Media Information

World premiere

The new ID. Polo GTI Clubsport Concept

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Media Information

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This E-GTI is ready for the racetrack:
new ID. Polo GTI Clubsport Concept with an output of 270 kW (367 PS) and a top speed of 240 km/h

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Notes:

1. Concept Car.
2. Provisional forecast value
3. ID. Polo GTI – Combined energy consumption 15.7 – 14.2 kWh/100 km; combined CO_2 emissions 0 g/km; CO_2 class: A.
4. Golf GTI EDITION 50 – Combined energy consumption 7.8–7.6 l/100 km; combined CO_2 emissions: 178–173 g/km; CO_2 class: G-F. The vehicle can no longer be ordered in Germany with individual equipment.
5. ID.3 GTI – Near-production concept vehicle. The model is not yet available for sale Provisional forecast values: Combined energy consumption 14.5 kWh/100 km; combined CO_2 emissions 0 g/km; CO_2 class: A.
6. ID. Tiguan – Combined energy consumption 16.1 – 14.6 kWh/100 km; combined CO_2 emissions 0 g/km; CO_2 class: A.
7. Golf GTI Clubsport – Combined energy consumption: 7.5-7.4 l/100 km; combined CO_2 emissions: 171-167 g/km; CO_2 class: F.

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ESSEN MOTOR SHOW 2026

This E-GTI is ready for the racetrack: new ID. Polo GTI Clubsport Concept with an output of 270 kW (367 PS) and a top speed of 240 km/h

KEY ASPECTS

- **100% electric, 100% GTI Clubsport** – the new ID. Polo GTI Clubsport Concept[1] transfers the Clubsport concept designed for maximum performance to the world of e-mobility for the first time
- **Clubsport is motorsport** – with an output of 270 kW (367 PS), 4.7 seconds[2] for the 0-100 km/h sprint, a top speed of 240 km/h and a new ceramic brake system, the ID. Polo GTI Clubsport Concept is predestined for the racetrack
- **Heritage and future in perfect harmony** – the two-door Clubsport concept vehicle builds on 50 years of GTI success with an innovative technology concept and classic Volkswagen design
- **Master of modular platforms** – the fusion of MEB+ with front-wheel drive and APP550 creates a powerful performance derivative. A clear signal of how the GTI DNA can be quickly and scalably transferred to the electric age

IN BRIEF

One-off with great potential. Wide, powerful and fast – designed for the racetrack: the new ID. Polo GTI Clubsport Concept. Marking the 50th anniversary of GTI sports cars and as a world first, Volkswagen will present an electric GTI concept car with a top speed of 240 km/h and an output of 270 kW (367 PS) at the Essen Motor Show (27 November to 6 December 2026), a car which is at home on tracks such as the Nürburgring or Hockenheimring. Conceptually, the Clubsport is based on the 166 kW (226 PS) ID. Polo GTI[3]. As in that vehicle, the power is transferred to the front axle. Among other things, this power transmission is controlled perfectly by an electronically regulated front differential lock using Launch Control, which allows the ID. Polo GTI Clubsport Concept to race through the 100 km/h mark from a standstill in just 4.7 seconds. Visually, the Clubsport version follows the powerful clarity of the production model; however, the design of the significantly widened concept vehicle has been fully customised. Particularly striking features are the two-door rather than four-door silhouette, the prominently flared wheel arches extended by 50 millimetres each, a large motorsport splitter at the front, as well as a new diffuser and a visually almost floating rear wing. The splitter, diffuser and rear wing ensure maximum downforce for the ID. Polo GTI Clubsport Concept on the racetrack.

Two-seater racing car. The interior of the Clubsport version is also tailored to the racetrack. The basic layout of the entire cockpit was adopted from the production car. However, the concept vehicle completely does without any infotainment system. The focus is solely on ergonomics and driving. The dash panel, side trims and many other details are upholstered in the dark and glare-free ArtVelours microfleece fabric. The driver and front passenger sit on Recaro racing bucket seats equipped with red 5-point harnesses. The rear and the luggage compartment were completely emptied. Instead

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of a rear seat system, Volkswagen has integrated a protective bar painted in the GTI colour Tornado Red over and behind the front seats. The bar showcases another facet of what is technically feasible at Volkswagen – and in the development of concept vehicles, this is always associated with the theoretical option of turning a one-off into a new production derivative.

GTI from the master of modular platforms. The starting point for the development of the ID. Polo GTI Clubsport Concept was the highly versatile modular electric drive (MEB+) platform in its latest iteration with front-wheel drive. With the new ID. Polo GTI Clubsport Concept, Volkswagen – as the master of modular platforms – has taken the basic technical layout of the production vehicle and transferred it into the performance world of motorsport with an electric drive that is 104 kW (141 PS) more powerful. The new ID. Polo GTI Clubsport Concept represents the most dynamic interpretation of the front-wheel-drive Volkswagen ID. models. The counterpart to this concept racing car is the Mission Efficiency, also based on the ID. Polo, which only a few weeks ago set three world records as the most economical near-production electric vehicle in the world. The spectrum between these two technology flagships – from maximum sportiness to pioneering efficiency – underscores the fact that Volkswagen also possesses one of the most versatile and innovative drive systems on the international market in the field of e-mobility.

2026 is the year of the GTI. After the Golf GTI EDITION 50[4] (no longer available to order with an individual specification in Germany), the new ID.3 GTI[5] (start of sales early 2027) and the new ID. Polo GTI[3] (available to order since October), the debut of the ID. Polo GTI Clubsport Concept already marks the fourth new model under the umbrella of the iconic GTI product brand this year. No other compact sports car family has been as successful worldwide for more than half a century, with over 2.5 million units sold, as the GTI models.

Technical data ID. Polo GTI Clubsport Concept[1]	
Drive	APP550, front-wheel drive
Power	270 kW (367 PS)
Top speed	240 km/h
0-100 km/h	4.7 s
Battery size (net)	52 kWh
DC charging capacity (max.)	105 kW
Brake system	One-box brake system with ceramic discs
Additional width compared with production model	100 mm

The ID. Polo GTI Clubsport Concept in detail

CLUBSPORT DNA – FIRST ELECTRIC GTI FOR THE RACETRACK

Dynamics and design in perfect harmony. The 270 kW (367 PS) ID. Polo GTI Clubsport Concept is designed for maximum performance and is equipped with a modified DCC sports chassis. In order to make optimum use of the new drive system and maximise downforce on the racetrack, the body of the production model has been significantly widened and aerodynamically optimised. The athletic design is based on the Volkswagen Pure Positive design language. The ID. Polo GTI Clubsport Concept impressively proves that fascinating driving dynamics and electric mobility can be perfectly combined.

DRIVE SYSTEM – REAR-WHEEL DRIVE BECOMES FRONT-WHEEL DRIVE

550 instead of 290 newton metres. The ID. Polo GTI Clubsport Concept features the high-torque APP550 drive. The special technical challenge is that this engine is actually intended for the rear of large models such as the ID. Tiguan[6] or ID.7. It therefore had to be fitted into the smaller Polo as a front-wheel drive and also combined with an electronic front differential lock. The APP550 is the currently most popular electric drive within the Volkswagen Group. To date, more than one million units have been manufactured at the Group Components plant in Kassel.

ENGINE COMPARTMENT – NEWLY CONFIGURED VEHICLE LAYOUT

Every millimetre counts. The conversion required a comprehensive overhaul of the body, chassis, high-voltage and cooling systems as well as numerous individual components. This was because the larger APP550 meant the drive output point of the drive shifted 5 millimetres to the rear and 55.5 millimetres upwards. The output point refers to the exact geometric position in the vehicle layout where the drive energy leaves the gearbox and is transmitted to the wheels. Its position largely determines how high and how far forward or backward the entire unit consisting of the electric drive motor and gearbox must be installed in the engine compartment. The new position of the drive changed almost all relevant interfaces in the tightly packed front end of the ID. Polo GTI: the subframe, longitudinal members, stabiliser, assembly mountings and chassis components therefore had to be redesigned as an integrated system. In addition, components such as the high-voltage charger, air conditioning compressor, thermal management module (coolant distribution control) and the water pump were relocated to new positions. To achieve this, specially developed holders, adapters and mounting concepts were created. At the same time, the high-voltage and low-voltage cables as well as coolant and refrigerant lines had to be adapted to the new architecture.

New subframe. A newly designed subframe – the structural interface between the powertrain, chassis, steering and body – played a key role in the adaptation of the APP550 for the ID. Polo GTI Clubsport Concept. The geometry of the subframe had to take into account attachment of the transverse links, stabiliser and assembly mountings as well as the compact installation spaces of the body.

BATTERY SYSTEM – ADAPTED PRODUCTION TECHNOLOGY OF THE ID. POLO

Efficient thermal management. Just like the APP290, the APP550 essentially comprises the electric drive motor, a one-speed gearbox and the pulse inverter. The electric drive motor of the concept vehicle is powered by a lithium-ion battery, the same as that used in the ID. Polo GTI. The new Group unified cell features state-of-the-art cell-to-pack technology. The net energy content of the nickel-manganese-cobalt (NMC) variant is 52 kWh. Between two stints on the racetrack, the battery integrated into the vehicle floor can be charged at a DC quick-charging station with up to 105 kW. Like the drive itself, the electric infrastructure was also tailored to the high performance level of the ID. Polo GTI Clubsport Concept. The high-voltage battery and its control system were designed so that the battery system can provide up to 290 kW of power for short periods. For this purpose, the usable charging window, which was limited in mass production to protect the battery, was expanded ('opened charge level window'). The drive control and battery were also optimised for the continuous operation of the electric motor at high rpm, so that the vehicle reaches the top speed of 240 km/h. The integration of an even more powerful sports car heat exchanger ensures optimal thermal management of the high-voltage battery with its particularly high cooling capacity.

CHASSIS – FOR THE RACETRACK

15 millimetres lower than the normal ID. Polo GTI. The concept vehicle and the ID. Polo GTI share the layout of a MacPherson front axle and torsion beam axle. However, the Clubsport is 15 millimetres lower than the production GTI and thus 30 millimetres lower than the normal ID. Polo. The camber, wheel housings, wings and suspension turrets were newly designed, and the steering wheel angle on the front axle was limited to accommodate the significantly wider track widths and broader wheel and tyre combinations. Chassis modifications in detail:

New parametrisation for DCC and front differential lock. Both axles of the ID. Polo GTI Clubsport Concept are coupled to the DCC adaptive chassis control, like on the production vehicle. However, the settings were adjusted for use in the Clubsport and thus for the racetrack. The same applies to the characteristics of the front differential lock. The DCC adaptive chassis control of the ID. Polo GTI Clubsport Concept responds continuously to the road surface and driving situation. The required damping is calculated for each wheel and is adjusted at the shock absorbers of the Clubsport version within fractions of a second. Adaptation of the wheel-specific damping ensures particularly agile and precise handling. The front differential lock – controlled electronically using a multiplate clutch – also has a positive influence of the dynamic driving characteristics of the front-wheel drive vehicle. Compared with purely mechanical locks, it offers advantages such as a variable locking degree. This makes it possible to avoid the kind of negative influences on steering precision that occur with mechanical locks. Traction is significantly increased by the front differential lock. Using a torque vectoring effect, the lock also optimises the handling characteristics of the ID. Polo GTI Clubsport Concept when cornering at high speed. In addition, the new one-box ceramic brake system takes into account the significantly increased driving performance.

EXTERIOR DESIGN – FORM FOLLOWS FUNCTION

Design transfer to motorsport. With the Pure Positive design language, Volkswagen has placed a clear, classic design language at the forefront of all new and further developed product lines such as the ID. Polo, ID. Cross, ID.3 Neo and ID. Tiguan. It incorporates iconic design elements of the brand while simultaneously setting entirely new accents. The design team also developed the new ID. Polo GTI Clubsport Concept based on these principles. The designers' goal was to create a pure motorsport derivative based on the ID. Polo GTI. The sources of inspiration included successful Volkswagen Motorsport vehicles such as the Polo R WRC (winner of the FIA World Rally Championship in 2013, 2014, 2015 and 2016), as well as concept cars of the calibre of the Golf GTI W12-650 (GTI Meet 2007) and the Design Vision GTI (GTI Meet 2013). With the ID. Polo GTI Clubsport Concept, an electric racing car has been created that is characterised by an extremely focused front end, highly flared yet harmoniously integrated wheel housings (each plus 50 millimetres), as well as a massively widened rear end and large rear wing. Unlike the ID. Polo GTI, the Clubsport version is not a four-door model but comes with two doors.

Front end. 'Focused' describes it best – the ID. Polo GTI Clubsport Concept seems to look the observer straight in the eye from the front with its LED headlights and the integrated LED strip beneath them. And this is how it has to be – despite a smile in the wide front end – when a Volkswagen has been expressly designed for the racetrack. Unlike the production ID. Polo GTI, the area above the headlights has been extended further forward over the LED area; and this is exactly what intensifies the focused appearance. The horizontal surface above the headlights and the VW logo is enhanced by a fine red line that extends across the entire cross strip – a reinterpretation of the red-framed radiator grille of the first Golf GTI. To the right and left of the LED headlights and the LED cross strip, the ID. Polo GTI Clubsport Concept features air ducts that lead directly into the flow-through wings and optimise the aerodynamics. In addition to the overall basic styling, the vertical LED daytime headlights characteristic of the GTI were also adopted from the ID. Polo GTI. The same applies to the lower air intake in characteristic honeycomb design and the integrated red vertical bars here – all classic GTI insignia. The widened front splitter provides additional downforce for the front axle. The air curtains in the vehicle front end serve as a small tribute to the legendary Design Vision GTI concept vehicle.

Silhouette. One of the most important differentiating features between the ID. Polo GTI and the concept vehicle is the silhouette. Instead of four doors, the ID. Polo GTI Clubsport is equipped with two doors; the rear counterparts still show the window line typical of all ID. Polo models but are otherwise seamlessly integrated into the side panel. The reasons for this are easily explained: the wings flared out by 50 millimetres, with their positive tension over the wheels, functionally exclude the possibility of an opening door. In addition, the rear compartment in a racing car is practically never accessible, as there are no seats here and the space is used for the rollover cage. The side member – also flared out like the wing – is another important component of the aerodynamic concept. Above this, the member is enhanced by a decal between the wheel arches, similar to that used on the Golf GTI Clubsport[7]. The most dominant design and functional feature, both from the side and from the rear, is the large rear wing that extends above the roofline. Like the entire central roof section, it is made of carbon in order to reduce weight. The interplay of all elements and proportions creates

a motorsport design that clearly reveals the base model – the ID. Polo GTI – and emphasises the confident, sporty and stable stance of the first electric GTI on its wheels. Black 19-inch BBS alloy wheels also characterise the style of the side view.

Rear end. Like the front, the rear end of the concept vehicle was also widened by a total of 100 millimetres. Nevertheless, from this perspective too, the design of the Clubsport appears just as harmonious and clearly defined as the production vehicle. A dominant feature is the carbon rear wing open towards the roof. Towards the outside, it flows around the roof spoiler. The central fin on the roof to which the rear wing is also attached is particularly striking. Two vertical brake lights are integrated into the fin. Beneath the rear window are the red-illuminated cross strip with the LED tail light clusters and the also red-lit VW logo. The cross strip looks like it has been adopted unchanged from the production vehicle – stylistically that is correct, but it has been physically adapted to the wider body. At the bottom, the large and completely newly designed diffuser provides the finishing touch; like the rear wing, it optimises the body's downforce at high speeds. The laterally open ends of the widened wings also perfect the aerodynamics; they too offer a tongue-in-cheek nod to the Design Vision GTI. As on the normal ID. Polo GTI, the three iconically designed letters GTI are prominently positioned in the centre under the illuminated VW badge.

INTERIOR CONCEPT – 100% DRIVER FOCUS

Engineers, designers and vocational trainees worked as a team. The interior of the Clubsport version is also tailored to the racetrack. The basic layout of the entire cockpit was adopted from the production car. However, the concept vehicle designed for the racetrack completely dispenses with any infotainment system. The focus is solely on ergonomics and driving. The dash panel and many other details are covered in dark, glare-free ArtVelours microfleece fabric – craftsmanship executed with the utmost precision by a team of vocational trainees integrated into the Wolfsburg Volkswagen project. Following an established tradition at Volkswagen, the trainees were directly involved in the realisation of the concept vehicle by Development and the designers. The decorative seams characteristic of every GTI are finished in red in the interior. As in the production vehicle, these seams additionally enhance the door panels, which are also covered with ArtVelours fabric.

Red 5-point harnesses and red rollover bar. In the production ID. Polo GTI, the seams are finished towards the front of the door by a silver badge with red GTI lettering; in the ID. Polo GTI Clubsport Concept, a new red badge with the black Clubsport lettering is used here instead. The driver and front passenger take their seats on Recaro racing bucket seats equipped with red instead of black 5-point harnesses. The rear seats and luggage compartment were completely removed to reduce weight and reflect the design as a racing car. Instead of a rear seat system, Volkswagen has integrated a protective bar painted in the GTI colour Tornado Red over and behind the front seats.