



Audi TT Coupe 2.0 TFSI Quattro S Line S tronic

## A teutonic 2+2 star...

*Audi is a car maker of quality. From the strong, yet sophisticated lines of its models to the flawless interiors, the German firm always delivers. The TT Coupe is no exception.*

The current TT Coupe arrived in Britain in 2015. It looks angrier and is almost the same length as its forerunner, though its wheelbase has expanded, making for short overhangs.

The TT Coupe 2.0 TFSI 230 PS S Line S tronic, under review here, has a virtual cockpit, which is based around a sizeable high resolution LCD display. It fills the instrument binnacle and supersedes the time-honoured analogue dials. It's marvellous and clear as day.

You can cherry-pick between two display settings: in the 'classic' view, the rev counter and speedometer are in the forefront. Then in 'infotainment' mode the virtual instruments are smaller. The area that becomes free therefore provides sufficient room for other functions, such as the navigation map. At the lower edge of the Audi virtual cockpit, the displays for time, outside temperature and mileage are perpetually visible.

The Audi TT is comfy and the Alcantara and leather super sports seats are hip-huggingly supportive. The 2.0 TFSI 230 PS S Line S tronic also has manual climate control with functionality ingeniously incorporated into the air vents.

Other interior tech high points include: a music interface with Bluetooth connectivity, a touchpad for fingertip data input, and keyless go. Outside the cabin, attractive alloy wheels adorn the TT. Mine was fitted with 19-inch five-spoke 'Blade' design wheels. These are optional and cost £450 – but they do look awesome. Other features fitted include sports suspension; xenon headlamps with LED daytime running lights and a speed-dependent active rear spoiler.

As a 2+2 seater, the Audi TT Coupe is a sports car that is suitable for real world use. My three-year-old daughter sat in the rear, but you'll probably use the back seats as an area to keep superfluous shopping. That said, with a load area

capacity of 305 litres – 13 litres more than the old TT – the boot space is practical enough to load in a tot's buggy, or a couple of flight cases.

Behind the wheel, the first thing I noticed about the Audi TT is how well it drives. The 1984cc, 230PS petrol powerplant is domesticated in urban environments, but it's still hard to disguise the rasping clout waiting to be set free. Open up the TT on the straights and you're pressed into your seatback. Zero to 62mph arrives in an eyeball yanking 5.3 seconds and the top speed is 155mph. The ride is firm, but not unpleasantly so, and the steering has a good weight to it, while the dual-clutch automatic transmission changes seamlessly. What's more, the car grips like glue in the corners – thanks to its all-wheel-drive 'Quattro' set-up.

If the Audi TT's talent for turning heads and drivability is not enough, its average fuel economy figure of 42.8mpg and relatively low CO2 emissions of 153g/km are also to be applauded. Driving from Kettering in Northamptonshire to Lincoln – a journey of 76 miles – I averaged 38mpg. That's not at all bad, considering how heavy my right foot can get on the A1.

Fully kitted out, as my review car was, with luxuries such as heated seats and an LED interior lighting package, the price tag came to £44,095. The on-the-road basic cost is nearer to £37,000. That's an acceptable price to shell out when you take into account what a well made, entertaining car the Audi TT Coupe is.

Price: £44,095 (as tested).

By Tim Barnes-Clay, Motoring Journalist  
Tweeting @carwriteups



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