



Volkswagen

The Scirocco R

International Driving Presentation, Nice 2009



Notes:

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The Scirocco R

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Powerful, fast, fuel efficient and clean:

The new Scirocco R – a sports car without compromises

R-Werte: 350 Nm, 265 PS, 250 km/h, 8,0 l/100 km, 5,8 s, Euro 5

R-DNA: The Turbo engine was derived from Scirocco GT24 race car

Wolfsburg / Nice, December 2009. The new Scirocco R is here. Power: 195 kW/265 PS. Character: genuine sports car. Performance: at its fullest. Handling: just like it should be. Fun factor: maximum. Car orders taken: effective immediately. That is why Volkswagen is presenting the car to the international press media at this time. And it is being presented in a region whose serpentine asphalt roads seem to attract the agile car: the French Maritime Alps high above the roofs of Nice. There are some stretches of road here that are identical to those of the Monte Carlo Rally, such as the climb to the legendary Col de Turini. Not only is the strongest Scirocco of all times right in its element here – the new four-seat sports car is ideal as a dynamic performer and economical companion on the roads of everyday life as well. Always on-board as standard equipment: the XDS electronic transverse differential lock – first introduced on the Golf GTI – provides for optimal traction properties and pure driving fun.

R-CONCEPT

The Scirocco R – conceptualized by Volkswagen Individual – is an impressive performance package with a brilliant engine and chassis, unique looks and exclusive features. Instead of the usual six-cylinder used so far in R-models of this segment, a boosted four-cylinder TSI is being used in the new Scirocco R. Its advantages: very high power and

torque values with significantly reduced fuel consumption. On average, just 8.1 litres of super unleaded flows to the combustion chambers via direct injection per 100 kilometres of driving. That corresponds to CO₂ emissions of 189 g/km – top values for a fast 250 km/h (electronically limited) sports car. And it gets even better: when driven with the optional Direct Shift Gearbox (DSG), these values are 8.0 litres and 187 g/km.

Scirocco fleet at the 24 hour race: This May – at the 24 hour race on the Nürburgring – Volkswagen proved once again just how much dynamic potential the Scirocco possesses. An entire fleet of two-door cars, five cars altogether, entered the marathon ride through the “Green Hell” there; each of them bore a close resemblance to the production vehicle, both technically and visually.

Three of the Scirocco GT24 race cars were powered by a TSI petrol engine with 315 PS. Two other GT24s sported the additional CNG badge for Compressed Natural Gas, because their over 280 PS strong TSI engines were powered with natural gas. By the end of the 24 hours, Volkswagen had written motor sports history: With the Scirocco GT24, the team scored a victory in the class of vehicles with two-litre turbo engines. Furthermore, the Scirocco GT24-CNG cars impressively claimed first and second places in the alternative drive vehicle category. Back in 2008, professionals the likes of Carlos Sainz and Hans-Joachim Stuck rocketed two Scirocco GT24 cars to a dual victory in their class in this classic endurance race.

R-DRIVE

Now the new R-version is going to the starting line as the production counterpart to the race car. To attain the very high specific power in the 2.0 TSI (97.5 kW/132.5 PS per litre displacement), Volkswagen decided on a turbocharged petrol direct-injection engine.

More dynamic performance by clever downsizing: Like all TSI engines, the R-version too combines the efficiency of direct injection with the power of engine boosting. Despite downsizing of engine displacement and number of cylinders, the 1,984 cm³ sixteen-valve, four-cylinder engine develops significantly more power (+15 PS) and torque (+30 Newton-meter) than the six-cylinder engine of the last Golf R32. Specifically, the 2.0-litre TSI in the new Scirocco R attains a maximum power of 265 PS at 6,000 rpm. Its maximum torque – a hefty 350 Newton-meter – is available over an immense range of engine speed: 2,500 to 5,000 rpm. This makes for agile responsiveness of the engine, which is able to spontaneously summon torque in the blink of an eye in practically any speed range. The engine's acoustic output impressively underscores its special kind of power development. The exhaust system itself is designed as a double-flow system. Oval chrome tailpipes extend out from the bumper, one on the left and one on the right.

Engine of the Year for the Scirocco R: The in-line four cylinder, which has already earned four “Engine of the Year” awards, builds up its powerful torque via a turbocharger (up to 1.2 bar boost pressure) with intercooling. The engine, weighing in at just 152 kilograms, is controlled

by fully electronic engine management with E-gas. The pistons of the four cylinder have higher strength bolts compared to less powerful versions. The connecting rods were also designed to be stronger to reliably transmit the engine's high torque to the crankshaft. Because of the tremendous engine forces that are generated, the cylinder block itself was reinforced as well.

All of this has a highly dynamic effect: The lightweight 1,344 kilogram Scirocco R needs just 5.5 short seconds for the intermediate sprint from 80 to 120 km/h in fifth gear. It is precisely this type of driving, with the sensation of a build-up to maximum torque that is "felt" right from idling, which distinguishes this sports car. It is an impressive, cool cruiser for every road and day of the year. Yet, those drivers who downshift and unleash the car's power at full throttle awaken a second side of the Scirocco R: a car with motor sport DNA that sprints from rest to 100 km/h in just 6.0 seconds and handles the classic 1,000 meter sprint in 25.6 seconds. Top speed: electronically limited to 250 km/h (at 6,320 rpm.).

It is a given that this Scirocco also has an optional dual clutch transmission (DSG). Those opting for the innovative 6-speed DSG will experience an even faster sprinting Scirocco R: the 100 km/h mark drops down to 5.8 seconds here. As is so often the case with a DSG, gains in dynamic performance (and comfort) are by no means purchased at the expense of fuel efficiency or emissions. In fact, the opposite is true, as demonstrated by its 8.0 litre combined fuel consumption and 187 g/km CO₂.

R-CHASSIS

Volkswagen is sending the Scirocco R onto the streets with a specially tuned sport chassis and XDS electronic transverse differential lock as standard equipment. The latter refers to a functional extension of the electronic differential lock (EDS) that is integrated in the ESP system and eliminates any type of traction loss.

XDS compensates for understeer: As soon as the intelligent electronics detects unloading of the front wheel at the inside of a curve in fast curve driving, the ESP hydraulics applies braking pressure at this specific wheel to restore optimal traction. So, XDS serves as a transverse differential lock to compensate for the typical understeer of front-wheel drive cars in fast curve driving. The driving behaviour of the already agile Scirocco R is made significantly more precise and neutral thanks to XDS.

Chassis layout from production: In front, the Scirocco R has a McPherson strut type suspension for precise tracking and balanced comfort properties. In the rear, a four-link suspension convincingly meets the challenge of achieving a sporty yet comfortable chassis tuning.

DCC optimally resolves dilemma between comfort and dynamics: As an option, the Scirocco R is available with DCC Dynamic Chassis Control. This system continually adjusts damping of individual wheels to roadway conditions based on signals from three body sensors and displacement sensors at each wheel. During acceleration, braking

and steering processes, chassis damping is stiffened in fractions of a second to optimally meet vehicle dynamic requirements. By making these automatic adjustments, DCC significantly increases comfort in driving situations whose dynamics are less challenging, resolving the conflict in goals between a stiff sporty tuning and a comfortable one. Besides the “Normal” DCC mode, the driver can also choose the “Sport” or “Comfort” mode.

New R-wheel styling: Standard equipment includes newly designed 18-inch alloy wheels (“Talladega” type) with size 235/40 tyres. An optional 19-inch version of the wheels is also offered. Both wheel-tyre combinations support the maximum attainable lateral vehicle dynamics of the new sports car.

17-inch braking system for maximum deceleration: The braking system was also modified to handle the Scirocco R’s higher level of driving performance. That is why a 17-inch system is used instead of a 16-inch system; this enables impressive braking performance with ventilated disks and R-specific brake calipers painted in glossy black on all four brakes. In front, the disks have a diameter of 345 millimetres, and in the rear 310 millimetres. The electronic stabilization program (ESP) was also modified. A new Sport mode can be selected by pressing the ESP button (centre console). This makes the ESP respond later in very fast driving on roads with lots of curves – e.g. on a race course – for even more agile handling properties. In parallel, Anti-Slip Regulation (ASR) is completely deactivated when ESP Sport mode is selected. The

electro-mechanical power steering of the new Scirocco R was also given a sportier tuning curve.

R-DESIGN

Front end with LED daytime running lights: The front end design reflects the motto “form follows function”; it integrates three large air inlets with large louvres in the bumper customized for the Scirocco R, which engineers designed for optimal cooling of the brakes and engine. Integrated to the right and left of the outboard air inlets are newly designed and standard LED daytime running lights. The narrow, unique radiator grille is styled in a high-end glossy black. Here (as on the rear gate) the Scirocco R can be identified by a new R-logo design in chrome on a black background. Providing for perfect illumination of the roadway, meanwhile, are standard bi-xenon headlights with integrated indicator lights.

Rear end with double-flow exhaust system: Compared to all other production Sciroccos, the rear image of this car is dominated by a considerably larger roof edge spoiler and a prominent glossy black diffuser in the lower bumper area that shows typical R-styling. Both of these components – diffuser and roof edge spoiler – reduce aerodynamic lift at the rear axle. Stylistically, the oval chrome tailpipes of the double-flow exhaust system are harmoniously integrated into the overall rear section design. One tailpipe on the left and the other on the right define the border between the black diffuser and the bumper

painted in body colour. In addition, the rear lights of the new Scirocco R were given a smoked tint.

Side profile with new R-wheels: The side view is characterized by powerfully styled side skirts painted in body colour as well as new “Talladega” style alloy R-wheels in 18-inch format. The milled, polished wheels have five sets of three spokes that are just as visually unique and striking as the wheels of the Golf GTI (“Denver”) and offer a very attractive look at the large 17-inch braking system with its glossy black calipers and R-logo. As an option, Volkswagen is also offering a 19-inch version of the “Talladega” wheels (named after a race track in the USA). Like the brake calipers, the outside mirrors of the Scirocco R are always painted a glossy black, independent of the body colour.

R-INTERIOR

The interior of the new Scirocco R presents an altogether refined appearance. As is typical of all R-models, special interior accents, sport seats (optionally in leather) and numerous other dynamic features are applied. And indeed as standard equipment. Details of features distinguishing the Scirocco R from other versions with up to 210 PS power:

- Sport seat system with seat covers in “Kyalami” fabric weave (named after the Formula-1 race course in South Africa), with R-Logo on the front head restraints in “Art Grey”. Inner surface of contoured seat side supports has crystal grey microfibres.
- Unique aluminium decor inserts in the instruments with R-logo. High-gloss black accents in the centre console area, door handles, gearshift grip, air vents and steering wheel spokes.

- Hand brake grip and gearshift trim in leather, with “Art Grey” decorative seams. Floor mat inserts are also in “Art Grey”.
- Aluminium tread plates with R-Logo worked in.
- Instruments with white backlighting and blue pointers and speedometer indicator up to 300 km/h.
- Multifunctional leather steering wheel, flat-bottomed, in R-design (three spokes, perforated leather in upper and lower third, grip recesses right and left), with “Art Grey” decorative seams, R-logo in the lower steering wheel spoke and multifunctional keys in the steering wheel’s cross spokes. When the Scirocco R is ordered as a DSG version, the steering wheel is equipped with shift paddles (+/-).

R-EXTRA FEATURES

All Sciroccos sport a very extensive list of features. Standard features include six airbags, ESP with countersteering assist, electro-mechanical power steering, daytime running lights, semi-automatic climate control (“Climatic”), central locking with RF remote control and electric windows, to name just a few details. On the Scirocco R, this list is extended by features already mentioned under “Interior”. The following extra functional features are included:

- Bi-xenon headlights including static curve lighting, dynamic headlight levelling control, headlight cleaning system and warning lamp for low washer fluid level.
- Automatic climate control (“Climatronic”) with separate left and right controls, plus automatic recirculation switching.
- “RCD 310” Radio-CD system (4 x 20 Watt) with eight loudspeakers, CD player, MP3 playback function with title display, dual tuner with phase diversity for best possible radio reception and AUX-IN multimedia socket in the centre console.

- Light and Sight package with two lights in the front footwells, automatic running light switching (including “Coming home” and “Leaving home” functions, automatically dimming rearview mirror and rain sensor.
- Tyre pressure monitoring indicator.
- LED daytime running lights

R-DATA

	Scirocco R Manual	Scirocco R DSG
Engine type	4-cyl. petrol (TSI), 1,984 cm ³	4-cyl. petrol (TSI), 1,984 cm ³
Max. power at speed (rpm)	195 kW/265 PS at 6,000 rpm	195 kW/265 PS starting at 6,000 rpm
Max. torque at speed (rpm)	350 Nm at 2,500 rpm	350 Nm at 2,500 rpm
0–100 km/h	6,0 s	5,8 s
Velocity, max.	250 km/h	250 km/h
Fuel consump. (ø)	8,1 l/100 km	8,0 l/100 km
Length	4,248 mm	4,248 mm
Width	1,820 mm	1,820 mm
Height	1,394 mm	1,394 mm
Kerb weight	1,344 kg	1,364 kg
Transmission	6+R, manual	6+R, DSG
Drive axle	Front axle	Front axle
Tyres	235/40 R 18 W	235/40 R 18 W