



Media Information

April 2015

New Opel Corsa OPC – at a Glance

- **World premiere:** International Geneva Motor Show, March 5-15, 2015
- **Market launch:** Spring 2015, available for order since end of March
- **Entry-level price:** Euro 24,395 (RRP including VAT in Germany)
- **Production, testing and development:** Eisenach, Nürburgring Nordschleife
- **Positioning:** Sporting spearhead of the Corsa family, combination of uncompromising sports performance with everyday usability in the small car segment, muscular, characteristic OPC design on the in- and outside, modern driver assistance systems and comfort features such as heated steering wheel, rear view camera and IntelliLink infotainment system
- **Segment:** B, sports version of the Corsa, three doors, five seats
- **Dimensions in millimeters:** 4,021 / 1,944 / 1,479 (length / width with mirrors / height)
- **Competitors:** Mini Cooper S, Renault Clio R.S., Peugeot 208 GTI, Ford Fiesta ST, VW Polo GTI, Seat Ibiza Cupra
- **Target audience:** Sporty drivers, fans of powerful performance and the charismatic OPC optic; OPC Performance Pack for ambitious drivers
- **Chassis, steering:** FSD sports chassis with innovative Frequency Selective Damping (FSD) technology that enables the damping forces to adapt to the frequency of the car, precise performance steering and performance six-speed manual gearbox; even more dynamic chassis tuning with the OPC Performance Pack, even better traction thanks to mechanical multi-disc differential lock, Brembo high performance braking system
- **Powertrain:**
 - 1-6-liter turbo with 152 kW/207 hp and up to 280 Nm of torque with overboost
 - Six-gear manual transmission
 - Top speed of 230 km/h
 - Acceleration 0-100 km/h: 6.8 s
 - Elasticity 80-120 km/h in fifth gear: 6.4 s
 - Euro-6 compliant
 - Consumption and CO2 emission for the combined cycle: 7.5 l/100 km, 174 g/km



- **Design:**
 - Bodywork:
 - Muscular, charismatic OPC design
 - Powerful front end, characterized by large air intakes, distinctive hood
 - Front and rear OPC bumpers
 - Dynamically modelled flanks with bold sill side trims
 - Spoiler attached to the trunk lid available in two different varieties
 - Twin-pipe OPC Remus exhaust in stainless steel with a diffusor around the tailpipes
 - 17-inch OPC design alloy wheels, carbon grey OPC braking disc; 18-inch BiColor alloys with the Performance Pack
 - OPC-exclusive paint in flash blue
 - Interior:
 - Pure motorsports feeling in the car
 - OPC Recaro performance seats for driver and passenger
 - Leather steering wheel, flattened at the bottom, OPC gear knob
 - Chrome-framed, characteristic instruments in the OPC design
 - Aluminum sports pedals and door sills with OPC lettering
- **Infotainment, Assistance systems and comfort**
 - Optional Opel IntelliLink system including seven-inch color touchscreen and apps such as BringGo, Stitcher und Tune-In integrate smartphone functionalities into the car
 - Bi-xenon headlamps with cornering light and LED daytime running light
 - Optional Rear view camera
 - OPC Recaro performance seats fabric/Morrocana, optional nappa leather
 - Heated steering wheel and seats



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New Opel Corsa OPC: Competitive Fifth Generation Athlete

- Powerful: 1.6-liter turbo with 152 kW/207 hp and 280 Nm torque
- Fast: From 0 to 100 km/h in only 6.8 seconds, maximum speed 230 km/h
- Stunning: Tested on the Nürburgring, sporty look, with performance package
- Competitive: Available for 24,395 euros, less expensive than predecessor

Rüsselsheim/Bilbao. After recently celebrating its successful world premiere at the Geneva Motor Show the new Corsa OPC is ready to hit the roads. The fastest member of the new generation Corsa combines uncompromising athleticism with outstanding suitability for everyday use. The roughly four-meter long powerhouse impresses with its high-torque, 207 hp, a 1.6 liter turbocharged engine, agile handling and not least with its sporty look. However, neither the spacious interior, well known from the Corsa, nor the good comfort have suffered. The latest addition to the OPC family is available for order now from 24,395 euros (RRP including VAT in Germany) and will be in dealerships soon.

“Our OPC models are the dynamic spearheads of our car ranges. They reflect Opel’s sporting tradition, epitomize German engineering, emotional design and distinctive driving dynamics. The new Corsa OPC impressively proves how high our engineers have set the bar in the sporty small car segment. It shows exactly what it is made of on winding mountainous roads and even on the racetrack, and it is so much fun that you do not want to get out of it anymore. Typical OPC – simply pure passion,” enthused Opel Group CEO Dr. Karl-Thomas Neumann.

OPC design: Powerful appearance

In line with the OPC tradition, the top-of-the-range Corsa can immediately be identified as a true member of the Opel Performance Center. Apart from the new, OPC-exclusive paint in flash blue the Corsa also boasts a new front-end design with new large air intakes. A



small scoop is located in front of the distinctive hood giving the Corsa OPC an additional optical dash of athleticism. The dynamically modelled flanks with bold sill side trims create the appropriate connection to the rear end.

The Corsa OPC's uncompromising sporty design is continued when viewed from the rear. The spoiler attached to the trunk lid is available in two different varieties – a subtle rear spoiler that comes as standard and a much more flamboyant version. The twin-pipe Remus exhaust with a diffuser around the tailpipes adds further athletic touches.

The interior also creates a sporty ambience. Recaro performance seats, which offer passengers optimum side support even in the most demanding maze of corners, are prominent. The leather steering wheel, flattened at the bottom, the OPC gear knob and the sports pedals along with the characteristic instruments in the OPC design all come as standard and complete the interior.

1.6 Turbo ECOTEC: 207 hp and up to 280 Nm

Under the hood, the 152 kW/207 hp turbocharged gasoline engine of the new generation Corsa OPC is only waiting to be kicked into action. The 1.6-liter OPC unit now offers maximum torque of 245 Nm between 1,900 and 5,800 rpm – an additional 35 Nm are available when required with the overboost functionality. The OPC power is transferred to the front wheels via a six-speed transmission with short and sharp shifting travels. The new Corsa OPC accelerates from zero to 100 km/h in 6.8 seconds – almost a half-second faster than the Corsa OPC from the previous generation. When overtaking in fifth gear, the new edition needs three-tenths of a second less, now just 6.4 seconds from 80 to 120 km/h. Maximum speed is also boosted by 5 km/h and now reaches up to 230 km/h. Despite its sporting credentials, fuel consumption is a respectable 7.5 liters per 100 kilometers for the combined cycle (174 g/km CO₂).

FSD sports chassis: Always the right frequency

In order to deliver the power to the road in the best possible manner the Opel engineers teamed up with the specialists from Koni to develop a chassis that can boast innovative damping. The new Frequency Selective Damping (FSD) technology enables the damping



forces to adapt to the frequency of the car, thus enabling the balancing act between uncompromising athleticism and an adequate level of comfort. Elsewhere, experienced drivers can switch off the electronic stability program (ESP) completely when pushing the vehicle to its limits. Furthermore, the newly developed steering reacts even more direct and precise and gives OPC drivers much better feedback.

Performance Package: Pure racing flair for road use

Drivers looking for even more racing flair can order the Corsa OPC Performance Package. It includes a mechanical multi-disc differential lock made by Drexler, 18-inch wheels with powerful grip Michelin tires and an even more athletic chassis set-up. Furthermore, the Performance Package comprises a Brembo high performance braking system with 330-millimeter braking discs on the front axle providing optimal deceleration. With this package the new Corsa OPC is perfectly equipped for the demands of the toughest race track in the world, the Nürburgring Nordschleife where it was developed and tested extensively – as well for the normal city traffic.

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New Opel Corsa OPC: Powertrain and Performance

Pure OPC Power: Performance in Abundance

- High-performance: Real turbo power with feisty 152 kW/207 hp
- Powerful: High torque from 1,900 rpm, 280 Nm of maximum torque with overboost
- Fast: From 0 to 100 km/h in only 6.8 seconds, top speed of 230 km/h
- Precise: Sporty six-speed gearbox with short shifting travels

Rüsselsheim/Bilbao. The P in OPC stands for performance – and that is exactly the new Corsa OPC's biggest trump. Under the hood with the small scoop 207 wild horses are waiting to be unleashed. In words: two hundred and seven. From a standing start, they can propel the small athlete to 100 km/h in a mere 6.8 seconds and they keep pushing on until a top speed of 230 km/h is reached. The new Corsa OPC boasts 11 kW/15 hp more than its predecessor. This results in a specific output of 129.5 hp per liter – an outstanding value in this engine class. With the overboost functionality, the four-cylinder turbocharged gasoline engine delivers 280 Nm of torque to the crankshaft. Furthermore, the 1.6-liter turbo offers maximum torque of 245 Nm between 1,900 and 5,800 rpm – a lot of power from low engine speed combined with outstanding responsiveness for pure driving pleasure. Typical OPC.

Faster, nippier, more frugal – the new Corsa OPC impresses

The Opel engineers had to redevelop numerous components of the OPC engine to achieve these impressive performance values. The engine block is a class apart and forms for instance the technical base for the drive of ADAM R2 rallye car. The OCP specialists took full advantage of the motorsport experience while developing the new Corsa OPC.



“We initially thought that the ‘Nürburgring Edition’ of the Corsa D represented the end of the line from a developmental point of view,” said Volker Strycek, Director Performance Cars & Motorsport. “But the new Corsa OPC actually makes its predecessors look almost ordinary. Improved power delivery across the entire rev band, more power especially at low revs and moderate consumption for a car with this performance including compliance with the Euro 6 emissions standard make the Corsa OPC a benchmark in this class.”

The technicians identified some optimization potential, for example, in the charging of the motor and constructed a completely new intake line leading to the turbocharger. A new intercooler, that cools the air a lot better than to date, is also used. New fuel injectors, controlled by the new engine management, ensure an even finer and more precise dosing of the fuel. This results in a noticeable improvement in responsiveness especially at low engine speeds and the engineers also managed to optimize power output at higher engine speeds.

Elsewhere, the exhaust system of the engine is almost completely new. In cooperation with the exhaust specialists from Remus the OPC technicians developed a new exhaust starting at the turbocharger exit. This included sound engineering. Certification was done according to the so called “Lex Ferrari”, a rule on pass-by-noise: This amendment in the European regulation allows performance cars over 140 kW output and 75 kW/ ton to produce one extra decibel. The twin-pipe exhaust of the new Corsa OPC is exactly in line with legal pass-by-noise regulations – which will delight fans of rich and sporty engine sound.

New six-speed transmission with short shifting travel for more driving pleasure

The new Corsa OPC also delivers more precision when selecting gears. The OPC power is transferred to the front wheels via a six-speed transmission with shorter shifting travels and a modified sliding block. Compared to the standard Corsa the Corsa OPC also has a modified gear lever ratio, a new insert for the shift finger in the bearing cap and a new shift cable. These shorten the distances by 13 percent. In combination with a new clutch Corsa OPC drivers can enjoy crisp and precise gear changes. Therefore, the sprint from 0 to 100 km/h is completed in just 6.8 seconds – almost half a second faster than its predecessor. Overtaking maneuvers in fifth gear also completed three tenths of a second quicker with



the new Corsa OPC only need 6.4 seconds to accelerate from 80 to 120 km/h. Top speed is up 5 km/h to 230 km/h. Despite these impressive credentials, fuel consumption is a respectable 7.5 liters per 100 kilometers for the combined cycle (174 g/km CO₂).

Performance Pack with racetrack suitability

Even in its standard trim level the new Corsa OPC offer pure driving pleasure but the OPC team has found a way to step things up another gear for drivers who like to challenge themselves on racetrack – the Performance Pack. It includes a mechanical multi-disc differential lock made by Drexler for even better traction, a more dynamic chassis set-up, 18-inch wheels with Michelin performance tires and a Brembo high performance braking system (Further information on the Performance Pack can be found in the Handling & Set-up chapter).

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New Opel Corsa OPC: Handling and Set-up

Crisp, Powerful, Direct: Feel the OPC with every Fiber

- Uncompromising: Completely overhauled chassis for excellent handling
- Dynamic and comfortable: Koni damping system with FSD technology
- Rampant: ESP and traction control can be deactivated
- Hit the racetrack: Performance Pack for ambitious OPC drivers

Rüsselsheim/Bilbao. The new Corsa OPC is the fastest member of the new Corsa generation and drivers can immediately feel the OPC. Uncompromising athleticism and suitability for everyday use go hand in hand. The 152 kW/207 hp 1.6-liter turbo guarantees outstanding performance. The OPC power is transferred to the front axle via a six-speed transmission. Opel engineers overhauled the chassis completely to ensure that this power reaches the road in a controlled manner while maintaining driving pleasure. In doing so, they uncompromisingly trimmed each component for sport.

The new Corsa OPC already impresses with its powerful acceleration from a standing start. Thanks to the new springs it sits where a sports car belongs – close to the tarmac. A full 10 millimeters closer than the standard Corsa models to be precise. Further, profound changes throughout the entire chassis result in the car delivering exactly what its design leads to expect. For example, the engineers treated the new Corsa OPC to a completely new rear axle with new axle geometry for a modified roll rate. In combination with a new torsion profile, this results in improved responsiveness compared to its predecessor. The spring rates and the stabilizers along with the bearing bushes to integrate the rear axle in the chassis are also completely new.



Innovative FSD technology for the OPC of today

Corsa OPC drivers can also look forward to another important improvement compared to its predecessor: an innovative damping system with FSD technology (Frequency Selective Damping) that Opel engineers developed with the specialists from Koni. This damping technology enables the damping forces to adapt to the frequency of the car, thus enabling the balancing act between uncompromising athleticism and an adequate level of comfort. More grip in fast passages or in corners increase the confidence of the Corsa OPC driver. At the same time, the FSD technology of the dampers allows a set-up suitable for everyday traffic. The system is an entirely mechanical solution and does not require any electronic components.

Obviously, a perfect chassis set-up calls for newly developed steering. The engineers applied targeted measures to improve steering behavior and steering feel considerably compared to the predecessor. Amongst others, new wheel carriers ensure that the Corsa OPC reacts even more direct and precise to steering wheel movements and give the driver precise feedback in every driving situation. Thus, the OPC driver always knows the level of his road contact – he can actually feel it. 215/45 R17 Michelin performance tires as standard connect the car with the tarmac. A braking system with 308-millimeter braking discs on the front axle ensures appropriate braking performance.

Safety and unlimited driving pleasure all in one

The new Corsa OPC also has an electronic control system of the latest generation for those who want even more racing driver feeling. In the predecessor, the stability program ESP and the traction control (TC) were either activated or deactivated. Now OPC drivers can select different modes for ESP and TC. Both systems are activated in the standard configuration. "Driving pleasure is already tremendous in the standard setting and the new Corsa OPC stands up to any comparison," emphasized Volker Strycek, Director Performance Cars & Motorsport. In the so-called "Competition Mode" ESP and TC both basically remain in stand-by mode and do not intervene even with a dynamic style of driving. However, if the sensors detect critical situations the systems are activated and assist the driver. Experienced drivers who want to push the limits can even switch the ESP off completely.



Open fire: the OPC Performance Pack for pure racing feeling

As the sporting spearhead of the Opel portfolio, OPC vehicles already offer pure driving pleasure. However, the OPC experts have something special in store for Corsa OPC drivers who are still not satisfied because they want to take their car for a spin round a racetrack: The OPC Performance Pack. "The Corsa OPC is already a tremendous car without the Performance Pack but the pack is basically the entrance ticket for the racetrack," explained Strycek.

The already distinct handling dynamics of the Corsa OPC are fine-tuned even further by the Performance Pack. It includes a mechanical multi-disc differential lock made by Drexler that distributes the torque perfectly to the drive wheels. 18-inch wheels with Michelin performance tires transfer the OPC power to the road. The even stiffer chassis set-up (front and rear springs and dampers) creates even more performance feeling. Furthermore, the Performance Package comprises a Brembo high performance braking system with 330-millimeter braking discs on the front axle providing optimal deceleration.

The Performance Package ensures that the Corsa OPC becomes a true athlete. Thus, it is ideally suited to return to toughest racetrack in the world, where it was developed and tested extensively – the Nürburgring Nordschleife.

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New Opel Corsa OPC: Design and features

OPC Appeal: Corsa with Racing Flair and many Features

- Muscular: Uncompromisingly dynamic exterior shows exactly what is under the hood
- Hot-blooded: OPC instruments, leather steering wheel and gear knob for racing feeling
- Safety first: Opel Corsa OPC with numerous assistance systems on board

Rüsselsheim/Bilbao. Simply unmistakable and immediately recognizable as a member of the Opel Performance Center – the new Corsa OPC unites motorsports passion and a muscular design. The especially charismatic design of the front end, featuring prominent large air intakes, immediately catches the eye. A small scoop is located in front of the distinctive hood giving the Corsa OPC an additional optical dash of athleticism. The dynamically modelled flanks with bold sill side trims create the appropriate connection to the rear end. OPC bumpers in the respective color of the car round off the sleek overall appearance.

The headlamps and the new LED daytime running lights assume the typical Opel wing design. The low sporty trapezoidal grille, with its dynamic bar in high gloss black supports the Opel emblem. Two low, outward laying but graphically connected inlets with chrome trim give the Corsa OPC an even wider appearance.

The Corsa OPC's uncompromising sporty design is continued when viewed from the rear. The spoiler attached to the trunk lid is available in two different varieties – according to personal taste. People who prefer athletic understatement can choose the subtle rear spoiler that comes as standard. Those who want the power of the new Corsa OPC to be visible from afar can opt for a more flamboyant version with a real motorsports touch that gives additional aerodynamic assistance at the rear axle. The twin-pipe Remus exhaust with a diffuser around the tailpipes adds further athletic touches both optically and



acoustically which becomes apparent once the accelerator is pressed. The positions of the rear lights separated by the trunk lid also add to the overall appearance. They make the rear end look wider and give the Corsa OPC a powerful road stance when viewed from the rear. The well-known 'wing' graphic design shines when the rear lights are switched on and other drivers can immediately recognize that the new Opel racer is setting the pace.

The new Corsa OPC also attracts attention with its colors. Apart from the OPC-exclusive paint in flash blue, seven further colors are available from snow white to magma red or apple green. It also comes with 17-inch alloys with carbon grey brake calipers. Those who choose the optional Performance Pack will receive 18-inch bicolor alloys with Michelin performance tires. The Corsa OPC can be tailored even further with the optional Carbon Pack. With the Carbon Pack, the door mirrors and the grille bar shine in a cool carbon design.

Get in, feel good, enjoy the racing feeling: the OPC's inner values

The interior also creates a sporty ambience. Recaro performance seats, which offer passengers optimum side support even in the most demanding maze of corners, are prominent. They are available in black nappa leather or black Morrocana. In the nappa leather variant, they offer passengers cozy warmth in the winter thanks to the seat heating. The leather steering wheel, flattened at the bottom, the OPC gear knob, the door sills with OPC lettering and the stainless steel sports pedals complete the interior and create an ambience befitting an athlete like the new Corsa OPC. The characteristic instruments in the OPC design add to the overall OPC look and feel.

Stronger, smarter, safer: The Corsa OPC with modern driver assistance systems

The new Opel Corsa OPC is more dynamics, more powerful and more precise than before and is even safer thanks to new features and assistance systems. The modern **bi-xenon headlamps with cornering light and LED daytime running lights** sparkle with lower energy consumption, enhanced durability and improved range, brightness and color intensity. **Hill Start Assist** also comes as standard. It maintains the brake function for about two seconds after the driver has taken his/her foot off the brake pedal. This prevents the Corsa OCP from rolling back when starting on a slope. The optional front and rear



Parking Pilot offers acoustical assistance when maneuvering in and out of a parking spot (euro 450). The optional **Rearview Camera** (euro 295) ensures that OPC drivers always know what is going on behind them.

The second-generation **Opel Eye** front camera system with Traffic Sign Recognition, Lane Departure Warning, High Beam Assist, Following Distance Indication and Forward Collision Warning (euro 700) offers additional safety on normal roads. **Lane Departure Warning** alerts drivers with an acoustic and visual warning when they unintentionally stray out of their lane. **Traffic Sign Recognition** reads speed limit, no-passing and supplementary road signs. **Forward Collision Warning** uses an acoustic alert and a LED warning whenever the distance to the preceding vehicle falls below the pre-set minimum distance. **Following Distance Indication (FDI)** provides the driver with the distance to other vehicles in front in seconds.

And when OPC drivers want to cruise at a more leisurely speed they can activate the **speed limiter** function which comes as standard. This feature is particularly useful in town or city driving, for instance to prevent a 30 km/h speed limit being inadvertently exceeded.

Outstanding connectivity with the IntelliLink infotainment system

What engine and chassis are for the driving pleasure, the corresponding infotainment system is for on-board entertainment. And Opel decided that the Corsa OPC deserved the best in this area too. The CD 3.0 BT system, with radio and a MP3/WMA compatible CD player featuring Bluetooth and USB connections comes as standard. Audio streaming via smartphones or iPods is possible. Six loudspeakers deliver rich sound. DAB+ is available for euro 200 and promises an even greater selection of channels and improved sound quality.

And even the most dynamic driver will not have to miss out on all-round connectivity in the Corsa OPC. Opel's IntelliLink infotainment system brings the world of smartphones and apps into the cabin. IntelliLink is fully compatible with the latest Android and Apple iOS-based smartphones and is extremely affordable at only 300 euros. Up to five mobile phones can be connected inside the car through Bluetooth. BringGo is IntelliLink's navigation app. Apps such as **Stitcher** and TuneIn ensure that OPC drivers have access



to all of their favorite radio stations. The integration of Apple iOS devices within IntelliLink also enables **SIRI EYES FREE voice control**. This makes it possible for drivers to hear an incoming SMS read aloud, or dictate an SMS and emails – all while keeping their hands on the wheel of the 152 kW/207 hp Corsa OPC (all prices RRP including VAT in Germany).

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New Opel Corsa OPC: Technical Data Overview

Gasoline engine	1.6 Turbo
Emission classification	EURO6
Fuel	Super Plus
Number of cylinders	4
Displacement in cm ³	1,598
Bore / stroke in mm	79.0 / 81.5
Max. output in kW (hp) / at rpm	152 (207) / 5,800
Max. torque in Nm / at rpm	245 (280 with overboost) / 1,900-5,800
Compression ratio	8.8 +/- 0.2 : 1
Fuel tank capacity in l	45
Weights and axle loads in kg	
Curb weight incl. driver (according to 70/156/EWG)	1,293
Permissible gross vehicle weight	1,670
Payload	377
Permissible axle load, front/rear	910 / 800
Permissible roof load ¹	75

¹⁾ Under consideration of gross vehicle weight. For safety reasons it is recommended not to drive over 120 km/h with a roof load.

All data is subject to alteration and refers to the European base model with standard equipment. Additional equipment can raise the vehicle's curb weight and, in some cases, also increase the gross vehicle weight, maximum allowable axle loads and respectively reduce the payload and permitted trailer load. The curb weight for Opel cars includes weight allowances of 68 kg for the driver and 7 kg for luggage. Payload refers only to the weight of occupants and/or luggage, excluding the driver.



Corsa OPC								
6-speed manual transmission	Maximum speed in km/h	Acceleration from 0 – 100 km/h in s	Elasticity 80 – 120 km/h in 5 th gear in s	Fuel consumption in l / 100 km			CO ₂ emissions in g / km combined	Efficiency class
				Urban	Extra-urban	Combined		
1.6 Turbo (152 kW/207 hp)	230	6.8	6.4	9.9	6.2	7.5	174	F

All data are subject to alteration and refers to the European base model with standard equipment. Fuel consumption data and CO₂ emission data are determined according to regulation 2007/715/EC, taking into consideration the vehicle curb weight, as stipulated by the regulation. Additional equipment can lead to slightly higher fuel consumption and therefore CO₂ exhaust emissions than the declared values. In addition, they can raise the vehicle's curb weight and in some cases also increase the gross vehicle weight, the maximum allowable axle loads and respectively reduce the permitted trailer load. Therefore the maximum speed may be decreased while acceleration time can be increased. The published performance figures are possible with the vehicle's curb weight excluding driver plus a 200 kilogram load allowance.

Gear Ratios						
First gear	Second gear	Third gear	Fourth gear	Fifth gear	Sixth gear	Final drive
3.82	2.16	1.48	1.07	0.88	0.74	4.18

Wheels/Tires	Brakes
Standard: 215/45 R17	308 mm disc front (Performance Package 330 mm), 264 mm disc rear
Optional: 215/40 R18	



Dimensions	
Vehicle dimensions in mm	
Length	4,021
Width including door mirrors	1,944
Height (at curb weight)	1,479
Wheelbase	2,510
Track, front	1,472
Track, rear	1,464
Turning cycle in m	
Wall-to-wall	11.3
Curb-to-curb	10.6
Luggage compartment dimensions in mm	
Floor length to rear seat backs	705
Floor length with rear seat backs folded forward	1,372
Width between wheel arches	944
Loading height	691
Max. aperture height	650
Max. aperture width	969
Luggage compartment in l (according to ECIE)	
Just luggage compartment up to luggage compartment cover	285
With rear seat backs folded forward up to ceiling	1,090

All data are subject to alteration and refer to the European base model with standard equipment.



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Long Tradition of OPC Models: The Opel Sports Cars for the Road

- Start of an era back in 1999: Astra OPC with 118 kW/160 hp ready for the race track
- Turbo debut 2001: Turbocharged Zafira OPC fastest compact van in the world
- Green Hell proven: OPC models are developed and set the pace on the Nürburgring
- OPC flagships today: Astra with limited slip differential and Insignia OPC with all-wheel drive
- Innovative technology: New Corsa OPC with Frequency Selective Damping (FSD)

Rüsselsheim/Bilbao. At Opel exceptional athletes receive an abbreviation – OPC. Back in 1999, the first production model from the Opel Performance Center hit the roads. Since that day, Opel has combined its motorsport knowhow with the development of performance cars for the road, guaranteeing a regular technology transfer between the world of motorsports and serial production.

“The Opel Performance Center provides our performance-hungry clients with vehicles that are irresistibly dynamic, have a sporty look and are very different from the large production models, without making any compromises on everyday usability. Our OPC models stand for outstanding performance and pure passion,” explained Opel Group CEO Dr. Karl-Thomas Neumann.

The unmistakable OPC design: “Convey the performance”

“An OPC model must immediately be recognizable as such,” said Mark Adams, Opel’s Vice President for Design. The Astra OPC, for example, is keen to display its perfectly toned body with specially sculpted front and rear bumpers, side skirts, an aerodynamic roof spoiler and two fully integrated exhaust tail pipes in a trapezoid shape ensuring it has the specific OPC appearance. Moreover, for the Insignia OPC the designers created an archaic sabertooth appearance for the voluminous air intakes. All OPC models follow the



requirements set out by Mark Adams. “Every detail and every line must convey the performance of the vehicle.”

The new foundation for motorsports: OPC replaces GSI

When the Astra G replaced the Astra F in 1998, the Opel bestseller increased quality, efficiency and spaciousness but Opel motorsport legend and OPC co-founder Volker Strycek remembers a flaw. “The car was a long way away from being suitable for motorsports. As there were no plans for a GSI version, both a competitive powertrain and a corresponding chassis were missing. So we sat down – inside only one year we developed and tested our debut model, the Opel Astra OPC 1,” explained Strycek. Numerous Opel OPC models followed and hit the normal roads, in some cases immediately after setting new lap records on the Nürburgring.

Currently, the sporting OPC flagship is the 239 kW/325 hp Insignia OPC but the Astra OPC with 206 kW/280 hp is hot on its heels: With its compact dimensions and a more radical overall set-up the powerful Astra is almost as fast as its big brother is. The current OPC portfolio is rounded off by the new Corsa OPC with 152 kW/207 hp under the hood.

1999: Opel Astra OPC with 118 kW/160 hp leaves its mark

Based on the 100 kW/136 hp, 2.0-liter ECOTEC, the newly created OPC team built a free-revving and responsive engine that was completely different to the frugal base model. The engine benefits from forged pistons, sharper camshafts, larger intake and exhaust channels along with an exhaust manifold system and optimized engine management, thus resulting in 118 kW/160 hp. An additional oil cooler and an adapted coolant thermostat ensured the correct temperature in every situation.

The chassis obviously also needed some refinement to match the increased performance of the engine, with Opel wanting the performance to be reflected in the drive characteristics and the handling. The car’s center of gravity was lowered by two centimeters, Bilstein dampers, larger brake discs behind 17-inch BBS rims, newly designed wishbones and a more direct steering were all incorporated. Furthermore, the Astra OPC stood out with an aerodynamics package and Recaro bucket seats. To this day, the Astra G OPC remains a



very popular racing car that continues to win in the 2.0-liter naturally aspirated engine class.

Volker Strycek was responsible for 2,500 Sport-Astra, necessary for homologation, produced in series. However, the enthusiasm was much bigger. Even before hitting the market the motorsport fans went mad for the Astra OPC. As a result, the number was increased to 3,000 and these had sold out after only four months.

2001: Turbocharged performance plateau

The confidence of the OPC crew grew with the sporting and commercial success and the next project targeted something very special. The team set its sights on making the fastest compact van in the world. The debut of the Zafira OPC also saw the introduction of turbocharging. From this moment on, all further models created in the Opel Performance Center were also equipped with the efficient turbo technology.

The performance of the 2.0-liter engines gradually grew from 141kW/192 hp in the first generation Zafira OPC to 147 kW/200 hp in the second generation Astra OPC, and then from 176 kW/240 hp to the 206 kW/280 hp available in the current Opel Astra OPC. The torque also grew with the performance. The first generation 2.0 liter turbo engine had 250 Nm whereas the latest has a breathtaking 400 Nm.

Record hunting: At home on the Nürburgring

The OPC models have proven just how good they are on an annual basis and they regularly break the lap record on the 20.8 kilometer long Nürburgring-Nordschleife. The second generation Astra OPC set a new class record of 8:35:94 minutes in 2005. The following year the Zafira OPC set a new record for compact vans (8:54:38 minutes) which is still valid today. And the Corsa OPC set new standards in the small car segment in 2007, when a pure serial-production car completed the course in just 8:47:99 minutes.

In addition to the record-breaking runs, all OPC vehicles 'suffer' vigorous endurance tests through the "Green hell", which is classed as the most demanding racetrack in the world. The legendary Nordschleife is traditional Opel territory. The cars with the Blitz have been



put through extreme tests there since the 1960s. Currently, Opel has a cooperation agreement with Nürburgring Ltd and furthermore established its own test center in the direct vicinity of the course as early as 2006.

Nürburgring Edition: Nomen est Omen

To date the Rüsselsheim-based carmaker has produced two special “Nürburgring” editions, the Astra OPC in 2008 and the Corsa OPC in 2011. The Astra H in the special racing trim had the same performance as the Astra OPC but a special, spectacular livery. In 2011, the Nürburgring Edition Corsa OPC, based on the fourth generation model, boasted an additional 14 kW/18 hp for a total of 210 hp delivered by its 1.6 turbo engine and a limited slip differential compared to the “normal” Corsa OPC which made it a more radical and efficient rocket.

Turbocharged Pocketrocket: New Corsa OPC

The new Corsa OPC has all the credentials to continue where its predecessors left off. The 1.6-liter turbocharged gasoline engine delivers 152 kW/207 hp. It accelerates from zero to 100 km/h in 6.8 seconds – almost a half-second faster than the Corsa OPC from the previous generation. When overtaking in fifth gear, the new edition needs three-tenths of a second less, now just 6.4 seconds from 80 to 120 km/h. Maximum speed is also boosted by 5 km/h and now reaches up to 230 km/h. The new Corsa OPC brings its performance to the road safely and solidly thanks to innovative Frequency Selective Damping (FSD) technology. Experienced drivers can even switch off the ESP completely when pushing the vehicle to its limits.

Compact class athlete: Current Astra OPC with impressive performance

The Astra OPC has been the top-level model in the compact class since the summer of 2012. A two-liter turbo with 206 kW/280 hp and 400 Nm torque give it outstanding propulsion. The athletic Astra accelerates from 0 to 100 km/h in six seconds flat and has a top speed of 250 km/h – faster than any previous Astra. It was fine-tuned on the Nürburgring Nordschleife. Its HiPerStrut (High Performance Strut) front suspension and mechanical limited slip differential guarantee outstanding road holding and best possible



traction when accelerating out of tight corners, even in the wet. Elsewhere, OPC drivers can rely on a Brembo high performance brake system if they need to reduce speed quickly.

Insignia OPC: All-wheel drive with Touring Car genes

The Insignia OPC is the flagship. Its turbocharged 2.8-liter V6 engine produces 239 kW/325 hp and sends 435 Nm torque to all four wheels. In order to guarantee that the power reaches the road in the best possible way, the OPC team developed an all-wheel drive based on the German Touring Car Championship experiences gathered with the Calibra (International Touring Car Championship winner in 1996). With this powerful engine at its disposal, the Insignia OPC accelerates from 0 to 100 km/h in six seconds (Sports Tourer 6.3 seconds) and achieves a maximum, electronically limited speed of 250 km/h. However, the Insignia can go even faster. The manual Unlimited-Version reaches up to 270 km/h (Sports Tourer 265 km/h).



The OPC highlights so far:

- 2015: Market launch of Corsa (E) OPC with 1.6-liter-turbo with 152 kW/207 hp and FSD chassis (Frequency Selective Damping)
- 2013: Further development of the Insignia OPC with enhanced chassis
- 2012: Astra (J) OPC with 206 kW/280 hp 2.0-liter-turbo
- 2011: Opel Corsa (D) "Nürburgring Edition" with 155 kW/210 hp
- 2009: Market launch Insignia OPC Limousine and Insignia OPC Sports Tourer (2.8-liter V6 turbo with 239 kW/325 hp)
- 2009: Market launch Astra (H) OPC Race Camp Edition
- 2008: IDS Plus 2 chassis as standard for Astra (H) OPC
- 2008: Limited special edition Astra (H) OPC "Nürburgring Edition"
- 2007: Corsa (D) OPC sets small car lap record of 8:47:99 minutes on the Nürburgring Nordschleife
- 2007: Market launch of the Corsa (D) OPC (1.6-liter-turbo with 141 kW/192 hp)
- 2006: Zafira (B) OPC sets van lap record of 8:54:38 minutes on the Nürburgring Nordschleife
- 2006: Introduction of the Meriva OPC (1.6-liter-turbo with 132 kW/180 hp)
- 2005: Astra OPC sets compact class lap record of 8:35:94 minutes on the Nürburgring Nordschleife
- 2005: Market launch of the Vectra OPC and Vectra Caravan OPC (2.8-liter V6 turbo with 188 kW/255 hp)
- 2005: Second generation of the Zafira (B) OPC (2.0-liter-turbo, 177 kW/240 hp)
- 2005: Market launch of the Astra (H) OPC (2.0-liter-turbo with 177 kW/240 hp)
- 2005: 20,000 OPC vehicles sold throughout Europe in six years
- 2002: Market launch of the second Astra (G) OPC-Generation (2.0-liter-turbo with 147 kW/200 hp, three-door and Caravan variants)
- 2001: Introduction of the Zafira (A) OPC (2.0-liter-turbo with 141 kW/192 hp)
- 1999: Market launch of the Astra (G) OPC (2.0-liter naturally aspirated engine with 118 kW/160 hp)



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