 Nm
Gearbox	6-speed DSG
Battery type	Lithium-ion
Performance / fuel economy	
V/max	280 km/h
0-100 km/h	4.3 s
Fuel consumption (NEDC, combined)	2.0 l/100 km
Electric range	50 km

World premiere of the Golf GTI Clubsport:

Series production of the GTI 40th anniversary model in 2016

Near-production Golf concept car offers a look ahead at the most powerful production GTI to date

GTI Clubsport sets new standards on the racetrack in its class

Five key facts about the Golf GTI Clubsport:

1. Market launch of the production version of the Golf GTI Clubsport concept car planned for 2016 to mark the 40th birthday of the Golf GTI
2. New Golf GTI Clubsport delivers 195 kW / 265 PS
3. Additional power for the racetrack: thanks to a boost function, power output can be increased by approximately 10 per cent for a short time
4. Downforce at motorsport level thanks to new front bumper, rear spoiler, diffuser and new side sills
5. Interior of the Clubsport concept car debuts with motor racing bucket seats and numerous exclusive equipment details

Wolfsburg / Reifnitz, May 2015. Next year the icon of the sporty compact class – the Golf GTI – will be celebrating its 40th birthday. Volkswagen will mark this historic event with a progressive special edition: the new Golf GTI Clubsport. The inventor of the “GTI” is thus continuing the big tradition of GTI anniversary models: exclusive special editions also marked the 20th, 25th, 30th, and 35th birthdays. On 14 May 2015, Volkswagen will be presenting the Golf GTI Clubsport as a close-to-production concept car at Lake Wörthersee. With power output of 195 kW / 265 PS, in early 2016 the Golf GTI Clubsport will be the most powerful GTI ever to be series produced. Moreover, a boost function will enable the driver to further increase the power by around ten per cent for a short time. The anniversary model will not only have a particularly powerful

engine, it will also feature an extensively customised interior, a completely new front bumper that is highly innovative in terms of aerodynamics, new side sills, a new and very striking roof spoiler and a rear diffuser specially developed for the anniversary model. All these features were designed according to the principle of “form follows function” as the defined objective was to further enhance the performance of the GTI. With the combination of high power output and significantly improved downforce, the Golf GTI Clubsport – like the Golf GTE Sport – is advancing into top-class motorsport dimensions with its dynamic performance. The result: first-class handling at very high speeds and breathtaking cornering speeds. Form follows function in its purest form.

2.0 TSI – the engine. The superb turbocharged engine in the Golf GTI belongs to the third generation of the EA888 series. It boasts technical details such as water-cooled exhaust gas routing to the turbocharger, which has been integrated into the cylinder head and variable valve timing with dual camshaft adjustment. The technical basis for the Golf GTI Clubsport is the 169 kW / 230 PS performance variant of this engine; on board the anniversary model, the TSI develops the aforementioned 195 kW / 265 PS. As described, thanks to a boost function the power output of the Golf GTI Clubsport can be further increased for a short time (by approximately 10 per cent), for example to enable highly agile acceleration from tight bends on the racetrack.

Exterior. The Golf GTI Clubsport is painted in “Oryx White”; as a contrast the roof area comes in black. As described, the Volkswagen exterior designers have developed a completely new front bumper, new side sills, a new rear diffuser, a new multi-part roof spoiler and exclusive alloy wheels for the anniversary model. These features immediately make the concept car stand out from the familiar GTI models.

Front. The designers have completely redesigned the front bumper. In the course of this, the air supply to the engine, the aerodynamics and downforce of the front section have been improved. The exterior

of the new bumper features high-gloss black air deflector elements which partially route the airflow – guided by three further typical GTI bars – through a narrowing air duct on each side and therefore through the bumper. The air then exits in the wheel housings without directly hitting the wheels. The centre cooling air intake – in typical GTI honeycomb design – has also been refined on the Clubsport as the radiator grille fairing is supplemented by two further air intakes on the outside. This emphasises the width of the Golf GTI Clubsport. The anniversary model therefore has an extremely self-assured road stance. A front spoiler as a sharp splitter in high-gloss black follows below the bumper – similar to that sported by the Golf GTE Sport, which was also unveiled as a world premiere at Lake Wörthersee. This component optimises the downforce on the front axle. The splitter in the style of motorsport vehicles features a wrap-around design and extends in the sill area and the rear section.

Side profile. In terms of style, the side profile of the Golf GTI Clubsport is based on the original GTI version. To put this in context: the first generation was characterised by a wide black trim stripe on the side between the front and rear wheel arch at bumper level. This stripe has now been transferred to the side area of the anniversary model, paying homage to the 1976 Golf GTI, and is enhanced with the lettering “Clubsport”. The black trim stripe is continued towards the front in the new air deflector element of the front bumper. The “Bresica” 19-inch alloy wheels designed especially for the new Golf GTI Clubsport make a further dynamic statement. Furthermore, a new forged 18-inch alloy wheel will be available for the production version in 2016. A fine detail on the side are the high-gloss black door mirror caps.

Rear spoiler. The redesigned roof edge spoiler is much larger than its counterpart on the current GTI. There is a narrow air gap between the roof area that is entirely in black and the wing-like spoiler spanned diagonally above it. The roof spoiler in high-gloss black and “Oryx White” projects upwards above the roof line. At the sides, the spoiler merges homogeneously into the flaps on the tailgate which

also come in high-gloss black. Multi-part spoilers of this type are complex components that perfectly fulfil the aerodynamic tasks assigned to them, i.e. reducing air turbulence at the rear and greatly increasing downforce on the rear axle. And in the Golf GTI Clubsport the corresponding parts do this to perfection.

Rear diffuser. The lower rear section has also been individualised. Seen diagonally from behind, it is noticeable that the line of the wrap-around splitter of the side line (below the sill) is continued in the large rear diffuser that is a new development. Here, too, the colour is high-gloss black. The redesigned and chrome-plated tailpipes of the twin-pipe exhaust system have been elegantly integrated in the diffuser. The LED rear lights come in dark black-red.

Interior. The interior features iconic details that are essential for every GTI; these include the ergonomic sports seats with a tailor-made look featuring tartan fabric upholstery, red topstitching, the gear knob in golf ball design and a black headliner. These insignia of sportiness have been individualised or modified for the Golf GTI Clubsport. Accordingly, the concept car features folding racing bucket seats – which are also planned for the production version – instead of sport seats. The seats are partially covered with Alcantara and feature a honeycomb pattern in the area of the backrests and seat cushions; furthermore, GTI lettering has been incorporated in the backrest. A red line enhances the seat belts of the anniversary model. New trim strips in the design “Honeycomb 40” (instrument strip, centre console and doors) give the interior an even more exclusive appearance. Sporty: the Alcantara trim on the gear lever, new lenses on the gear knob, the sport steering wheel covered with Alcantara (with GTI emblem, red seam and 12 o'clock marking) and customised floor mats with red edging. The majority of these features – that can be experienced first-hand on board the concept car at Lake Wörthersee – will also enhance the production version of the new Golf GTI Clubsport in 2016.