

The Stunning Audi RS6 Avant

STUNNING with a rest to 62mph time of sub four seconds, the Audi RS6 Avant in its latest guise has got to be the fastest estate currently available and it is very much the standard bearer for the German carmaker when it comes to this type of vehicle.

However as you may have already noticed, in Audi books an estate is called an Avant, certainly a good deal more fashionable so I had better be careful to watch what I write and say.

Of course others have gone for trendy names for such vehicles, Shooting Brake,

Sportsbrake, Touring etc. Do these names ring better than Estate; I leave the judgement to you on that subject.

The heart of this stylish and practical vehicle is the power unit, a 4.0 TFSI V8 biturbo engine which draws impressive power from its 3,993 cc of displacement in every driving situation.

Top speed can be as high as 189mpg and fuel consumption varies between 20.3mpg and 37.7mpg. In fact it is the fastest vehicle of its type currently in production.

So why produce a vehicle with such

performance, certainly in our environment unless you can hire Kirkistown race circuit you will never explore its full potential.

Therefore when it comes to performance then its natural hunting ground is the autobahns of its native Germany.

Such performance figures place the latest RS6 Avant truly into what is termed the 'Supercar league'.

Peak output of 560PS occurs between 5,700 and 6,600 rpm, with a constant 700 Nm (516.29 lb-ft) of torque available from 1,750 to 5,500 rpm.

Every detail of the charged eight-cylinder engine exudes technological Sophistication and its compact construction reduces its length to 497 mm; bore and stroke measure 84.5 and 89.0 mm respectively.

Even with all key add-on parts, this engine weighs just 224 kilograms.

An unthrottled intake system supplies the four-litre V8, which has a specific engine management system, with air; the Audi FSI direct injection system meters the fuel.

chambers.

Two turbochargers generate up to 1.2 bar of relative boost pressure and the twin-scroll technology, in which the exhaust gas of every two cylinders flows to the turbine



wheel via separate exhaust ports, avoids undesirable interactions between the gas columns. The end effect is an early and steep torque build up.

This very impressive power unit is paired with an eight-speed tiptronic transmission featuring especially shortened shift times.

This is a real driver's car, yet as I discovered it can be adapted for a variety of roles, equally happy on the motorway or just driving around town. A car or should I say Avant for many reasons.

The standard sport differential actively distributes torque between the rear wheels

and when you steer or accelerate in a bend, much of the torque flows to the outside wheel.

As a result the sport differential guides the new Audi during cornering, counteracting any tendency toward oversteer or understeer from the outset.

The standard Audi drive select dynamics system allows the driver to fine-

tune the sport differential's mode of operation. Adding to comfort levels is the standard fit air suspension.

The newcomer has a sporty, muscular look, sills and wings have been

enlarged, and the rear wheel arches are also larger than in the previous model and the sports theme continues to the well appointed interior.

No fussy controls, clear instrumentation and very comfy seating all add to the pleasure that this vehicle delivers and at a price, a cool £101,020. I must add my test car came with an array of options.

Summing up this newcomer highlights the quality of build, performance and engineering that are hallmarks of Audi.

Ian Lynas

