

A Great All Rounder From Audi

Contained within the extensive Audi range a model that can truly be described as one for all seasons-the A6 allroad quattro.

Recently I had the use of one in Germany for nine days and I really appreciated the road handling qualities.



I picked the allroad up at Frankfurt Airport and on the journey to Baden Baden, (mainly autobahn), I witnessed the worst wet driving conditions I have ever experienced, yet I felt safe and secure behind the wheel.

My mission was two fold to test the new Audi and to go to the Solheim Cup. So with the allroad and the Michelin Green Guide Germany I was more than well ready.

The superb quattro system pioneered by Audi is well documented and in conjunction with the superb three litre diesel engine, I had the

ideal performance and economy package.

With this Audi model you can choose from four engine options; three litre TSFI (310PS), three litre TDI (204 & 245PS) and three litre BiTDI with 313PS.

The good news comes with economy, the new models can be as much as twenty percent better and certainly I had no complaint re fuel consumption.

In company with the saloon and standard Avant, the allroad quattro has been constructed using the latest Audi ultra lightweight construction principles and with aluminium components making up roughly 20 per cent of its body total vehicle weight has been reduced by as much as 70 kilograms compared with the previous model.

This assists for the best possible operating conditions for the four powerful and cultivated V6 engines, all of which combine forced induction with direct injection, and all of which are backed up by a start-stop system and innovative thermal management.

This member of the Audi family not only delivers sports-like performance but delivers very high comfort levels.

On the road I particularly enjoyed the twisty, scenic and narrow roads of the Odenwald region which extends between the Neckar and Main rivers, an area once famed for hillclimbs and rates as one of the best test routes I have ever driven on.

Over these roads the handling qualities of the Audi really shone through.

The styling is chunky and the exterior features include extended side sills, flared wings and protective front and rear stainless steel underbody guards. The wheel

arches, bumpers and sills are painted in a contrasting colour, but can be body-coloured as an option.

Moving to the interior and you are greeted by Audi quality with plenty of space thanks to the long wheelbase of 2,905 millimetres. There is an ample quota of equipment, however the version I had was loaded with extras displaying simply what is available.

Standard spec includes 18-inch alloy wheels, Milano leather upholstery, satellite navigation, the Multi Media Interface (MMI) linked to a 6.5-inch retractable colour display, the Audi parking system plus, cruise control, Bluetooth mobile phone preparation, light and rain sensors and the Audi drive select adaptive dynamics system.

Audi drive select enables the driver to adjust the operating characteristics of the steering, the air suspension, the throttle, the automatic transmission, the automatic air conditioning and the lighting. There are five modes, Comfort, Dynamic, Automatic, Individual and Efficiency, the latter configuring the most economy-focused settings for all the functions controlled.

Where the optional sport differential, dynamic steering and adaptive cruise control systems are fitted these can also be fine-tuned via the drive select system. Summing up a very impressive, luxury means of transport.

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