



## **The new Scirocco R**

### **A sports car without compromises**

The new Scirocco R is here. Power: 195 kW. Character: genuine sports car. Performance: at its fullest. Handling: just like it should be. Fun factor: maximum.

The Scirocco R – conceptualised by Volkswagen R GmbH – is an impressive performance package with a brilliant engine and chassis, unique looks and exclusive features. A turbo charged four-cylinder TSI engine is being used in the new Scirocco R. Its advantages: very high power and torque values with significantly reduced fuel consumption. With a 6 speed DSG transmission, just 8.0L of petrol flows to the combustion chambers via direct injection per 100km of driving. That corresponds to CO<sub>2</sub> emissions of 187 g/km – top values for a fast 250 km/h (electronically limited) sports car.

In May 2009 – at the 24 hour race on the Nürburgring – Volkswagen proved once again just how much dynamic potential the Scirocco possesses. Three Scirocco GT24 race cars powered by a TSI petrol engine with 230kW entered the marathon ride through the “Green Hell” there. Each of them bore a close resemblance to the production vehicle, both technically and visually. 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.



### **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, Volkswagen decided on a turbocharged petrol direct-injection engine. The in-line four cylinder engine, 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. Its maximum torque – a hefty 350 Nm – is available over an immense range of engine speed: 2,500 to 5,000 rpm. This makes for agile responsiveness of the engine. Maximum power of 195kW is reached at 6,000 rpm.



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 5.8 seconds.



### 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 corner in fast corner 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.

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. Besides the “Normal” DCC mode, the driver can also choose the “Sport” or “Comfort” mode.

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 discs and R-specific brake callipers painted in glossy black on all four brakes. The electronic stabilisation program (ESP) was also modified. A new Sport mode can be selected, meaning the ESP system responds later in very fast driving on roads with lots of curves – e.g. on a race track – for even more agile handling properties. The electro-mechanical power steering of the new Scirocco R was also given a sportier tuning curve.

### R-DESIGN

The front end design reflects the motto “form follows function”; it integrates three large air inlets with large louvres in the bumper customised 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.



The rear image of the Scirocco R is dominated by a large roof edge spoiler and a prominent glossy black diffuser in the lower bumper area that shows typical R-styling. Both of these components reduce aerodynamic lift at the rear axle. Stylistically, the oval chrome tailpipes of the double-flow exhaust



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system are harmoniously integrated into the overall rear section design. In addition, the rear lights were given a smoked tint. Like the brake callipers, the outside mirrors of the Scirocco R are always painted a glossy black, independent of the body colour.

### R-INTERIOR

As is typical of all R-models, special interior accents, sport seats and numerous other dynamic features are applied:

- A sport seat system features seat covers in “Kyalami” fabric weave with R-Logo on the front head restraints in “Art Grey”. The Inner surface of the 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 pedal caps 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, with “Art Grey” decorative seams, R-logo in the lower steering wheel spoke and multifunctional keys in the steering wheel’s cross spokes. The steering wheel is equipped with DSG shift paddles.



The Scirocco R for New Zealand is highly specified. As standard, it features an alarm system for security, 18” ‘Talladega’ alloy wheels, bi-xenon headlights, auto light control, rain sensing wipers, an auto dimming interior mirror, ParkPilot for the rear, privacy glass, Climatronic dual zone air conditioning, heated front seats, RCD 510 6 CD stereo system with touch screen and MDI media device interface for connectivity with media devices. The RRP for the Scirocco R is \$68,250.

Dean Sheed, Volkswagen General Manager for New Zealand, welcomes the latest member of the R family to New Zealand: “The Scirocco has found homes with many kiwis since we launched it almost a year ago – over 100 customers in fact – making it the most popular sports coupe in 2009. The Scirocco R, like its sibling the Golf R, takes driving dynamics to a whole new level.”

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