



200 QUATTRO LIPSCOMBE

# Generic breeding

*They both started life with two wheels scrabbling away at the front. Now Audi have injected a bit of quattro magic into their big 200 Turbo and trim Coupé as promised. We find out if the legendary boot badge is really worth that much money . . .*

AS VW'S prestige arm, Audi is obliged to climb as far upmarket as possible. Apart from cashing in on massive profit margins, grabbing business from BMW, Jaguar or Mercedes-Benz boosts the street credibility of every VW/Audi product.

Audi's first upwardly-mobile exercise was the 200 Turbo: a perfunctory sprucing-up of the old square-cut Audi that featured colour-coordinated back shelf cushions. Marred by a dramatic amount of torque steer, derisory turbo lag and a lack-lustre image, its poor reception was probably better than even Audi expected.

When the current Audi 100 became a 200 the feeling of *déjà vu* was compelling. The crucial

difference is that today's 100 - flush-glassed and elegantly elongated to optimise the aerodynamics - actually looks the part. Whether the 200 quattro, distinguished only by its radiator grille, bonnet and lights, looks £13,000 more expensive than the base 100 is another matter but it's certainly handsome enough to set beside any BMW, Jaguar or Merc.

If Audi has solved the problem of their 'prestige' 200 sharing the same body as the 100, they've still to tackle the dilemma of matching smooth six, eight or twelve-cylinder rivals with a comparatively rough 'straight five'. Supposedly anything longer than an in-line five wouldn't

