



Audi TT Coupe 2.0 TFSI Sport

Audi is a manufacturer of perfection. From the solid, yet sexy, lines of its cars to the chiselled interiors, the German automaker always delivers.

The TT Coupe is no exception.

The all-new model arrived in the UK at the end of 2014. It looks sharper and is almost the same length as its predecessor, though its wheelbase has grown, making for especially short overhangs.

The 2.0 TFSI Sport, on test here, has a virtual cockpit, which is based around a large high resolution LCD display that completely fills the instrument binnacle and replaces the traditional analogue dials. It's brilliant and crystal clear.

You can choose between two display modes: in the classic view, the speedometer and rev counter are in the foreground; in 'infotainment' style the virtual instruments are smaller. The space that becomes free as a result provides ample room for other functions, such as the navigation map. At the lower edge of the Audi virtual cockpit, the displays for outside temperature, time and mileage are permanently visible.

The car is comfortable and the alcantara and leather sports seats are very supportive. The 2.0 TFSI Sport also has manual air conditioning with controls cleverly integrated into the air vents. It took me a while to discover they were there, but once found, they made perfect sense.

Other cabin tech highlights include a multimedia interface with a touchpad for fingertip data entry; navigation preparation; Audi music interface and Bluetooth connectivity, and keyless go. Outside the cabin, 18-inch ten-spoke alloy wheels; sports suspension; xenon headlamps with

LED daytime running lights and a speed-dependent active rear spoiler all also feature as standard.

As a 2+2 seater, the Audi TT is a sports car that's suitable for everyday use. My five-year-old son sat in the back, but in reality you'll probably use the rear seats as a place to keep extra shopping or to lay your suit jacket. That said, with a load area capacity of 305 litres – 13 litres more than the old TT – the boot space is more than reasonable.

Behind the wheel, the first thing I noticed about the TT is how well it drives. The 1984cc, 226bhp petrol lump is tame in town, but it's hard to mask the lovely raspy power waiting to be unleashed. Hit the open road and you're punched into your seat back; 0–62mph is done in six seconds and top speed is 155mph. What's more, the clutch is light and the six-speed manual transmission is smooth. The ride is firm without being uncomfortable and the steering has a nice weight to it, too.

If the Audi TT's talent for turning heads and drivability is not enough, its combined cycle fuel economy figure of 47.9mpg is also something to be applauded. In a day driving from Norwich to Northamptonshire I averaged 40mpg – not bad, considering I danced through the gears a little on the 100-mile journey.

Fully loaded, as my test car was, with luxuries such as heated seats and a light and rain sensor package, it came in at just over £35,000. That's an acceptable price to pay when you consider what a well made, fun car the new Audi TT is.

Price: £29,860 (without options)

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