



Content Creator Days

50 Years of the Sporty Golf

50
years
of Golf



50 Years of the Sporty Golf

The Golf – Europe's most successful car of all time – celebrates its 50th anniversary in 2024. Against this backdrop, Volkswagen Classic presents an unprecedented range of sporty Golf models. For the first time worldwide, all generations of the Golf GTI, Golf R, numerous factory and apprentice studies from the legendary Wörthersee GTI Meeting, and a special selection of motorsport Golf come together in one comprehensive exhibition at the Volkswagen plant in Osnabrück, the former Karmann factory.

Simply put, the Golf was designed to be a sporty vehicle from the outset. Its entire technical DNA is built for performance. This journey began 50 years ago with the development of the Golf GTI. In its early stages in 1974, it was decided that the future GTI (debuting in 1976) should be homologated according to the international FIA regulations. And so it was. Sporting icons like the GTI or R models and racing masterpieces like the Golf Rallye G60 or the current Golf GTI Clubsport 24h are far from coincidental – they are sports and racing cars whose dynamics are deeply embedded in their DNA. All these icons are featured in the '50 Years of the Sporty Golf' exhibition. They represent a fascinating snapshot of half a century of automotive history – five decades in which Volkswagen has continually enriched the auto world with icons, cars with a sporting soul.



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→ Golf
Motorsport Icons



Golf Motorsport Icons

Motor racing and the Golf—a dynamic duo. This exhibition showcases a variety of vehicles from different generations and designs, illustrating the Golf's significant impact on motorsport. The journey into the world of racing begins with the Group 4 Golf GTI Pierburg, which made rally world championship history in the 1980s. The exhibit then progresses to a Golf GTI Group A, the winning car of the 1986 FIA Rally World Championship. Alongside it stands the magnificent Rallye Golf G60 Group A, renowned for its G-Lader supercharger. The only Golf equipped with two combustion engines is the Pikes Peak, which competed in the namesake US hill climb race. Also on display is one of the ultra-exclusive Rallye Golf G60 16V models, producing 210 PS, only twelve of which were ever built. Additionally, visitors will be excited to see the one-of-a-kind prototype Golf Rallye A59. The contemporary era is represented by two Golf GTI Clubsport models. The first is the Clubsport S, which set a Nürburgring-Nordschleife record for front-wheel-drive cars in 2016. The second, the Golf GTI Clubsport 24h, recently conquered the 'Green Hell', securing a class victory at the 24-hour race with drivers Benny Leuchter and Johan Kristoffersson at the helm. Together, these eight exhibition vehicles amass a staggering 2,461 PS, demonstrating the relentless pursuit of performance and innovation that defines the Golf's motorsport legacy.



Vehicle Number 01

Golf I | GTI Group 4 'Pierburg'

Manufacturing Year of Model Displayed

1981 / Rebuilt in 2011

Power / Engine

158 kW (215 PS) / 4 cylinders, Oettinger 4-valve head, 1,588 cc

Top Speed

Varies depending on gear ratio

Golf GTI Group 4 'Pierburg'

The original Golf GTI Pierburg—named after its main sponsor—was equipped with a modified GTI engine featuring a two-valve head. The driver team Per Eklund and Hans Sylvan achieved numerous top rally results with this Golf GTI in Group 2 in 1980, including a fifth-place finish at the Monte Carlo Rally. From the second round of the 1981 German Rally Championship, a 16V cylinder head by Oettinger, compliant with Group 4 regulations, was permitted for use. This Oettinger cylinder head makes the GTI Pierburg truly special.

The exhibited car was faithfully rebuilt using a bare chassis based on a Golf GTI in the summer of 2011 and completed in October of the same year. Its first successful rally appearance was at the Rally Legend 2011 in San Marino with the legendary original crew, Per Eklund and Hans Sylvan.

Golf I GTI: built for the racetrack from day one

As early as 1974, the decision to homologate a future GTI under FIA conditions was considered in the initial plans. In 1975, a year before the official debut of the production Golf GTI, a GTI prototype with the license plate WOB – VP 70 was used as a pace car in a Nürburgring race. Instead of the later 110 PS fuel injector, it had a 100 PS carburettor engine on board. It already featured the distinctive black double stripe along the sides, a signature of the production model.



Vehicle Number 02

Golf II | GTI Group A 'World Champion'

Manufacturing Year of Model Displayed

1986 / Restored in 2009

Power / Engine

130 kW (176 PS) / 4 cylinders, 1,788 cc

Top Speed

Varies depending on gear ratio

Golf GTI Group A 'World Champion'

The Golf GTI used in the 1986 FIA World Rally Championship is among the most legendary vehicles launched under the direction of Volkswagen Motorsport.

Retrospective: With the second-generation Golf GTI, Volkswagen scored big in the international rally scene. In 1986, the driver team Kenneth Eriksson (Sweden) and co-pilot Peter Diekmann (Germany) clinched the title in the inaugural World Rally Championship for Group A vehicles with the Golf GTI. To comply with regulations, the GTI driven by Eriksson and Diekmann underwent extensive modifications by Volkswagen Motorsport in Hannover. Among other changes, the weight was reduced to 880 kg, and the power was increased to 176 PS.

The GTI underwent extensive restoration in 2009 and has since competed in historic racing events like the Rally Legend in San Marino.



Vehicle Number 03

Golf II | Rallye Golf G60 Group A

Manufacturing Year of Model Displayed

1990

Power / Engine

202 kW (275 PS) / 4 cylinders, G-Lader, 1,764 cc

Top Speed

250 km/h

Rallye Golf G60 Group A

In the early 1990s, downsizing began to emerge as a trend in automotive manufacturing. Volkswagen Motorsport became a pioneer in this area, collaborating with Volkswagen Research & Development to explore how to simultaneously boost the efficiency and performance of existing engines—since up until then, increasing power without raising fuel consumption had been a significant challenge. The solution: a new 1.8-litre four-cylinder engine equipped with a Volkswagen-developed spiral supercharger—known as the G-Lader. This supplied the combustion chambers with additional air, enhancing both efficiency and power.

In various production models, this new engine delivered 160 PS. However, in the motorsport-specific Rallye Golf G60, the power soared to an impressive 275 PS, which translates to an output of 156 PS per litre. Unlike a turbocharger, the spiral supercharger, driven directly by a belt from the engine, does not depend on the amount of exhaust gases—giving the G-Lader an advantage in agility and efficiency. In 1991, Erwin Weber and Manfred Hiemer won the German Rally Championship with the Rallye Golf G60. The previous year, the Golf had already competed in the World Rally Championship, securing impressive results including a third-place finish at the Rally New Zealand.



Vehicle Number 04

Golf II | 'Pikes Peak'

Manufacturing Year of Model Displayed

1987

Power / Engine

2 x 240 kW (2 x 326 PS) / 2 x 4 cylinders, each with a turbocharger, 2 x 1,781 cc

Top Speed

Variable, depending on boost pressure and gear ratio

Golf 'Pikes Peak'

The Golf 'Pikes Peak' was the ultimate evolution of various dual-engine race cars based on the Jetta II and Golf II GTI. The vehicle was dubbed 'Pikes Peak' after its participation in the 1987 'Pikes Peak International Hill Climb' in the USA—the most celebrated hill climb race globally. Unfortunately, the Golf, driven by Klaus-Joachim 'Jochi' Kleint, had to retire just shy of the summit's finish line.

The '87 Golf Pikes Peak was powered by two 326 PS engines located at the front and rear, delivering an impressive total output of 652 PS. This dual-engine prototype, developed by the legendary Viennese engineer Kurt Bergmann and deployed by Volkswagen Motorsport, could be driven with front-, rear-, or all-wheel drive, as required. For quick and easy maintenance, the entire front and rear sections of the car could be removed. Between 2017 and 2018, the Golf Pikes Peak was meticulously restored to its original condition.

Volkswagen Motorsport finally closed the chapter on their 'unfinished business' at the 4,301-metre-high Pikes Peak in Colorado in 2018. The ID.R Pikes Peak, driven by Romain Dumas, made history as the first race car to conquer the Rocky Mountain course in under eight minutes—powered by dual motors and all-wheel drive, but this time with an all-electric powertrain.



Vehicle Number 05

Golf II | Rallye G60 16V

Manufacturing Year of Model Displayed

1990 / 12 units in 1990

Power / Engine

154 W (210 PS) / 4 cylinders, G-Lader, 1,760 cc

Top Speed

227 km/h

Rallye Golf G60 16V

The story of the Rallye Golf begins with the sports car Corrado, which was the first Volkswagen to feature a responsive spiral supercharger instead of a turbocharger to increase the air volume in the combustion chambers, thus boosting the power output. The 1,781 cc Corrado engine delivered 160 PS. That same year, Volkswagen surprised fans at the GTI Meeting at Wörthersee with an extraordinary Golf concept: the Rallye Golf G60. Equipped with the 160 PS G-Lader engine, syncro all-wheel drive, and strikingly flared fenders, it entered production in 1989. To meet Group A motorsport homologation requirements, 5,000 Rallye Golf were produced.

However, twelve of these 5,000 Rallye Golf were even more exclusive; they featured a four-valve version of the G60 engine, developed by Volkswagen Motorsport, generating 210 PS and propelling the Rallye Golf G60 16V to a top speed of 227 km/h. One of these twelve models is on display here. Exclusively offered as a two-door and sporting rectangular headlights at its distinctive front end, the Rallye Golf came in versions with either 160 PS or 210 PS. Collectors today get excited when they spot a Golf II with rectangular headlights—it might just be one of the eleven remaining homologation gems.

The Golf G60 Limited – a kindred spirit

There's a second Golf G60 with 210 PS: the Limited. Volkswagen Motorsport built 71 units of this all-wheel-drive counterpart to the Rallye Golf G60 16V, though they have a noticeably more subdued design.



Vehicle Number 06

Golf III | Rallye A59

Manufacturing Year of Model Displayed

1993

Power / Engine

202 W (275 PS) / 4 cylinders, turbocharger 1,999 cc

Top Speed

Undetermined

Golf Rallye A59

The single prototype of the Golf Rallye A59, built in 1993, was intended as a new base model for the FIA World Rally Championship. Its newly developed 275 PS turbo engine with water injection for additional cooling performed well on the test stand and in the prototype itself. Among the technical highlights was its newly developed, computer-controlled all-wheel drive. Power was transmitted from the engine to the all-wheel drive via a 6-speed manual transmission.

What catches the eye is the Golf Rallye A59 cohesive and powerful design with distinctive elements: unique front and rear bumpers, a bonnet with three air intakes and two vents, a large roof spoiler for increased downforce at the rear, voluminous side skirts, and flared fenders over the 16-inch alloy wheels. The prototype was decelerated by a Brembo brake system. The initial idea to build a limited series of the Golf Rallye A59 was scrapped before the project was completed, as was any involvement in motorsport.



Vehicle Number 07

Golf VII | GTI Clubsport S

Manufacturing Year of Model Displayed

2016 / 400 limited editions worldwide

Power / Engine

228 W (310 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

265 km/h

Golf GTI Clubsport S

This particular Golf GTI Clubsport S, boasting a formidable 310 PS, is the record-setting vehicle with which racer Benjamin Leuchter shattered the Nürburgring Nordschleife record for front-wheel-drive production cars in the notoriously demanding 'Green Hell' in 2016.

The record-breaking lap

Benjamin Leuchter fires up the engine. One lap. 20.832 kilometres. Rolling start. The clock starts. The Clubsport S roars into the Hatzenbach bends and flies through the Hocheichen section. 4th gear, pushing just over 190 km/h. Accelerating out, a longer stretch, down to Quiddelbacher Höhe, then on to Flugplatz. A rapid double right-hander, breathtakingly fast. 5th gear, stretching up to 216 km/h. Nearly 240 km/h as the Clubsport S crests Schwedenkreuz in 6th. Back to 5th, exhaust backfire. Left into Schwedenkreuz. Braking hard. 3rd gear. Aremberg. Fuchsröhre. The GTI reaches Adenauer Forst. Heading towards Metzgesfeld. Fast left-hander. Kallenhard. Wehrseifen – nearly halfway. Breitscheid. Ex-Mühle. Climbing towards Kesselchen. Kilometre 12. Kilometre 13, passing the Steilstrecke. 27% incline. Karussell. Hohe Acht. The Eifel now turns alpine and the Nordschleife increasingly demanding. Final sprint. Pflanzgarten, the second jump crest. Kilometre 17, the Stefan-Bellof-S. Schwalbenschwanz, Galgenkopf. Döttinger Höhe, at over 250 km/h. Seconds later, the Golf GTI Clubsport S streaks through the timing beam. 07:49:21 minutes. With this record-shattering lap, the Golf GTI Clubsport S not only conquered the Nordschleife but also redefined what's possible for front-wheel-drive production cars.



Vehicle Number 08

Golf VIII | GTI Clubsport 24h

Manufacturing Year of Model Displayed

2019 / Recommissioned in 2024 for the 24-hour race at the Nürburgring

Power / Engine

228 W (348 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

265 km/h

Golf GTI Clubsport 24h

The Golf GTI Clubsport 24h on display here claimed a sensational class victory in the AT3 category for alternative fuel vehicles at the Nürburgring on 2 June 2024. Demonstrating the sheer potential of the Golf GTI Clubsport, this race car, deployed by Max Kruse Racing for the 24-hour race, was developed from the standard series GTI. Based on the production GTI, this racing machine evolved from the 2021 Golf VIII prototype, recommissioned and refined by racing driver Benny Leuchter and Max Kruse Racing specifically for the 'Green Hell'.

Competing in the AT3 class, the race car was powered by a formidable 348 PS 2.0-litre turbo engine running on a new bioethanol fuel, E20, from technology partner Shell, delivering up to 450 Nm of torque to the front axle—a force that dominated its class in the foggy 2024 race through the Eifel. In qualifying, this team secured the fastest time among the front-wheel-drive competitors.

The Clubsport 24h was helmed by a four-member team: Benny Leuchter, who had previously won his class at the 24-hour Nürburgring race in 2017 in a Golf GTI TCR. Johan Kristoffersson, a current six-time FIA Rallycross World Champion with Volkswagen, has made his mark in motorsport history. The Swede, also Leuchter's teammate in the WTCR, claimed victory at a Nürburgring race driving a Golf GTI TCR. Completing the team are outright Nürburgring experts, the German racers Nico Otto and Heiko Hammel, each bringing extensive experience and precision to the demanding track.



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of the Sporty Golf

→ Golf GTI History



Golf GTI History

It's a phenomenon. It boasts the largest fan base of any compact sports car in the world. It's considered the original in its class. It's the ultimate icon: the Golf GTI, with over 2.4 million units produced to date. Often imitated but never matched. A major update of the eighth generation has just been launched; the new GTI, now available as a Clubsport with 300 PS, is featured in Osnabrück. This latest iteration completes the historical circle back to the original iconic model: the 110 PS first-generation Golf GTI, showcased in classic white at the exhibition. Between the first and the eighth GTI, six more generations have made their mark. The second-generation Golf GTI is presented as a 16-valve model, and the third as the 20th Anniversary Edition. The GTI island in our exhibition could double as a special showcase of anniversary models. The fourth generation is represented by the legendary 25th Anniversary Edition, the fifth as the 30th Anniversary Edition, and the sixth as the 35th Anniversary Edition. Last but not least, from the seventh generation, a Golf GTI Performance joins the lineup. All provide a glimpse into the future — towards 2026 and the 50th anniversary of this legendary model.



Vehicle Number 09

Golf I | GTI

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation I

1978 / 1976 to 1983

Power / Engine

81 kW (110 PS) / 4 cylinders, 1,581 cc

Top Speed

182 km/h

Golf GTI

Objectively speaking, 'Let It Be' by the Beatles is just a few notes and words strung together, and the first Golf GTI just 810 kg of metal and plastic. However, it's the artful arrangement of these elements that transforms them into masterpieces. The charm of the Golf I GTI comes from a blend of its sharp suspension, agile engine, low weight, iconic design, and unmistakable GTI insignia. The 1978 white exhibit car showcases these features at their best: black wheel arch extensions, black bumpers, a black-bordered rear window, a red-framed grille, perfectly coordinating chequered sports seats, a golf ball-topped gear stick, and a three-spoke sports steering wheel – affectionately dubbed 'the spittoon' by fans for its deep centre. It's the DNA of a timeless icon.

Golf GTI Generation I

IAA 1975: Volkswagen unveiled the Golf GTI, and the response was phenomenal. Everyone wanted this compact sports car. And they got one. In June 1976, the first Golf GTI rolled out in Germany for 13,850 marks, quickly capturing hearts worldwide. Originally, only 5,000 units were planned just to recoup the development and manufacturing costs. But reality far exceeded those numbers: the 5,000 units turned into 461,690 of the first-generation Golf GTIs, culminating with the special edition 'Pirelli-GTI', boasting 112 PS. This marked the debut for what is still the most successful compact sports car in the world today.



Vehicle Number 10

Golf II | GTI 16V

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation II

1991 / 1984 to 1991

Power / Engine

95 kW (129 PS) / 4 cylinders, 1,781 cc

Top Speed

200 km/h

Golf GTI 16V

It's the small red badges with a black-embossed '16V' beneath the GTI logos on the front and rear sections that raise this red Golf to the next level: They signify the four-valve version of the 1.8-litre four-cylinder engine, which, even with a regulated catalytic converter and 129 PS, launched the Golf GTI into the exclusive club of compact cars capable of reaching 200 km/h at the time. The technical innovations of the Golf II GTI also include ABS and power steering. The 1991 model displayed is among the very last vehicles of the second-generation Golf GTI. All Golf II GTIs are characterised by twin round headlights as standard. However, the GTI 16V is also recognisable by the distinctive openings in the front spoiler and series-standard roof antenna.

Golf GTI Generation II

Introduced in 1984, the Golf II GTI is still considered a stroke of genius: Maintaining a powerful 112 PS, it seamlessly connects its design DNA to the success of the first generation. The GTI insignias – especially the red stripe in the grille and the chequered pattern on the sports seats – became definitive cult symbols with this model. The former newcomer gradually evolved into one of the brightest stars in the automotive world. In 1984, the horsepower temporarily dropped to 107 PS with the introduction of the catalytic converter. In 1986, Volkswagen compensated for the power loss with a new 16V engine, boosting the power to 129 catalytic PS, reclaiming the agility of the original GTI (139 PS without the catalytic converter). In 1990, a G-Lader in the Golf GTI G60 boosted the power to 160 PS.



Vehicle Number 11

Golf III | '20th Anniversary Edition'

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation III

1997 / 1991 to 1997

Power / Engine

85 kW (115 PS) / 4 cylinders, 1,984 cc

Top Speed

196 km/h

The Golf GTI released as the 20th Anniversary Edition

When the Golf GTI turned 20 in 1996, five young women from London were rocking the global stage: the Spice Girls. To celebrate 20 years of the Gran Turismo Injection, Volkswagen launches the '20th Anniversary Edition'. On display is a model from 1997, the final year of production. Like all GTI anniversary models, it has long been a sought-after classic. Little wonder, given the GTI's many customisation possibilities. Exterior features: red decorative stripes on the bumpers, red GTI lettering, tinted rear lights and indicators, screwed-on 16-inch BBS rims, and red brake callipers. Inside, the sports seats feature red-silver-black chequered centre strips with a red GTI logo. The sports steering wheel and gear stick cover also feature red decorative stitching. The golf-ball-shaped gear stick knob is split horizontally, with the upper half finished in black leather and the lower half in aluminium. The glass sunroof came as standard. An alternative to the petrol model was the 'Jubi', featuring a 110 PS turbo diesel (TDI).

Golf GTI Generation III

The dual headlights from the second-generation GTI now shone into the night beneath a single diffuser. With an initial output of 115 PS, the enhanced aerodynamics enable a top speed of 196 km/h. A year later, the engine power rose to 150 PS. From 1996, a turbo diesel version delivering 110 PS expanded the GTI concept; years later, the petrol and diesel models would diverge into the GTI and GTD respectively. The pinnacle of the GTI Generation III was also introduced in 1996: the '20th Anniversary Edition'.



Vehicle Number 12

Golf IV | '25th Anniversary Edition'

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation IV

2002 / 1998 to 2003

Power / Engine

132 kW (180 PS) / 4 cylinders, 1,788 cc

Top Speed

222 km/h

The Golf GTI released as the '25th Anniversary Edition'

In 2001, Volkswagen launched an unexpected renaissance of the sporty icon with the 25th Anniversary Edition. Limited to 3,000 units, this exclusive series merged the purist design of the fourth-generation Golf with a high-torque turbo engine, confirming that the GTI would continue to have a bright future even after 25 years. The 25th Anniversary Edition does not feature a single red detail on its exterior, except for the rear lights and brake callipers. The car was available in three colours: Reflex Silver Metallic, Tornado Red, and Black Magic Pearl Effect—each paying homage to the first Golf GTI. The powerful side skirts, front and rear bumpers, along with high-gloss polished 18-inch BBS wheels, perfect the look. The interior is dominated by Recaro sports seats in the 'Le Mans' fabric design. Many fans consider this special edition one of the most beautiful Golf GTIs of all time.

Golf GTI Generation IV

The fourth-generation GTI, introduced in 1998, took a more subdued approach, for example, omitting the red stripe on the radiator grille. And yet, today, the car stands as a timeless masterpiece of design. Background: Under the direction of the then Volkswagen (Group) Head of Design, Hartmut Warkuß, a clear, precise, and purist design emerged, which reflected the brand's heritage more faithfully than ever and simultaneously set the course for the future. Features such as the iconic C-pillar of the Golf GTI IV continue to influence Volkswagen's design to this day, as impressively demonstrated by the 2023 ID. GTI Concept study.



Vehicle Number 13

Golf V | GTI 30th Anniversary Edition

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation IV

2006 / 2004 to 2008

Power / Engine

169 kW (230 PS) / 4 cylinders, 1,984 cc

Top Speed

245 km/h

The Golf GTI released as the '30th Anniversary Edition'

Celebrating 30 years of this cultural icon, Volkswagen introduced the powerhouse 30th Anniversary Edition of the Golf GTI, delivering 230 PS. This horsepower isn't just a number—it represents an additional PS for every year since the GTI's inception, over the standard 200 PS version. Visually striking features include matte black 18-inch alloy wheels, colour-matched front and rear bumpers and side skirts, and tinted rear lights. A '30th Anniversary Edition' badge on the rear hatch identifies this tornado red GTI as a commemorative model at the exhibition. The interior features partial leather sport seats with fabric centre sections showcasing the distinctive Interlagos chequered pattern. Personalised touches include door sill plates inscribed with '30th Anniversary Edition' lettering and a golf-ball-shaped gear stick knob, paired with the optional Direct Shift Gearbox (DSG). Red-trimmed floor mats and stainless steel-look pedal caps were also part of the customisation package.

Golf GTI Generation V

In September 2004, Volkswagen unveiled the fifth-generation Golf GTI at the Paris Motor Show. Key features: a significantly sharper design, a 200 PS turbo engine, and top-tier driving dynamics. The new turbo engine packed a punch: It accelerates the manual GTI to 100 km/h in 7.2 seconds, and just 6.9 seconds with the Direct Shift Gearbox (DSG). This GTI reaches a top speed of 235 km/h. A year after the debut of the 30th Anniversary Edition, the reincarnation of the Pirelli-GTI, also delivering 230 PS, hit the roads in 2007.



Vehicle Number 14

Golf VI | GTI 35th Anniversary Edition

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation IV

2011 / 2009 to 2012

Power / Engine

173 kW (235 PS) / 4 cylinders, 1,984 cc

Top Speed

247 km/h

The Golf GTI released as the '35th Anniversary Edition'

The 35th Anniversary Edition represents the pinnacle of the sixth-generation Golf GTI. It was released in 2011 to commemorate the 35th anniversary of this iconic car. This was the first GTI to almost reach the 250 km/h mark: To be exact, its top speed is 247 km/h. With a power-to-weight ratio of 6 kg/PS, the 235 PS GTI was more agile than ever, hitting 100 km/h in just 6.6 seconds. Visually, the 35th Anniversary Edition Golf GTI can be identified by its newly designed front bumper. The side features glossy black exterior mirror caps, body-coloured side skirt extensions, and '35' emblems on the front fenders, distinguishing it as a special edition. Standard features for the 35th Anniversary Edition include xenon headlights, tinted LED rear lights, and blacked-out rear windows.

Golf GTI Generation VI

The sixth Golf GTI debuted in 2009. None other than racing legend Hans-Joachim Stuck was responsible for the fine-tuning. The new generation introduced a Golf GTI that redefined traction with an electronic differential lock (XDS). A 240 km/h GTI, powered by a 210 PS turbo engine, promised plenty of fun. A GTI offering audible dynamism with a sound generator and a newly designed exhaust system (one tailpipe on either side). A GTI that consistently translates the original version's DNA. This is equally true for the even more powerful 35th Anniversary Edition Golf GTI. For the first time starting in 2012, the GTI was also available as a cabriolet – a summery finale for the sixth generation.



Vehicle Number 15

Golf VII | GTI Performance

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation VII

2018 / 2013 to 2020

Power / Engine

180 kW (245 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

250 km/h

Golf GTI Performance

The Golf GTI Performance shown here was available from 2017. The 245 PS turbocharged engine accelerated this variant to 100 km/h in just 6.2 seconds; its top speed is electronically limited to 250 km/h. These levels of performance are achieved with both the 6-speed manual transmission and the optional 7-speed Direct Shift Gearbox (DSG). Compared to the basic model, the Golf GTI Performance features adapted technical equipment. This includes larger brakes, a front axle differential lock, and a digital Active Info Display.

Golf GTI Generation VII

The Golf GTI VII hit the market in 2013 in two variants: a 220 PS version and the GTI Performance delivering 230 PS. Building on this, the Golf GTI Clubsport with up to 290 PS followed in 2016. The year after, the 310 PS Golf GTI Clubsport S effectively eliminated the divide between road and motorsport. In the spring of 2016, Volkswagen works driver Benjamin Leuchter smashed the existing record for front-wheel-drive vehicles on the Nürburgring-Nordschleife with the 265 km/h Clubsport S, clocking in at 07:49:21 minutes – a gift for the Golf GTI's 40th birthday. In 2017, both the 'normal' Golf GTI and the Golf GTI Performance received more power: The new standard version now boasted 230 PS, and the new Golf GTI Performance delivered 245 PS. Another highlight of the seventh-generation GTI followed in 2019: the race-derived Golf GTI TCR producing 290 PS.



Vehicle Number 16

Golf VIII | GTI Clubsport¹

Manufacturing Year of the Displayed Model / Production Period of Golf GTI Generation VIII

2024 / since 2020, with a major update in 2024

Power / Engine

221 kW (300 PS)¹ / 4 cylinders, turbocharger, 1,984 cc

Top Speed

267 km/h with Race Package

Golf GTI Clubsport

The Golf GTI Clubsport on show is one of the first examples of the newly developed eighth generation. From the outside, the Clubsport can be identified by its new front end, with the VW badge in the grille now illuminated for the first time. At the rear, an aerodynamically optimised roof spoiler ensures maximum downforce. Meanwhile, the latest version of the EA888 LK3 evo4 turbo engine delivers outstanding performance. Its 300 PS and 400 Nm of torque are transmitted to the track via an electronically controlled front axle differential lock. The GTI sprints from 0 to 100 km/h in 5.6 seconds. The model's top speed of 250 km/h is raised to 267 km/h with the 'Race Package'.

Golf GTI Generation VIII

The newly developed eighth-generation GTI made its debut, with more than 2.3 million Golf GTIs already sold. 2024 sees the launch of the new evolutionary stages of the Golf GTI² and Golf GTI Clubsport.¹ The power of the Golf GTI increased from 245 PS to 265 PS. The perfected Golf GTI Clubsport continues to deliver 300 PS. The LED headlights and rear lights were redesigned and reconstructed. The infotainment systems were also newly developed, while the further refined chassis delivers outstanding performance.

¹ Golf GTI Clubsport – near-production prototype.

² Golf GTI – Combined fuel consumption 7.3-7.1 l/100km; combined CO₂ emissions 167-162 g/km; CO₂ class: F.



Content Creator Days

50 Years of the Sporty Golf

→ Golf R History



Golf R History

When it comes to extremely sporty Golf models with all-wheel drive, the R models have led the field since 2002. There have been five generations in total: two Golf R32 and three Golf R. The spiritual ancestor of these cars is a 1989 Golf II: the G60 Limited by Volkswagen Motorsport. With only 71 units ever built, this 210 PS model matched the dynamics of the Porsche 944 of its time. Number 13 of the 71 is proudly on display in Osnabrück. A modern reinterpretation of the now classic G60 Limited is the first R32, based on the Golf IV. With its compact V6 engine, this is a sought-after vintage car today. It was succeeded by the second R32, the most powerful Golf of the fifth generation, which is presented in the exhibition with an upgraded 450 PS engine. In 2009, with the third generation, Volkswagen transitioned from the V6 naturally aspirated engine to the four-cylinder turbo of the EA888 engine series. This change significantly increased the power while reducing fuel consumption. This generation is also represented in the exhibition by an exclusive conversion featuring a supercharged V6 engine. The first Golf R Variant also debuted in the fourth generation. Now, the fifth generation has just rolled onto the stage as an updated model. The 241 PS of the first Golf R32 has evolved into 333 PS – where PS signifies Pure Strength.



Vehicle Number 17

Golf II | G60 Limited

Manufacturing Year of the Displayed Model / Production Period of the Golf G60 Limited

1989 / 1989

Power / Engine

154 kW (210 PS) / 4 cylinders, G-Lader, 1,781 cc

Top Speed

230 km/h

Golf G60 Limited

This model is regarded as the predecessor of the later Golf IV R32: the Golf G60 Limited. A subtle logo on the front and rear discreetly indicates this—'Designed by Volkswagen Motorsport'. Only 71 units were ever built. Technologically, the all-wheel-drive Limited was in a league of its own: The engine, featuring a G-Lader supercharger, was adapted from the Corrado; however, in the Golf G60 Limited, it delivered 210 PS as a four-valve engine, 50 PS more than the Coupé. An intercooler cooled the air on its way to the four combustion chambers, ensuring the mixture was perfectly oxygenated. 35 years ago, its high output and robust torque of 252 Nm encroached on Porsche territory. 7.4 seconds to hit 100 km/h and a top speed of 230 km/h were on par with a Porsche 944 S2. The Golf G60 Limited on display is number 13 of the 71 models built. In 2022, number 16 fetched around £80,000 (€94,000) in England. Original price new in 1989: 68,500 DM.

Golf Generation II

Visually and technically, the Golf II continued the course set by its predecessor. In 1983, Volkswagen stated: "After considerable deliberation in Wolfsburg, the decision was clear—the Golf must remain a Golf. Thus, no radical redesign that strays from the Golf concept—yet still a car that is completely new from bumper to bumper, embodying the principle: continuity in concept, advancement in detail and quality." Indeed, it was the Golf that introduced the regulated catalytic converter, ABS, the 'syncro' all-wheel drive, and power steering to the Golf class. The Golf II was produced until 1991.



Vehicle Number 18

Golf IV | R32

Manufacturing Year of the Displayed Model / Production Period of the Golf R32

2003 / 2002 to 2003

Power / Engine

177 kW (241 PS) / 6 cylinders, 3,189 cc

Top Speed

247 km/h

Golf R32

It was an automotive sensation—the first-ever Golf R32. Introduced in 2002. Capable of reaching speeds up to 247 km/h. 0 to 100 km/h in just 6.6 seconds. These performance feats were made possible by a 241 PS six-cylinder engine with a narrow V configuration and a 15-degree cylinder bank angle. Additional technical highlights of this four-valve engine included adjustable intake and exhaust camshafts and a variable intake manifold geometry. A dual-flow exhaust system enhanced the sound. The maximum torque of 320 Nm was transmitted to the 4MOTION all-wheel drive via a 6-speed gearbox with short shift throws. In 2003, the R32 became the first Volkswagen available with an optional direct-shift gearbox (DSG). Internally ventilated disc brakes ensured superior deceleration, distinguished by blue-painted brake callipers—a hallmark of all Volkswagen R models to this day. Approximately 14,000 Golf R32 had been produced by 2003—three times more than originally planned.

Golf Generation IV

The Golf IV is regarded by design experts as a style icon and a trailblazer for the series. Yet, the fourth Golf also epitomises technical innovation: With the debut of the Electronic Stability Program (ESP) in 1998, this Golf democratised safety. Equally progressive was the Golf 4MOTION introduced in the same year, featuring intelligently controlled all-wheel drive. Other technological firsts included the 6-speed gearbox, DSG, window airbags, xenon headlights, direct fuel injection, and the navigation system.



Vehicle Number 19

Golf V | R32

Manufacturing Year of the Displayed Model / Production Period of the Golf R32

2006 / 2005 to 2008

Power / Engine

Special modification with 301 kW (450 PS) / 6 cylinders, 3,189 cc

Top Speed

250 km/h (248 km/h with DSG)

Golf R32

In September 2005, Volkswagen unveiled the second R32 based on the fifth-generation Golf. Delivering 250 PS, it was the most powerful Golf of its time. Unlike almost any other car in the world, it combines peak performance with low-key, sophisticated style. Its six-cylinder engine delivered up to 320 Nm of torque to the all-wheel drive. The R32, with optional DSG, accelerated to 100 km/h in just 6.2 seconds; the direct-shift gearbox transitioned through gears without any interruption in power. The sport suspension was just as impressive as the engine; despite lowering the Golf by 20 mm, it offered high ride comfort. The R32's features included an aluminium-look grille, bi-xenon headlights, two centrally positioned exhaust tailpipes, tinted taillights, widened sills, and the signature blue brake callipers behind 18-inch alloy wheels. Inside, the optional motorsport bucket seats were a highlight. The R32's potential is showcased in the exhibit vehicle: the output of the special modification was increased to 450 PS. By 2008, 28,592 Golf V R32 had rolled off the production line in Wolfsburg.

Golf Generation V

This was the Golf whose quality surpassed many cars in the upper mid-size class. The high quality was—and remains—measurable: through the torsional rigidity value, which increased by 35%. Its new technologies included a four-link rear axle, 7-speed DSG, bi-xenon headlights, rain sensor, and the first turbocharged direct fuel injection engine (GTI). The Golf V was produced from 2003 to 2008.



Vehicle Number 20

Golf VI | V6 Turbo

Manufacturing Year of the Displayed Model / Production Period of the Golf V6 Turbo

2009 / Unique Innovation Model

Power / Engine

301 kW (450 PS) / 6 cylinders, turbocharger 3,189 cc

Top Speed

Approx. 300 km/h

Golf V6 Turbo

This Golf VI is a drivable thought experiment: In 2009, Volkswagen engineers, in collaboration with the specialists at Rothe Motorsport GmbH, explored the potential of the V6 engine from the Golf R32. They equipped the 3.2-litre six-cylinder with new pistons, new camshafts, a fibreglass air intake, a Garret turbocharger (GT35 with up to 3.0 bar boost pressure), and an intercooler. The result: 450 PS. The speedometer in the full-leather interior extends up to 300 km/h for a reason. A stainless-steel exhaust system, Bilstein coilovers, a significantly larger brake system, and 19-inch Lamborghini wheels complete the package. Gear changes are smoothly executed by a 7-speed DSG. This unique R32 is a supercar that demonstrates the virtually limitless potential of the Golf VI—though not the emission regulations and pricing constraints. Thus, in 2010, the new Golf R (270 PS) debuted in the series as a remarkably dynamic successor to the R32, featuring a four-cylinder turbo engine that consumes 21% less fuel than the V6 of its predecessor.

Golf Generation VI

The Golf VI, available from 2008 to 2012, once again saw considerable improvements in safety. With its laser-welded construction, the body was incredibly strong, earning it a flawless five stars in the EuroNCAP crash test. New assistance systems and technologies like the adaptive chassis control (DCC) made the '2009 World Car of the Year' the most advanced Golf to date.



Vehicle Number 21

Golf VII | R

Manufacturing Year of the Displayed Model / Production Period of the Golf R
2018 / 2013 to 2019

Power / Engine

228 kW (310 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

250 km/h

Golf R

The third generation of the Golf R models made its debut at the 2013 IAA in Frankfurt. Compared to its predecessor, the Golf R now boasted 300 PS, an increase of 30 PS. In 2017, Volkswagen introduced an even more powerful version of the Golf R with 310 PS, which is showcased. Simply put, no Golf has ever had more power or faster acceleration. The acoustic experience was optionally enhanced by an Akrapovič sports exhaust system. The Golf R could rocket to 100 km/h in 5.1 seconds with manual transmission; with DSG, the sprint was achieved in just 4.6 seconds. This boost in dynamics was not only due to the fast-shifting 7-speed DSG and series-standard launch control in this version but also to the increased engine power. The DSG version had an additional 20 Nm of torque, bringing it to a maximum of 400 Nm. In the autumn of 2014, Volkswagen unveiled the Golf R at the Los Angeles Auto Show, for the first time as a Variant capable of 250 km/h.

Golf Generation VII

In September 2012, Volkswagen celebrated the world premiere of the new Golf in Berlin. Its weight was reduced by up to 100 kg, effectively reversing the much-discussed weight spiral. Depending on the engine, fuel consumption was reduced by up to 23% compared to its predecessor. Technologically, the Golf VII made significant strides with new systems such as the Adaptive Cruise Control (ACC) and the progressive steering that became standard in the GTI and R models.



Vehicle Number 22

Golf VIII | R

Manufacturing Year of the Displayed Model / Production Period of the Golf R
2024 / since 2020

Power / Engine

245 kW (333 PS)¹ / 4 cylinders, turbocharger, 1,984 cc

Top Speed

250 km/h (270 km/h with Performance Package)

Golf R

In the summer of 2024, pre-sales begin for the updated fifth-generation Golf R. With this major update, the power of the Golf R and Golf R Variant increases to 333 PS across the board. The latest Golf R, showcased in Osnabrück, is presented in the classic hatchback version. Externally, the new generation can be identified by its new front end, the now illuminated VW logo, and new 19-inch 'Warmenau' forged wheels. The interior features a new generation of infotainment. Additionally, there is a new GPS lap timer for measuring lap and split times on racetracks onboard. The top speed of the two most powerful Golf models is electronically limited to 250 km/h. With the Performance Package, this limit is lifted, raising the maximum speed to 270 km/h.

The Golf R Generations at a Glance

Launched in 2002, the 241 PS R32 was the first Volkswagen R model. In 2005, the second Golf R32 debuted, with an increased output of 250 PS. In 2009, Volkswagen transitioned from the V6 naturally aspirated engine to a 270 PS four-cylinder turbo with the third generation, rebranding the R32 to simply R. In 2013, the fourth generation arrived with 300 PS, and from 2017, it was upgraded to 310 PS. The first Golf R Variant also debuted in the fourth generation. The fifth generation entered the scene in 2020 with 320 PS. The 2024 update boosted the power to 333 PS—a level previously only available in special editions like the Golf R Performance, Golf R 20 Years, and Golf R 333.

¹. Golf R and Golf R Variant – near-production prototypes.



Content Creator Days

50 Years of the Sporty Golf

→ Unique Golf Models
by VW Design



Unique Golf Models by VW Design

The GTI Meeting in Reifnitz at Wörthersee was legendary —a festival by the fans, for the fans of the Golf GTI. One of the highlights of this celebration in Carinthia was always the world premiere of a study specially designed by Volkswagen. These were unique Golf models of the highest order. Three of these one-of-a-kind studies are featured in the exhibition at Volkswagen's Osnabrück plant. From 2013, the Golf Design Vision GTI is on show—a Volkswagen with a formidable 503 PS, which eleven years ago looked as if it had teleported back to the present from the year 2040. The same applies to the GTI Roadster, Vision Gran Turismo, an open-top two-seater originally created by Volkswagen designers for the Sony PlayStation®3 classic Gran Turismo 6 (GT6)—a virtual Volkswagen for a virtual world. Yet in 2014, the Wolfsburg team brought this car to life for the Wörthersee meet. With a top speed of 309 km/h, this study raced into the hall of fame of supercars. A year later, the GTE Sport—a 408 PS Golf with a plug-in hybrid drive—demonstrated the vast potential of Golf design. Design that will continue to captivate humanity for decades to come.



Vehicle Number 23

Golf VII | Design Vision GTI

Manufacturing Year of Model Displayed

2013 / Unique Study

Power / Engine

370 kW (503 PS) / 6 cylinders, turbocharger 3.0-litre displacement

Top Speed

300 km/h

Golf Design Vision GTI

Originally held in Wörthersee, GTI Meetings will be hosted in Wolfsburg for the first time in 2024, continuing their legendary status. Often, these events showcase a unique concept car specifically designed by Volkswagen for the occasion. In 2013, it was a GTI tailored for motorsport—the Design Vision GTI, a remarkable Golf with a powerful 503 PS engine. This progressive concept was based on the seventh-generation Golf GTI, channelling the design and performance potential of the icon into the realm of motorsport. Visually striking: The design team extended the C-pillars and side skirts—in the style of the 2007 Wörthersee concept, Golf GTI W12-650—as independent body elements outward, creating space for the significantly wider track and specially developed 20-inch wheels.

A powerful 3.0-litre V6 engine with twin turbochargers roared to life under the bonnet. The turbocharged stratified injection (TSI) engine produced a maximum torque of 560 Nm (from 4,000 to 6,000 rpm). This power was seamlessly transferred to the 4MOTION all-wheel drive via a direct-shift gearbox. Equipped with this drivetrain and sports suspension, the Design Vision GTI effortlessly mastered all types of racetracks. And it was incredibly fast: The GTI sprinted to 100 km/h in just 3.9 seconds.



Vehicle Number 24

Golf VII | GTI Roadster

Manufacturing Year of Model Displayed

2014 / Unique Study

Power / Engine

370 kW (503 PS) / 6 cylinders, turbocharger 3.0-litre displacement

Top Speed

309 km/h

Golf GTI Roadster

In 2014, at the legendary GTI Meeting in Wörthersee, Volkswagen blurred the lines between the virtual and real worlds. Background: As a world premiere, the inventor of the Golf GTI presented a show car that was originally created purely in digital form for the Sony PlayStation®3 classic Gran Turismo 6 (GT6): the GTI Roadster, Vision Gran Turismo. This open-top two-seater was powered by a 3.0-litre V6 biturbo engine delivering 503 PS. The six-cylinder engine developed a maximum torque of 560 Nm between 4,000 and 6,000 rpm, with 500 Nm already available at 2,000 rpm from the turbocharged stratified injection (TSI) petrol engine. The TSI's immense power was transmitted to a 20-inch wheel-tyre combination via a 7-speed direct-shift gearbox (DSG) and all-wheel drive (4MOTION). In just 3.6 seconds, the 1,420 kg lightweight supercar accelerated to 100 km/h. Its top speed was 309 km/h!

The Story behind the Golf GTI Roadster

This unique car was the result of a collaboration between Volkswagen and Sony Computer Entertainment. Sony had approached Volkswagen for the 15th anniversary of Gran Turismo, asking if they would like to develop a Vision GT vehicle exclusively for the game. The answer was, of course, a resounding yes. Given the GTI Roadster's breathtaking performance in the virtual game world, it was decided to bring this Golf to life as a tribute to GTI and Gran Turismo fans.



Vehicle Number 25

Golf VII | GTE Sport

Manufacturing Year of Model Displayed

2015 / Unique Study

Power / Engine

295 kW (400 PS) / Plug-in hybrid system

Top Speed

280 km/h

Golf GTE Sport

Unveiled at the legendary GTI Meeting at Wörthersee, the Golf GTE Sport propelled Volkswagen's GT legacy into the future. Three engines – combined in a plug-in hybrid system with a total output of 295 kW (400 PS) – powered this high-tech Golf, largely made of carbon: a 1.6-litre turbocharged stratified injection (TSI) from the Polo R WRC (World Rally Car) with 220 kW (299 PS) and two electric motors each producing 85 kW (115 PS).

The combination of the progressive hybrid system, all-wheel drive with an 'electric drive shaft', extremely lightweight carbon body, optimal downforce values, and perfectly balanced sports suspension delivered outstanding performance on the track. The design advanced the concept of the legendary Golf GTI W12-650—the 2007 Wörthersee study—into a new era. For entry and exit, the doors and side skirts of the GTE Sport swung upwards. Both driver and passenger were seated in their own monocoque-style interior compartments. Additionally, the racing cockpit featured a visualisation of the ideal line.



Content Creator Days

50 Years of the Sporty Golf

→ Unique Golf Models
by VW Apprentices



Unique Golf Models by VW Apprentices

Countless Volkswagen employees began their careers as apprentices at Europe's largest automaker. Since 2008, teams of apprentices from various professions have had the opportunity to design and build unique Golf models for the Wörthersee GTI Meeting. These creations are powerful reflections of how young people envision their dream Golf. Nine of these dream cars are currently on display in Osnabrück. These are one-of-a-kind models developed between 2013 and 2022. The journey began in 2013 with a convertible painted in the national colours of Austria – the Golf GTI Cabrio Austria (333 PS). This was followed by the GTI Wolfsburg Edition (380 PS) in 2014, the GTI Dark Shine (395 PS), the GTI Heartbeat (400 PS), the GTI First Decade (410 PS), the GTI Next Level (411 PS), and the GTI Aurora (380 PS). During the pandemic years, when the Wörthersee Meeting was cancelled, the apprentices developed the first two unique plug-in hybrid models: the GTE Skylight (245 PS) and the GTE Meteora (275 PS). All these GTI and GTE one-offs are now united in one exhibition in Osnabrück.



Vehicle Number 26

Golf VI | GTI Cabrio Austria

Manufacturing Year of Model Displayed

2013 / Unique Study

Power / Engine

245 kW (333 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

Undetermined

Golf GTI Cabrio Austria

It has been a proud tradition for Volkswagen apprentices to design a unique GTI model for the annual GTI Meeting at Wörthersee. In 2013, they created an extraordinary model with a soft top: the 333 PS Golf GTI Cabrio Austria. Designed and built by 13 apprentices from Volkswagen's Osnabrück and Wolfsburg sites, this one-of-a-kind model truly lived up to its name. They designed the car entirely in Austria's national colours—red and white. The car sports a pristine 'Oryx White' paint job, an original hue. The side mirrors, front spoiler, and brake callipers pop in the vibrant 'Flash Red'.

The team's creativity didn't end with the exterior. Inside, the original four-seater was transformed into a more intimate two-seater. The standard seats were replaced with black, red, and white Recaro racing seats embroidered with the word 'Austria' in red. The trim panels also feature the GTI logo in red and white. Additionally, 'Flash Red' accents adorn the air vents, gear shift cover, and even the edges of the safety belts and floor mats.

The technical customisation was equally impressive—from the enhanced 2.0-litre turbo engine of the Golf R to the sound system with eleven speakers and 2,250 watts of audio power. Other enhancements include 19-inch OZ wheels, a Brembo braking system, coilover suspension with hydraulic lift function, and a modified stainless steel exhaust system.



Vehicle Number 27

Golf VII | GTI Wolfsburg Edition

Manufacturing Year of Model Displayed

2014 / Unique Study

Power / Engine

280 kW (380 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

Undetermined

Golf GTI Wolfsburg Edition

In 2014, apprentices presented a one-off model at the Wörthersee GTI Meeting to celebrate the 40th anniversary of the original Golf: the Golf GTI Wolfsburg Edition. This two-door beauty is painted in 'Absolute Red', with three decorative stripes in 'Negro Magico Black' providing a striking contrast. The real highlight? The entire paint job was meticulously applied by hand, finely sanded multiple times, and polished to achieve a perfect finish. Each attachment piece bears a modified design. The front spoiler, claw-like inserts on the front bumper, side skirts, the roof-edge spoiler with additional lateral flaps, and the rear bumper diffuser are all finished in high-gloss black. Red side stripes featuring the Wolfsburg skyline pay homage to the birthplace of the Golf. This is complemented by laser-etched Wolfsburg emblems on the hub caps of the 19-inch OZ wheels and the VW logo on the steering wheel.

The interior mirrors the exterior's colour scheme with meticulous attention to detail. The racing seats and rear bench are upholstered in black leather, while the inner seat panels are finished in the iconic GTI tartan 'Clark' fabric. Red stripes embellish the headrests. Hand-crafted with artisanal precision, the centre console includes a retractable iPhone docking station. In the rear, there's a dedicated screen with a PlayStation. For the ultimate auditory experience, the 380 PS turbo engine (EA888), a stainless-steel exhaust system, and a 2,170-watt high-end HiFi system ensure the sound is as powerful as the performance.



Vehicle Number 28

Golf VII | GTI Dark Shine

Manufacturing Year of Model Displayed

2015 / Unique Study

Power / Engine

290 kW (395 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

Undetermined

Golf GTI Dark Shine

The Golf GTI Dark Shine, unveiled at the 2015 Wörthersee GTI Meeting, represents how Volkswagen apprentices envision maximum tuning. Volkswagen provided the apprentices with a Golf VII GTI as part of their hands-on training, which they completely rebuilt over the subsequent nine months. The journey began with the engine. The standard GTI engine was replaced by a more powerful 2.0-litre turbo engine from a Golf VII R, upgraded to a staggering 395 PS. The 13 apprentices paired this engine with a modified direct-shift gearbox (DSG) and a hand-welded stainless steel exhaust system. The car's driving dynamics were enhanced with adjustable coilover suspension, a Brembo braking system with yellow-painted callipers, and 20-inch ATS Racelight alloy wheels.

'Dark Shine' – the name says it all. The front of the car features a dark 'Daytona Grey' paint job, transitioning to a 'Yellow Pearl Effect' towards the rear. This colour scheme is cleverly integrated throughout, including the central stripes on the roof and bonnet, the rims, and the mirror caps, which bear the message 'The lake calls...'

The interior continues the 'Daytona Grey' and 'Yellow Pearl Effect' theme with matching accents. The steering wheel and seats are luxuriously upholstered in a combination of ArtVelours and leather. An impressive 3,500 watts of audio power drives eight speakers from the high-end French brand Focal and three subwoofers from the Japanese-French audio specialists, Clarion, ensuring every musical note is felt as much as it is heard.



Vehicle Number 29

Golf VII | GTI Heartbeat

Manufacturing Year of Model Displayed

2016 / Unique Study

Power / Engine

295 kW (400 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

Undetermined

Golf GTI Heartbeat

In 2016, twelve apprentices from Volkswagen and a supplier unveiled the 400 PS Golf GTI Heartbeat at the Wörthersee GTI Meeting, a dynamic tribute to the Golf GTI on its 40th anniversary. Detailed features of the GTI Heartbeat:

Exterior: The two-door GTI is painted in 'Reflex Silver Metallic', with the roof and front end wrapped in a matte 'Dark Grey' for contrast. Bright 'Tornado Red' GTI honeycombs, set against dark or light grey, highlight the bonnet, roof, and side panels. These honeycombs also mark the transition from the dark front to the lighter rear section. Newly designed front and rear skirts and exclusive 20-inch BBS wheels further enhance the car's sporty look.

Interior: The cabin is dominated visually by bucket seats from the Golf GTI Clubsport S, which match the exterior and are enhanced with a new ArtVelours-leather combination and an embroidered '40' on the headrests. The leather seat centres feature red-backed perforations in the GTI honeycomb pattern. Heartbeat symbols line the decorative trims on the door interiors and an appliqué above the glove compartment. Instead of rear seats, the Golf GTI Heartbeat boasts a 1,360-watt high-end sound system. The system's electronics are illuminated by LED lights and visibly integrated under an engraved Plexiglas panel in the boot. The engravings read '35 Years Wörthersee' and '40 Years GTI'.

Those venturing into the engine bay will discover another detail of the Heartbeat: a red and white engine cover adorned with a heartbeat line—tuning at its finest with extraordinary attention to detail.



Vehicle Number 30

Golf VII | GTI First Decade

Manufacturing Year of Model Displayed

2017 / Unique Study

Power / Engine

300 kW (410 PS) / 4-cylinder turbo + electric motor, 1,984 cc

Top Speed

Undetermined

Golf First Decade

At the 2017 Wörthersee Meeting, Volkswagen unveiled the tenth show car developed by its apprentices in Wolfsburg, marking a decade of unique creations. Hence, it was aptly named the 'Golf GTI First Decade'.

The apprentices drew inspiration for the unique design from the various shades of blue seen in the waters of Lake Wörthersee and the sky above it. The dark blue paint, named 'Atlantic Blue Metallic', contrasts beautifully with the light blue wrap on the doors and rear side panels, called 'Satin Ocean Shimmer'.

This show car was the first GTI to feature a hybrid drive system, delivering a bold technical statement. The front wheels were powered by the ever-popular EA888 series turbocharged petrol engine from the Golf GTI and Golf R, producing an impressive 300 kW (410 PS) in this iteration. This was innovatively paired with a 48V electric motor, adding 12 kW to drive the rear wheels. The Golf GTI First Decade could operate in three modes: front-wheel drive (TSI), rear-wheel drive (e-mode), and all-wheel drive (TSI plus electric motor). The system recuperated braking energy to charge the dual batteries of the electric drive. The three different drive modes could be controlled via an app on a tablet or through Mirror-Link on the infotainment display.



Vehicle Number 31

Golf VII | GTI Next Level

Manufacturing Year of Model Displayed

2018 / Unique Study

Power / Engine

302 kW (411 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

Undetermined

Golf GTI Next Level

The central theme of the 2018 Wörthersee show car, the Golf GTI Next Level, was the virtual development of a new vehicle. Once again, this unique prototype was conceptualised and built by apprentices at Volkswagen's Wolfsburg plant. The Golf GTI Next Level is driven by a 2.0-litre turbocharged petrol engine (EA888). This four-cylinder powerhouse delivers 302 kW (411 PS), channelling its power to the front wheels via a 7-speed direct-shift gearbox (DSG).

The GTI Next Level was designed using digital technologies. The apprentices created the exterior and interior on specialised graphic computers. This process also involved the elaborate and complex development of a sound and multimedia system integrated into the rear of the two-seater. Using CAD software, the apprentices meticulously designed side panels and mounts for speakers and a subwoofer, which were then produced using 3D printers. Additionally, they programmed special apps to control various innovative features via tablet PC or smartphone. These features include an electrically retractable load floor, an extendable LED monitor, and LED underfloor lighting.

In contrast to the virtual design work, the bodywork was a testament to traditional craftsmanship. The paint in the production colours 'White Silver Metallic' for the front and 'Deep Black Pearl Effect' for the rear, along with arrow-shaped wraps, was applied by hand, blending high-tech development with practical artisanship.



Vehicle Number 32

Golf VII | GTI Aurora

Manufacturing Year of Model Displayed

2019 / Unique Study

Power / Engine

279 kW (380 PS) / 4 cylinders, turbocharger 1,984 cc

Top Speed

Undetermined

Golf GTI Aurora

The Golf GTI Aurora, showcased by Volkswagen apprentices at Wörthersee in 2019, was a conceptual evolution of the 2018 Golf GTI Next Level study. Like its predecessor, the specifications for the Golf GTI Aurora were also developed digitally.

The challenge for the 2019 Wörthersee apprentice team was to equip the Golf GTI Aurora with the latest technology, and they delivered brilliantly. Additional displays in the centre console provided the driver with engine and vehicle data, invaluable on the racetrack. The passenger could simultaneously view these data on a tablet, which also controlled the 3,082-watt sound system located in the rear of the vehicle. The sound system, featuring speakers from HiFi specialists Focal, Bang & Olufsen, and Eton, offers premium audio quality.

The Golf GTI Aurora, painted in 'Nardo Grey', 'Deep Black Pearl Effect', and 'Mint Green', is powered by a 2.0-litre turbocharged petrol engine from the legendary EA888 series. In this Wörthersee study, the GTI four-cylinder engine produced 380 PS, with gear changes handled by a 7-speed DSG. The Aurora's racetrack capabilities were enhanced with 19-inch wheels, coilover suspension tied to the adaptive chassis control DCC, and a high-performance braking system from Brembo, ensuring it not only looked spectacular but also performed exceptionally on the track.



Vehicle Number 33

Golf VIII | GTE Skylight

Manufacturing Year of Model Displayed

2020 / 2021 / Unique Study

Power / Engine

180 kW (245 PS)/ 4-cylinder turbo + electric motor

Top Speed

Undetermined

Golf GTE Skylight

Despite the cancellation of the Wörthersee GTI Meeting in 2020 and 2021 due to the COVID-19 pandemic, a team of Volkswagen apprentices had already begun developing a concept for the event: the Golf GTE Skylight. This model features the plug-in hybrid drive from the 2020 Golf VIII GTE, consisting of a 1.4-litre TSI engine with 110 kW (150 PS) and an electric motor with 80 kW (110 PS), combining for a total system output of 180 kW (245 PS). The dynamic aesthetic of the Golf R influences the GTE Skylight with its side skirts and roof edge spoiler.

New to this model are 20-inch BBS wheels featuring a dual-tone finish in 'Graphite' and 'Catalina Blue'. The body is painted in 'Pure White' with contrasting elements in 'Lapiz Blue' and 'Catalina Blue'. A Bilstein coilover suspension allows the wheels to sit deeply within the wheel arches. A fine detail is the GTI honeycomb design embellishing the tailpipes of the stainless-steel exhaust system.

Blue dominates the interior, reflecting the colour theme of the GTE models, analogous to the red of the GTI models. All interior trims are painted to match the exterior colour scheme. The central applications are rendered in light blue, while the leather seats are in dark blue. Eye-catching features include the light blue illuminated piping on the front seats and a 'GTE' hologram above the touchscreen. Integrated into the boot of the Golf GTE Skylight is the subwoofer for the 3,110-watt sound system. For ultimate urban convenience, an electric skateboard is also on board, perfect for handling the last mile to city destinations.



Vehicle Number 34

Golf VIII | GTE Meteora

Manufacturing Year of Model Displayed

2022 / Unique Study

Power / Engine

202 kW (275 PS)/ 4-cylinder turbo + electric motor

Top Speed

Undetermined

Golf GTE Meteora

As with the previous two years, the 2022 GTI Meeting was cancelled due to the COVID-19 pandemic. Nevertheless, a team of Volkswagen apprentices prepared a Golf concept, just in case the international GTI enthusiasts could gather at the lakeside. The 2022 one-off was the Golf GTE Meteora, a hyper plug-in hybrid compact class car with the appearance of a race car. This model boasted a significant power upgrade from 245 PS to 275 PS, and both the exterior and interior were executed in spectacular fashion.

Exterior: The Meteora can be lowered dramatically thanks to an air suspension system with Air-Lift capability. It rides on 20-inch wheels fitted with 235 tyres. The body is painted in 'Deep Black Pearl Effect' with a dual-tone accent in 'Techno Blue' and 'Dolphin Grey'. The exterior ambient lighting colour can be adjusted to suit the mood or setting. Notably, the rear features an Oettinger roof spoiler and diffuser, alongside modified darkened LED taillights and bold exhaust tips.

Interior: The interior itself is a visual marvel, blending elements of a race car and a spaceship. Recaro Podium carbon bucket seats with leather and ArtVelours surfaces provide ideal support. ArtVelours also covers the dashboard and door panels, enhancing the vehicle's luxurious feel. Among the highlights is the view of the blue-illuminated 2,840-watt high-end sound system in the boot. The name 'Meteora' means 'floating in the air', reflecting the car's air suspension system that gives it a hovering appearance.



Content Creator Days

50 Years of the Sporty Golf

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- 10 **Golf II GTI 16V**
- 11 **Golf III '20th Anniversary Edition'**
- 12 **Golf IV '25th Anniversary Edition'**
- 13 **Golf V GTI 30th Anniversary Edition**
- 14 **Golf VI GTI 35th Anniversary Edition**
- 15 **Golf VII GTI Performance**
- 16 **Golf VIII GTI Clubsport¹**

→ **Golf R History**

- 17 **Golf II G60 Limited**
- 18 **Golf IV R32**
- 19 **Golf V R32**
- 20 **Golf VI V6 Turbo**
- 21 **Golf VII R**
- 22 **Golf VIII R**

→ **Unique Golf Models
by VW Design**

- 23 **Golf VII Design Vision GTI**
- 24 **Golf VII GTI Roadster**
- 25 **Golf VII GTE Sport**

→ **Unique Golf Models
by VW Apprentices**

- 26 **Golf VI GTI Cabrio Austria**
- 27 **Golf VII GTI Wolfsburg Edition**
- 28 **Golf VII GTI Dark Shine**
- 29 **Golf VII GTI Heartbeat**
- 30 **Golf VII GTI First Decade**
- 31 **Golf VII GTI Next Level**
- 32 **Golf VII GTI Aurora**
- 33 **Golf VIII GTE Skylight**
- 34 **Golf VIII GTE Meteora**

1. Golf GTI Clubsport – near-production prototype.