

**Getting back into an ordinary car is like stepping back
into the past.**

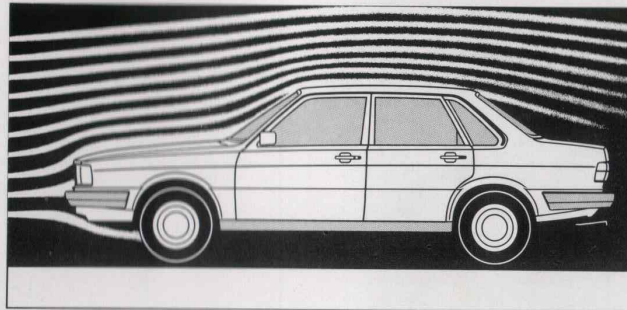


The worst year yet for motorists. The best year yet for

The 1982 Audi model range

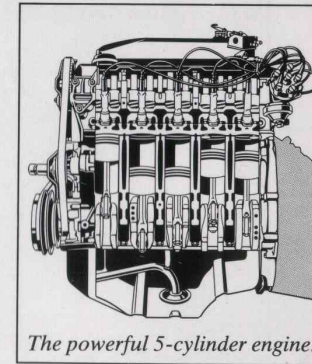
80 CL:	1588 cc carburettor engine developing 75 bhp.
80 GL:	1588 cc carburettor engine developing 85 bhp.
80 CD:	1921 cc 5 cylinder carburettor engine developing 115 bhp.
Coupé GT:	1921 cc 5 cylinder carburettor engine developing 115 bhp.
100 CL:	2144 cc 5 cylinder carburettor engine developing 115 bhp.
100 GL:	2144 cc 5 cylinder fuel injected engine developing 136 bhp.
100 GL Avant:	2144 cc 5 cylinder fuel injected engine developing 136 bhp.
100 GL Diesel:	1986 cc 5 cylinder Diesel engine developing 70 bhp.
200 Injection:	2144 cc 5 cylinder fuel injected engine developing 136 bhp.
200 Turbo:	2144 cc 5 cylinder fuel injected Turbo-charged engine developing 170 bhp.
Quattro:	2144 cc 5 cylinder fuel injected Turbo-charged engine with intercooler developing 200 bhp. Four wheel drive. Left hand drive only.

All the signs are that 1982 will be the worst year ever for motorists. Petrol prices will continue their upward spiral, traffic congestion will increase, road surfaces will deteriorate. In the face of this, what do most of the world's manufacturers of luxury cars offer you? More of the same. The same conventional front-engine, rear wheel drive layouts. The same gas-guzzling six and eight cylinder engines. And the same overweight bodies. We at Audi however, don't think that's good enough. That's why, in each of the eleven cars in the 1982 range, you'll find features that challenge conventional motor car design. We've answered the problems of the six and eight cylinder engines with a unique five-cylinder power unit. Having long ago scrapped rear-wheel drive in favour of front-wheel drive, we now offer one model with four-wheel drive. And, as a result of prolonged research and development, each of our cars is among the lightest in its class. On this page we outline these and other important differences between Audi and conventional luxury cars.



Drinks like a four. Drives like a six.

Audi are still the only motor manufacturer to put the five-cylinder petrol engine into series production. This is the result of our extensive research into even greater economy and efficiency. The five-cylinder engine has less weight and thirst than a six, but is just as smooth running. It's the ideal combination of weight, smoothness, power and fuel economy. We've given our five-cylinder engine an overhead camshaft, cutting down the number of moving parts, and making it even more efficient and reliable. For



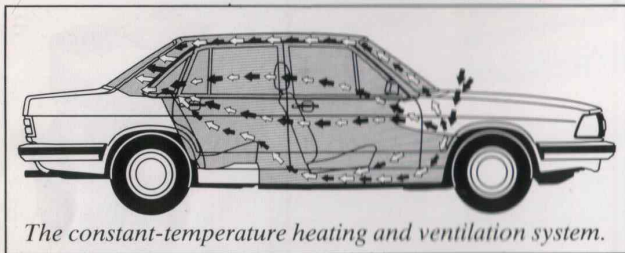
The powerful 5-cylinder engine.

greater economy, most of our cars have a five-speed gearbox where the top gear is the equivalent to over-drive. And all petrol models are equipped with an econometer, a unique instrument that indicates when the car is running the most efficiently. If most of your driving is done in town, you will benefit from the "hedgehog", a device for heating the inlet manifold of our carburettor engines, which dramatically reduces the amount of fuel used in cold starts and short runs. The five-cylinder engine is available with a choice of carburettor induction, fuel injection or fuel injection with turbo-charging. There is also a conventional four-cylinder petrol engine in the 80 CL and 80 GL models, and a five-cylinder diesel unit described by Motor Magazine as "The best diesel yet".

Audi drivers.

The car that makes you a better driver.

We've never been in any doubt as to what is the most important part of a motor car. It's you the driver. That's why we've extensively researched how to make our cars the ideal environment for driving. Our research told us that one of the most tiring things for driver and passenger alike is road and tyre noise. So the floor of every Audi is now covered with a layer of bitumen, a layer of felt, a layer of dense matting and a thick pile carpet, giving sound insulation equivalent to that of a six-inch brick wall. We also found that stale air quickly makes you tired and irritable. So we developed a ventilation system that can change the air in



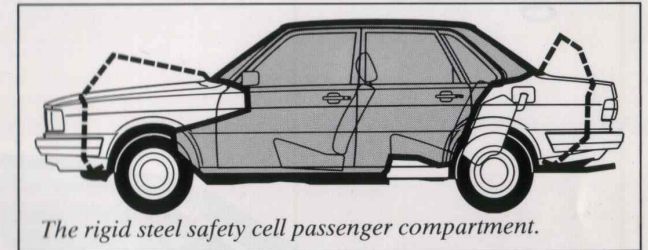
the passenger compartment every 15 seconds, even when the car is standing still. The seats, the driving position, the layout of the instruments, the colour of the interior trim – in an Audi, these didn't just happen, they are the result of detailed research into the effect they will have on you as you sit at the wheel.

Guaranteed for six years.

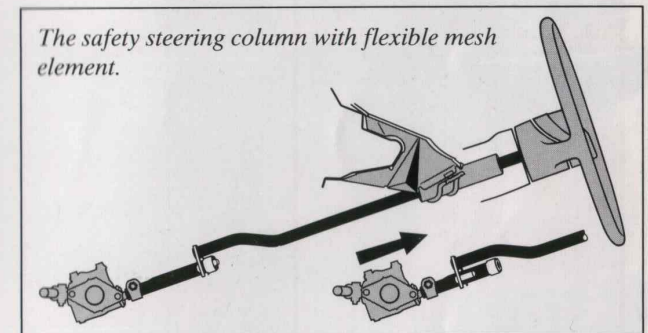
We build our cars to last with very little maintenance. The brakes are self-adjusting. The front suspension is maintenance-free. The lighter-than-average body puts less strain on the engine. And the engines, with fewer moving parts, have less to go wrong. An Audi only needs a major service every 10,000 miles – once a year for most drivers. The bodywork is meticulously rust-proofed at the factory and carries a six-year guarantee against rusting through from the inside. Audi have consistently been one of the most reliable makes of car on the roads. In 1982, that will be more true than ever.

How to survive a blow-out.

Audi are equally obsessed with safety. Every Audi incorporates features specifically designed to help keep the car in control in the event of a tyre blow-out. This is due to the steering and suspension geometry which, coupled with front wheel drive, help the driver pull up in a straight line when a tyre bursts. Also, all Audis are equipped with a diagonally linked dual-circuit braking system. In the event of the failure of one circuit, the braking pressure is evenly divided between the diagonally opposite wheels. The passenger compartment is surrounded by a rigid steel safety cell, and the front and rear of the car are designed to collapse progressively in a collision, so absorbing impact energy.



However, should the worst happen, every Audi incorporates passive safety features such as a collapsible steering column, deformable armrests and window winders and an impact-absorbing dashboard.



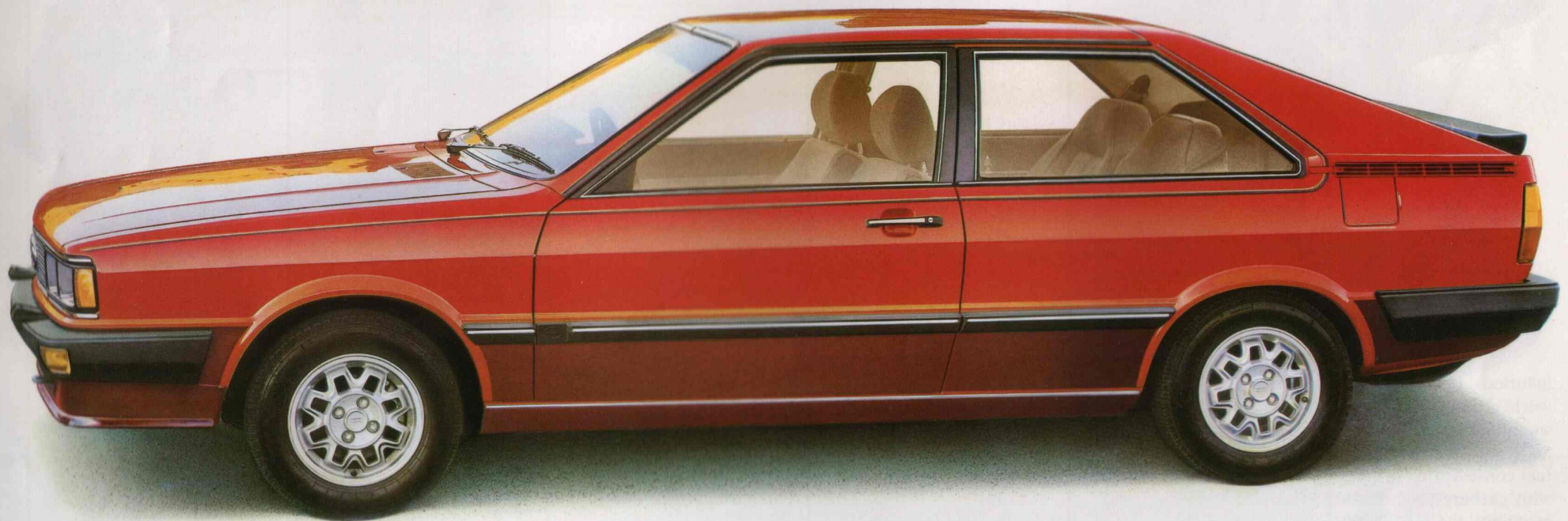
Audi 80. Our best-selling car gets the five cylinder engine.



When it was launched, the original Audi 80 was voted Car of the Year in six countries. Since then it has become the best selling car in our range. This is hardly surprising when you realise that no other car offers such exceptional spaciousness together with sports car acceleration and fuel economy of over 44 mpg at a constant 56 mph. For 1982, three different versions of the Audi 80 are available. The CL and GL models have the well-proven four-cylinder 1588 cc engine. But the new CD, illustrated on this page, is the first to be powered by five cylinders. Together with the 1921 cc 5 cylinder engine, the specification includes electric windows, central door locking, a manual sunroof, a five-speed gearbox and power assisted steering. We think the CD will prove to be the best Audi 80 yet.

Audi Coupé GT. Racy but spacey.

Almost by definition, a Coupé is a 2+2 with the latter duo being small children and the former pair being very cramped. Not so with the Audi Coupé illustrated here. For all its classic looks, five full grown adults can travel inside with as much comfort as they'd enjoy in a larger saloon. And with a boot of 15½ cu.ft., there's plenty of room for their luggage. Yet every other attribute of the traditional coupe remains. The Coupé GT can reach 60 mph from rest in a mere 10.3 seconds, and accelerates on to a top speed of 113 mph. For such a fast car, it is remarkably economical. At a steady 56 mph, it achieves 43.4 mpg. "It goes well, handles impeccably and is impressively comfortable to drive," said Autocar. Motor magazine went even further: "Few rivals can match its combination of style, sharp handling, roomy accommodation, excellent economy and comfort".



Audi 100. Luxury without extravagance.



In 1982 there is no justification for driving a car that is simply built to be luxurious. It has to be built for economy too. That's why we made the Audi 100 the world's first five-cylinder petrol engine production car. Five cylinders give the smoothness of many six-cylinder engines, but without the extra weight and thirst. So the Audi 100, in the words of Motor magazine, gives you "exceptionally good fuel consumption". Three versions of the Audi 100 saloon are available: The CL, with carburettor induction; the GL, with fuel injection; and for even greater economy, the GL Diesel. All three have interiors that are luxurious, roomy and lavishly appointed, with a comprehensive level of standard equipment. The Audi 100 is for people who want more than just a luxury car, more than just an economy car.


Audi 100 Avant. Feels like a saloon, fills like an estate.

All Audis are designed with space in mind, but the one which is the most accommodating is the Audi Avant. With its five-door hatchback design, it can be either a five-seater with a generous 15 cubic feet of stowage space, or a two-seater with a cavernous 39 cubic feet for furniture, lawnmowers, dogs, plants etc. In simple terms, the Avant gives you the space and versatility expected from an Estate car. But the resemblance to an Estate car stops there. The Avant has sleek, elegant looks that will not be out of place anywhere. Its fuel injected engine gives a top speed of 116 mph, and fuel economy of 37.7 mpg at a constant 56 mph. Electronic ignition, power assisted steering, electric windows, central locking and the five-speed gearbox come as standard. And we've improved the interior quite a bit since the days when Motor magazine said: "it exudes an air of restrained luxury".



Audi 200. Power without drama.





The Audi 200 represents a fundamental challenge to the traditional high-performance luxury car. It is the first car in its class that does not carry the familiar penalties of extra weight, extra fuel costs and extra maintenance. It comes with a 2.2 litre, five-cylinder engine in either fuel-injected or turbo-charged form. The Audi 200 Injection delivers 136 bhp. On the Turbo the power output is increased to 170 bhp. Though the performance of the 200 Injection engine is exciting by any standards, the effect of turbo-charging it for the 200 Turbo is quite electric. The output soars from 136 to 170 bhp. And the car accelerates from 0-60 mph in just 9.4 seconds, reaching an impressive top speed of 120 mph. This exhilarating performance is not, however, at the expense of fuel economy. At a constant 56 mph, the 200 Injection achieves 30 mpg and the Turbo 28 mpg. But in the area of equipment, the Audi 200 owes little to economy.

The passenger compartment is furnished with practically every luxury known to motorist plus one or two you may not have come across before. Motor magazine described the 200 Turbo as "one of the finest cross-country expresses you can buy", and concluded: "it probably points the way to the future for all luxury models". We think they are probably right.

Audi Quattro . . . “A marvel that re-writes the

In 1980, the Audi Quattro was presented to the world's motoring press at the Geneva Motor Show. As the world's first and only turbo-charged, four wheel-drive motor car its arrival caused something of a stir: "Quattro: A sensation arrives". Car Magazine. "... almost beyond belief in its combination of roadholding, handling, traction and performance, the 4 WD Quattro knows no peers". Motor Sport. "... it is not often nowadays that I come back from driving a new car and say: 'Well, that was fabulous!' But that's just what happened with the Audi Quattro". Motor Magazine. "Merely to read the specification of the Audi Quattro . . . is enough to leave one stunned. To drive it is to discover a new experience in motoring". Motor Sport. Autocar summed up the Quattro by saying: "Getting back into an ordinary car feels like stepping back into the past". A comment which we now consider to be appropriate to each model in the 1982 Audi range.



motoring rule books". Car Magazine.



For us, service really starts after the sale.

The Audi service

A comprehensive warranty and an extensive dealer network both in the United Kingdom and throughout the world offering a wide range of services.

The advanced 1 year warranty. Unlimited mileage.

A manufacturer who gives this kind of warranty must be absolutely convinced of the quality of his cars. However, with this warranty we believe we give you more than just proof of quality. We give you the assurance that you made the right choice. For economical, comfortable and safe motoring. The 1 year warranty has world-wide validity.

6 years warranty.

Audi bodywork carries a 6 year warranty against major corrosion and rust. New vehicles subject to this warranty must be cared for in accordance with the operating instructions. Bodywork must be inspected at prescribed intervals by an authorised Audi dealer. Full details of this

warranty system are available from your Audi dealer.

A wide service network.

There is a wide network of Audi service stations around the world. The Audi service includes the latest in high efficiency equipment and special tools to provide maintenance and service for your car throughout its long life.

All this guarantees a long life and high resale value for your Audi.

Trained personnel.

The personnel of the Audi companies, service managers, engineers, reception engineers, etc., receive regular training in factory-approved schools. At the factory there is a special department which carries out research into new servicing techniques in co-operation with Audi dealers. All this results in quicker, better quality service and lower maintenance costs.

Spare parts and exchange units.

The Audi service includes a well-organised Parts Service. Guaranteed, high-standard exchange units are available from all Audi dealers. Genuine exchange units undergo stringent inspection at the factory.

Financing, insurance, leasing.

The Audi service may include financing, insurance and leasing for your car. Your Audi dealer will be pleased to give you information on the availability of these services.

Personal Export.

The Audi service also includes the Personal Export facility which arranges for Overseas, Military and Diplomatic sales of Audi vehicles.

For information on this service Personal Export Centre, 95 Baker Street, London W1, should be contacted. (tel. 01 486 8411)

Success through engineering

