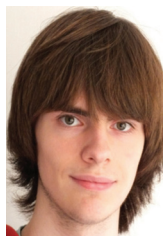


Review of the Audi A5



By Fraser Lucas

LOOKS

Compared to the last car, all the A5's sharp edges have softened. Despite the more circular features, it remains aggressive and athletic looking, though the large

vents in the corners of the front end are a bit out of place. Nevertheless, this has Audi design written all over it, so while it's not adventurous, it maintains an upper-class appearance.

HANDLING AND PERFORMANCE

The idea of the new A5 is that it's a five-door coupe pretending to be a four-door saloon, so, on paper, you should get an ideally slick drive. However, you'll be surprised to hear it's more a comfy motorway muncher than a B-road assaulting sports car. As a result, it's easier to drive than extremely fun. Engines are wide ranging, from a 2.0-litre petrol with 148BHP or 201BHP to a 2.0-litre diesel with 201BHP as well as a petrol plug-in hybrid. At the top, there's the 3.0-litre V6 S5 with 362BHP, which makes a very good impression of a bullet out of a gun.

PRACTICALITY

Due to that coupe roofline, headroom isn't in

huge supply. The rest though is very spacious with an interior that boasts an almost daunting dashboard. A huge OLED display contains most of the controls (no physical ones are a bit missed here), and on higher spec cars, there's even a screen for the passenger. It's a sleek design that clearly aims to impress and it can seem simple in knowing your way around it. There is a missing practical touch here.

COST

Prices start at £43,385 for the petrol version and can cost up to £55,625. The diesel sibling will be priced from £46,950 to £54,100, while the hybrid petrol will cost from £48,950 to £58,620. If you want the potent S5, that will set you back £68,700. Put the A5 alongside its contemporaries and you have a decent undercut on them. In other good news, standard cars get a heaping of kit, avoiding the previous pitfall of old Audis, where optional extras are king.

VERDICT

While an unorthodox entry in the saloon world, the A5 sits as a very attractive alternative to the conventional. It has all the sort of cutting-edge Audi panache you both expect and want, while keeping itself financially reasonable. There's a couple of space and control drawbacks, but otherwise it feels poised, gentle and speedy no matter which drivetrain you pick.