

# AUDI RS4 (Year 2000)

By Jim Mc Cauley

I don't know if it was brilliant marketing and Audi knew what they were taking on at the time, but the launch of the RS2 in 1994 opened the flood gates for a range of performance models that 20



years later rank amongst the most desirable on the road.

A limited run of just 180 right hand drive S2 models enticed the company to progress to the RS4 and the model featured here is a low mileage mint car held in Audi UK's heritage collection. Registered in 2000, power source in this B5 model has graduated from the 5 cylinder turbo unit of the RS2 built in collaboration with Porsche to a more fully integrated Audi build featuring a 2.7 litre twin-turbo V6, again driving all four wheels as indicated by the 'quattro' badge. This time just over 6,000 cars were built, again all of them in 'Avant' 5-door estate bodystyle. Although similar in appearance to the standard S4 estate, the RS version has

significantly different body panels front and rear to cope with the increased track, while it also benefits from dedicated bumper units to further add to its sporting credentials.

Underneath, and the Cosworth developed power unit produces 375 bhp with a massive 440 Nm of torque available from 2,500 through to 6,000 rpm, securely delivered to the tarmac via a 6-speed manual gearbox and all-wheel drive. This 14-year old vehicle neither looks nor feels its age with an extremely smooth power delivery and taut steering response. The only hint of its distance from modern cars is its relatively long brake pedal travel before the comforting bite from the massive discs – 14 inch front and 12 inch rear. This is just as well given both the off-the-line and mid-range response from the V6. Acceleration from rest to 62 mph takes a mere 4.9 seconds while 125 mph can be achieved in 17 seconds before its maximum speed is capped at 155 mph.

On road today and there is little indication that this is a car from an earlier era with an enduring road presence and a luxury interior that includes wrap-around bucket seats, dual-zone air conditioning and satellite navigation.





But in some ways it also marks a dividing line in Audi's material technologies as the S4 features a fully galvanised steel bodyshell while the RS models of today feature aluminium and composites to further advance the company's boast of "Vorsprung durch Technik".