



Audi S5 2012 «The Allround Winner»

When it was first launched over four years ago, the A5 coupe's designer, Italian Walter de Silva labeled it as the most beautiful car he's ever penned. He did a great job ! The car is still looking good and the new body face-lift is light. The engine has changed, for a better emission-CO2-friendly one but keeps the targets of the S-models...power, grip, handling... the allround winner?

Facelift?

Like the recently updated A4 range, the changes to the two-door A5's exterior are most obvious up front where the new model gets the latest iteration of Audi's single-frame grille with beveled edges at the top corners, new headlamps with a distinctive 'paper clip' pattern for its LED daytime running lights, deeper air intakes on the front bumper and so on. The changes to the A5's nose certainly do give it a more contemporary feel and more in line with newer Audi models like the A6 and A1 among others. The rear features new LED tail lamps that are more similar to the A5's bigger saloon brethren's like the A6 and a new bumper while new alloy wheel designs complete the exterior changes on the new model.

The new face lift only accentuates the car's seductive look while bringing it in line with Audi's recent sedans.

To distinguish the sporty S5 variant that is tested here from the lesser A5 models, it has been adorned with similarly styled go faster bits as other S models. This includes the deeper front bumper, silver grey egg crate style inserts, aluminium look wing mirror covers, 19-inch double spoke alloys, quad exhaust outlets, subtle boot lid spoiler, 'S5' badges on the front grille and boot



lid, ‘V6T” badges on the front wings (that replace ‘V8’ ones on the old model) and so on.

Performance Coupé

The S5 coupe’s new 3-litre supercharged V6 is shared with the rest of the S5 range as well as the S4 and 3.0 TFSI variants in the A6, A8 and Q7 range. Just like its S5 Cabriolet and S5 siblings, the forced aspirated bent-six churn V8 in the old S5 coupe.

With the help of a Roots supercharger, the V6’s peak torque figure of 440Nm matches the old model V8’s to the nearest Nm but the V6 has its torque peak at a lower engine speed than the naturally aspirated V8 – 2900rpm versus the V8’s 3500rpm. The more accessible nature of the new engine makes it feel even more potent than the bigger V8 engine at low to medium speeds. The new model’s force fed torque can easily be felt by the strong pull when accelerating on the move. From rest the new S5 coupe will reach 100km/h in a highly impressive 4.9 seconds, a time that is half a second quicker than its V8-powered predecessor. Although it doesn’t sound as muscular as the old car’s V8, the new model’s V6 makes quite an angry sounding roar when worked hard.

A key contributor to the S5’s improved performance is its new seven-speed S-Tronic dual clutch gearbox that replaces the V8 model’s less efficient six-speed Tiptronic torque converter auto box. Needless to say, it delivers lightning fast and smooth gear changes while being less power sapping and more efficient than the old car’s automatic gearbox.

Eco Friendly

The two-door S5 not only performs better than previously but also sips less fuel and emits less CO2 into the atmosphere. The old model’s average fuel consumption of 10.8 litres for every 100km and 226g per km of CO2 emissions are bettered by the new model’s 8.1 litres for every 100km average and 190g per km of CO2 emissions which means that the new model won’t be to much penalized in European countries. Also helping fuel economy further is the S5’s new start/stop system and additional ‘Efficiency’ mode for its Drive Select. The latter optimizes the car’s electronic systems like cutting back the climate control system as well as reducing engine response and power to help boost fuel efficiency even further.

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Ride Quality

To improve its handling over lesser A5 models, the S5 gets lowered and beefed up sports suspension. Body control is pretty impressive with Drive Select set to Dynamic mode. The suspension feels like it’s in control in most situations. The new mo-

del feels somewhat more poised in the corners, possibly due to the lighter weight up front when compared to its predecessor. Thanks to quattro, the S5 feels surefooted and stable in faster corners and when braking from higher speeds.

The new electromechanical steering system is similar to the updated A4’s – the helm feels direct and quick but could do with a tad more feel and feedback as well as improved linearity in its responses. The most impressive aspect of the S5’s dynamics is its ride quality. The ride is exceptionally pliant and comfortable at all speeds with Drive Select set to ‘Comfort’. The S5 certainly feels like it rides more comfortably over bumps when compared to the old V8 model even though Audi hasn’t mentioned any changes to the S5’s suspension set-up for the facelift.

Inside

Inside, the S5 offers an unparalleled ambience among cars in its class. The interior just oozes class and quality that is as good as it can be for a mass produced model. The S5 offers a highly supportive drivers’ bucket seat that is electrically adjustable as well as bespoke gauges with a speedo that reads to an optimistic 300km/h.

Like the S4, the facelifted model features Audi’s improved MMI system with new menu interface, a new ‘skip’ function incorporated on the volume knob, a new hot key for the Drive Select instead of the two buttons that was needed to operate the system in the old car. Other new bits include a revised steering wheel design, new trim materials and a new gear knob.

The S5’s package is one that is very hard to fault.

Unlike the TT, this is a true four-seater coupe so there’s more than enough head and legroom for two full sized adults to full comfortable in for a long journey. The boot is also well sized for overnight bags and the obligatory golf set. Equipment levels are exceptionally high – a standard S5 comes with sat nav, bi-Xenon headlamps, 19-inch alloys, leather upholstery, keyless operation, electric sunroof and so on.

Conclusion

The S5’s package is one that is very hard to fault. If there’s one fault we have to nitpick on then it’s the two less cylinders that makes the V6 doesn’t sound as muscular and rumbly as the old car’s V8. But still, the V6 sounds angry enough on its own and together with the new S-Tronic gearbox not only endow the S5 with improved straightline speed but also more fuel saving than ever before. The new S5’s package is topped off by its refreshed new looks. BMW’s next two-door 3 Series needs to be exceptional to upstage the improved S5.

Infos : www.audi.be



Tribute

Mighty five-cylinder gasoline engines have a long legacy in the service of the four rings. In the 1980s, they gave many Audi cars an edge on the competition. The brand is now carrying on the classic line: The 2.5-liter with FSI direct gasoline injection and turbocharging technology gives the Audi RS3 Sportback its blazing performance.

A five-cylinder unit is an exceptional engine from its very concept. It has a firing interval of 144 degrees and a firing order of 1-2-4-5-3, with widely spaced cylinders firing in alternation with adjacent cylinders. This, supported by the intake and exhaust system, creates the unique rhythm and sound of the engine - the guttural roar that is the legendary spine-tingling sound of an Audi.

This powerful five-cylinder unit is extremely compact and lightweight. Its large turbocharger compresses the intake air at pressures of up to 1.2 bar, and an intercooler lowers its temperature at full load. When the driver pushes the standard Sport button on the center tunnel, a flap installed in the left exhaust tailpipe renders the characteristic growling of the exhaust even more intense while allowing the engine to respond with even more punch.

Bodytalk

The Audi RS3 Sportback hints at its enormous potential from the very first glimpse. Its front and rear aprons have been prominently modified, and a large roof spoiler sits atop the rear end. The flared front fenders are made of carbon-fiber-reinforced plastic (CFRP) - an expression of Audi expertise in lightweight design.

The dynamic style is matched in the interior, entirely black and sporting a number of RS3 logos. Sport seats with Fine Nappa

leather upholstery are standard; the inlays sport a Piano finish. A boost pressure indicator, an oil thermometer and the lap timer are all included in the driver information system. The instruments and the selector lever are specially designed.

Start your engine

The Audi RS3 Sportback accelerates from a standing stop to 100 km/h (62.14 mph) in 4.6 seconds - faster than any competitor in the compact category. Its superb pulling power allows it to pass other cars without the slightest effort. Top speed electronically is limited to 250 km/h (155.34 mph). Underneath the hood lies the engine with its red cylinder-head cover exposed - a fascinating piece of technology and a treat for the eyes.

Audi delivers the Audi RS3 Sportback with the seven-speed S tronic as standard. The high-tech gearbox transmits power via three shafts: one drive shaft and two output shafts. This layout results in a short construction - a prerequisite for interaction with the transversely mounted engine. Like all dual-clutch transmissions, the seven-speed S tronic in the Audi RS3 Sportback comprises two transmission structures. The shifting process takes place in hundredths of a second as the clutches switch. Shifts are fluid and extremely smooth, with no perceptible interruption of traction.

Quattro again

Like every RS model, the Audi RS3 Sportback has quattro permanent all-wheel drive as standard. Its characteristic strength is an extra measure of slip-free acceleration, vehicle dynamics, driving safety and directional stability. The powerful compact car delivers a dynamic, stable performance under any driving style. This test drive was a real pleasure.

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