



AUDI V8 QUATTRO

gory, and yet it is perhaps the most important one of all. And here the Audi does many things right. It feels nimble in the city. The accurate steering drew raves. Most staffers found the car a nice fit on their bodies. The seat offers excellent support. The instruments are nicely placed and legible. And, just as important, everything inside seems in exquisite taste. The test car's interior was finished in shades of gray; you could wear this car forever and not tire of the look.

All of the four-wheel-drive equipment beneath the skin adds up to make this, at 4040 pounds, the heaviest car in the test. The 3562cc V-8 is rated at 240 horsepower, third highest. But the engine is weak at low revs, which, in turn, makes the car sluggish from rest. The first 25 feet away from an intersection are agonizing. When you're on the roll, the transmission downshifts eagerly, enabling the engine to work in the rev range it likes best. No complaints then.

This Audi is a luxury car in the most athletic sense. Of course the Quattro system gives superb traction when you need it, but it's more than that. You always feel sinewy muscles in the chassis. The suspension is just plain hard over small bumps, and there's a growling, high-drag feel to the chassis that's not present in the others. Lift off the power in this car and it slows quicker than the others, almost as if the brakes were dragging a little. It's tempting to blame all of those bearings and U-joints in the drivetrain, but we have no proof.

This car carries the idea of luxury further in the European direction than any other car in the group: the engine needs revs to perform, the chassis cares nothing about creamy ride, and the machine's

