

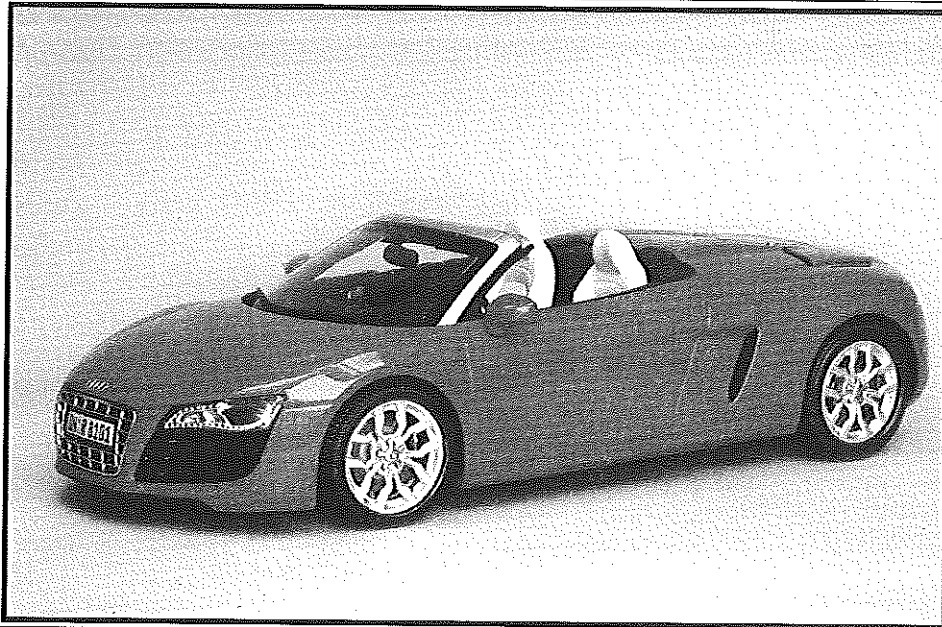


Audi R8 Spyder

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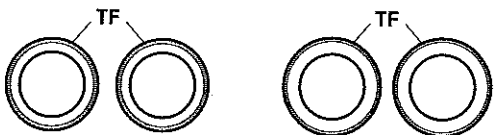
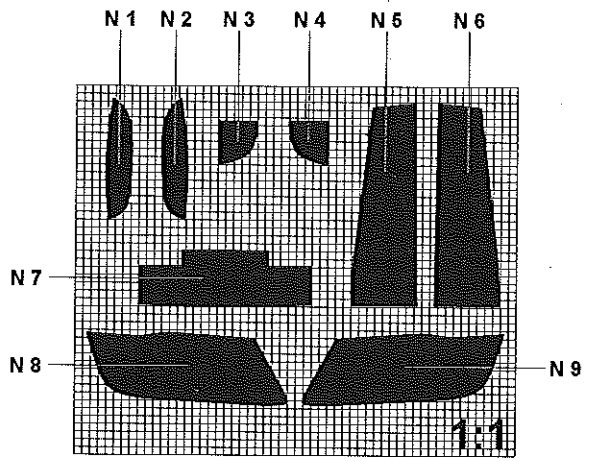
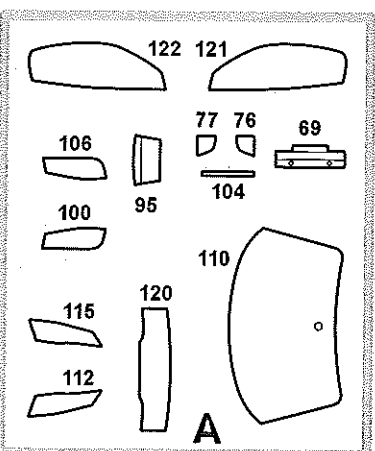
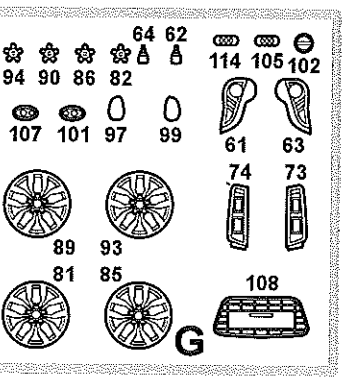
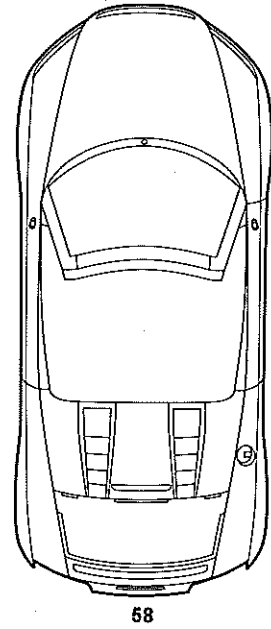
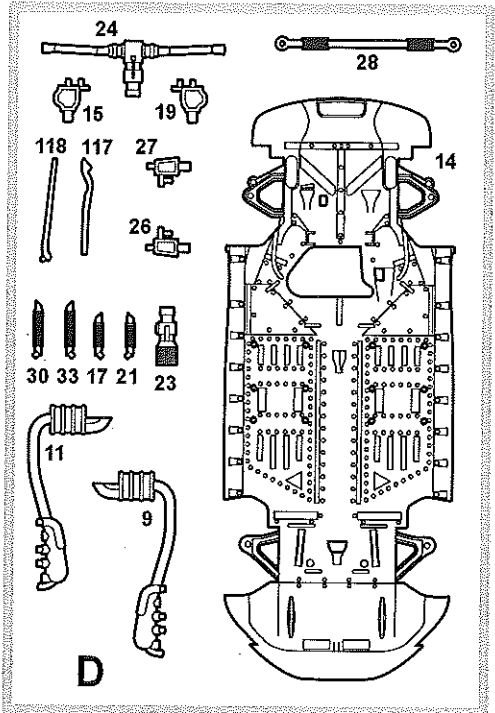
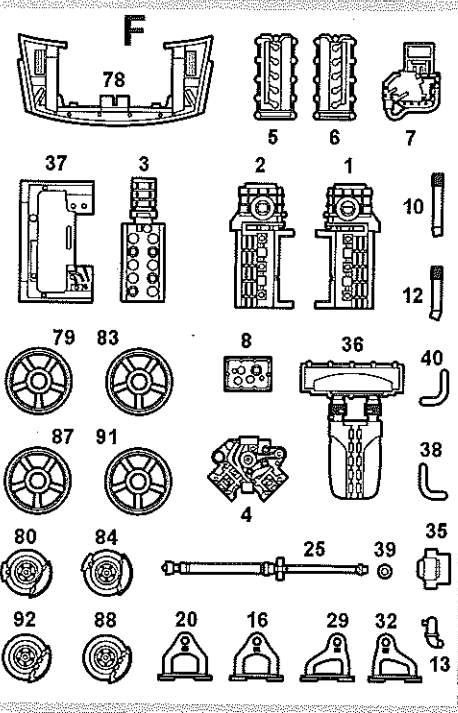
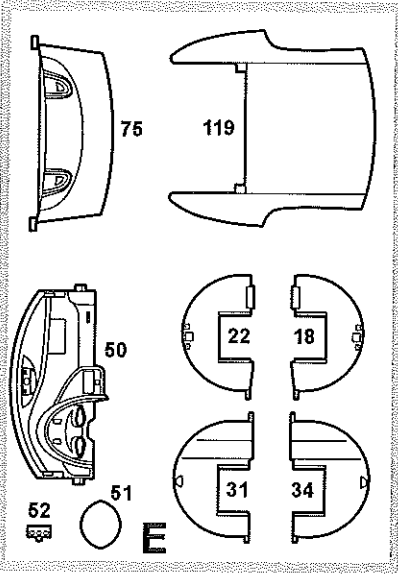
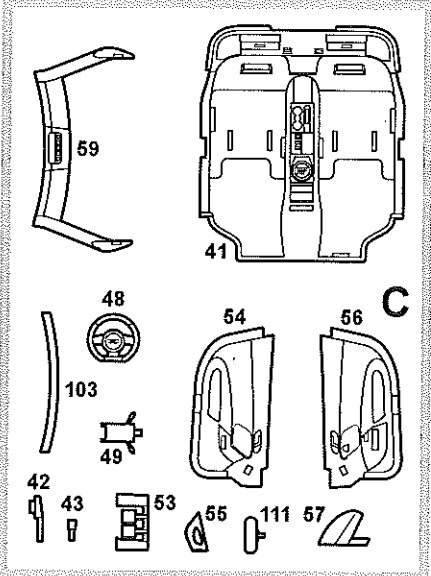
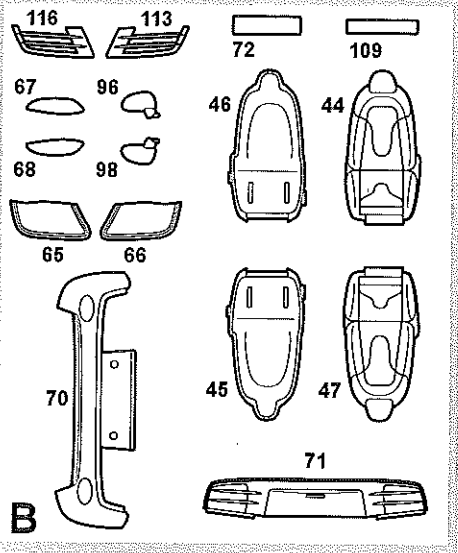
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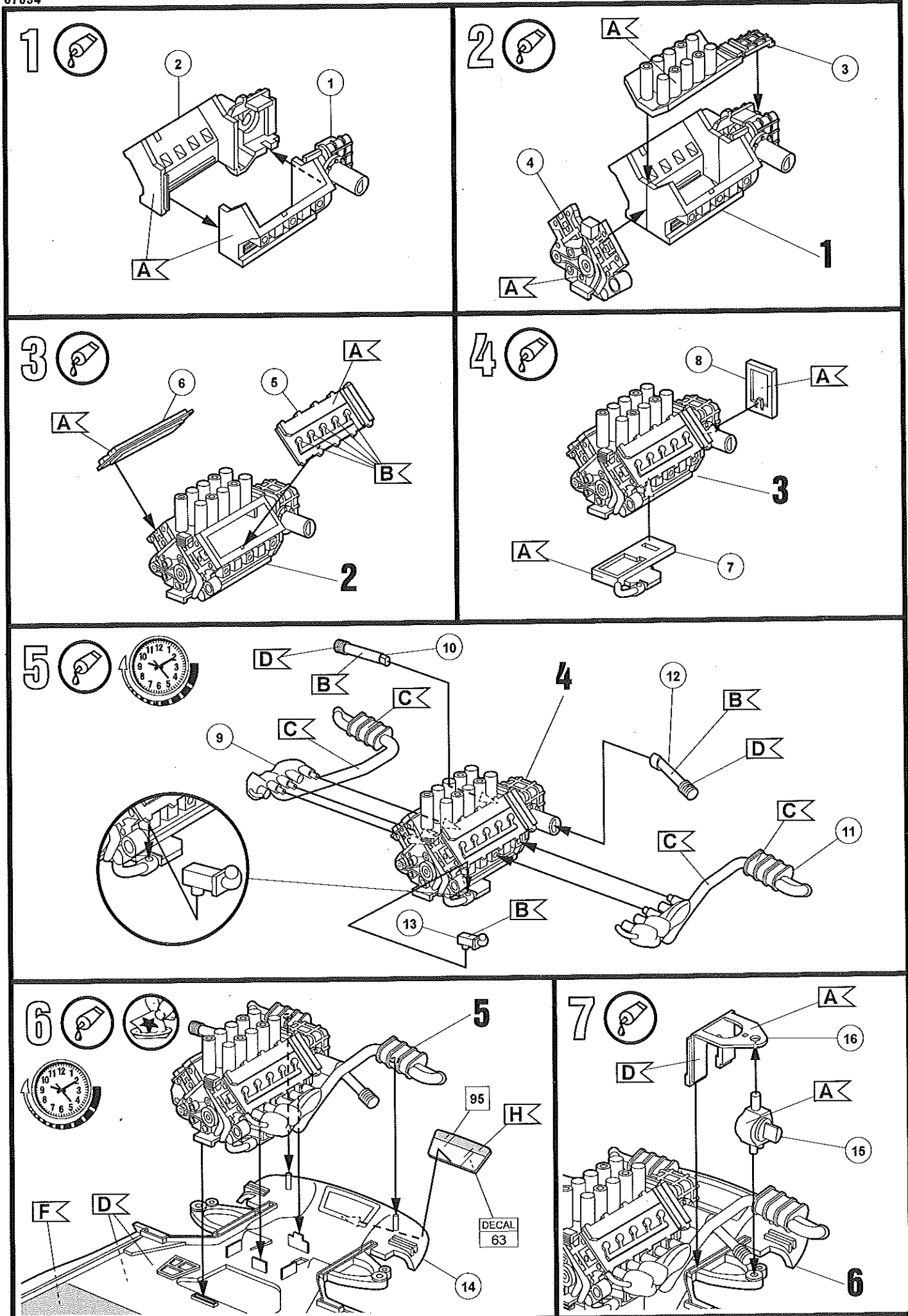
Drei Jahre nach Erscheinen des fulminanten R8 Coupé präsentierte Audi im September 2009 die nicht minder spektakuläre offene Roadster-Version auf der IAA. Zwar sind bis zur A-Säule beide Fahrzeuge identisch und rund 70 Prozent der Technik des Coupés kommen bei dem allradgetriebenen Spyder zum Tragen, dennoch handelt es sich bei dem Luxus-Cabriolet um ein komplett eigenständiges Fahrzeug. Unter anderem wurde das Aluminium-Chassis modifiziert, um bauartbedingt die Steifigkeit mittels verstärkter Streben zu erhöhen. Zudem wurden die als Sideblades bezeichneten vertikalen Ansaugöffnungen wegen des Stoffdaches umgestaltet. Neben den in den neuen Seitenteilen integrierten Lufteinlässen befinden sich zwei weitere Hutzen auf der Verdeckhaube, um den noch darunter liegenden Motor ausreichend zu kühlen. Ferner besteht der Heckspoiler, Stoßfänger und Motorraumdeckel jetzt aus leichtem Kunststoff. Trotz der Verwendung von kohlefaserverstärktem Kunststoff (=CFK) bringt der Audi R8 Spyder 100 Kilogramm mehr auf die Waage als sein geschlossener Vorfahr. Dies liegt neben den für ein offenes Fahrzeug notwendigen Verstärkungen an dem Verdeckmodul mit seinen Hydraulikpumpen. Diese sind erforderlich, um innerhalb von 19 Sekunden per Knopfdruck das in Z-Form zusammengelegte Stoffverdeck vollautomatisch und komplett zu entfalten, was dank des Magnesiumgestänges auch während der Fahrt bei bis zu 50 Stundenkilometern noch möglich ist. Zunächst hatte Audi den R8 Spyder nur mit 5,2-Liter-V10-Motor mit 525 PS Leistung und entsprechend betörender Geräuschkulisse angeboten, dem erst im Frühjahr 2011 die Achtzylindervariante folgte. Serienmäßig gibt es den gerade einmal 1720 Kilogramm leichten Traumwagen mit Sechsgang-Schaltgetriebe oder mit der automatisierten Ausführung namens R-Tronic. Beide arbeiten mit der von Audi gewohnten Perfektion und katapultieren ihn in nur 4,1 Sekunden auf 100 km/h, die Höchstgeschwindigkeit liegt bei sage und schreibe 313 km/h. Der agile Sportwagen begeistert auch durch seine direkte Lenkung und ein überaus gutmütiges Fahrverhalten. Sein adaptives Dämpfersystem des elektronisch einstellbaren Magnetic-Ride-Fahrwerks passt sich präzise den jeweiligen Fahrbahnbedingungen an und meistert selbst rabiataeste Straßenabschnitte mit Bravour. Je nach gewählter Einstellung agiert der Roadster in sportlich harter Manier oder, wie bei dem Komfort-Modus, entsprechend manierlich und somit ganz dem jeweiligen Wunsch des Fahrers folgend. Durch den Mittelmotor ist die Fahrgastzelle weit nach vorne platziert. Dennoch bietet der Audi R8 Spyder wegen des langen Radstandes ein üppig bemessenes Raumangebot für die Insassen und mit den verwendeten, erlesenen Materialien ein entsprechendes Oberklasseniveau.

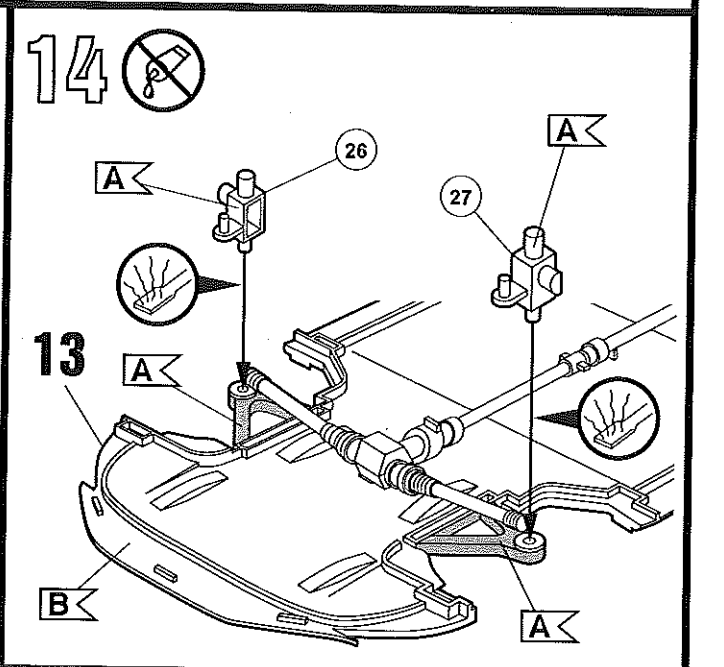
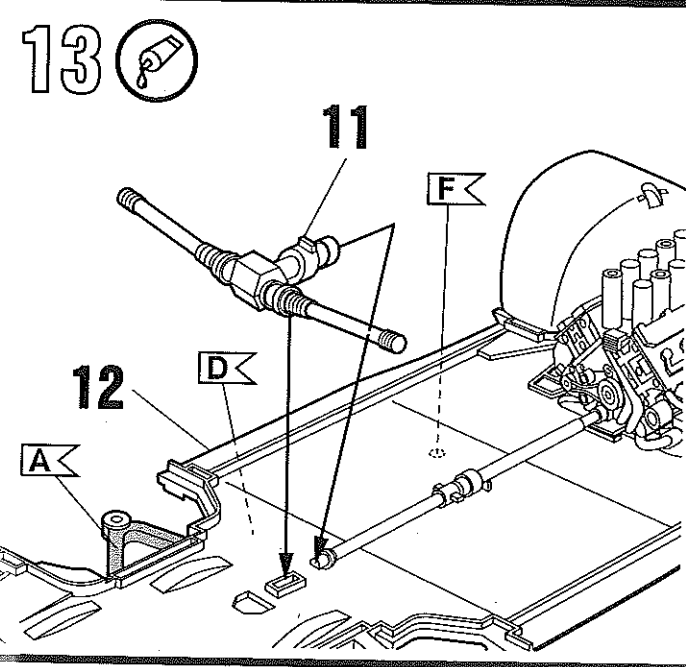
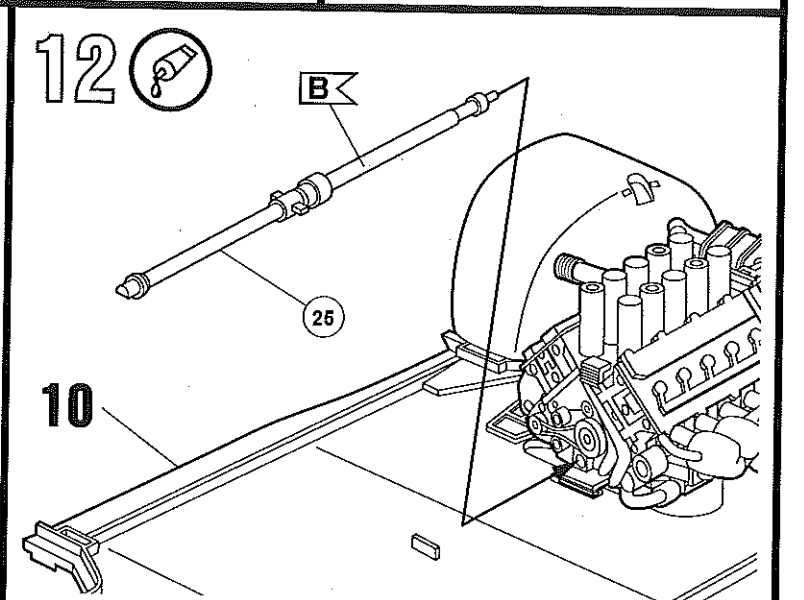
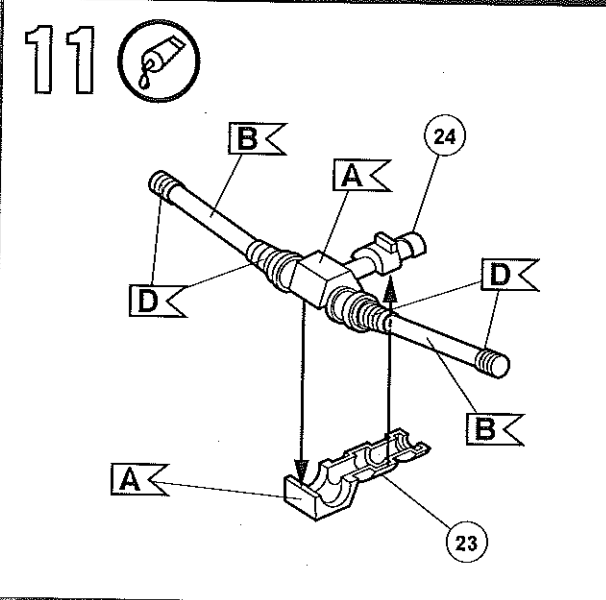
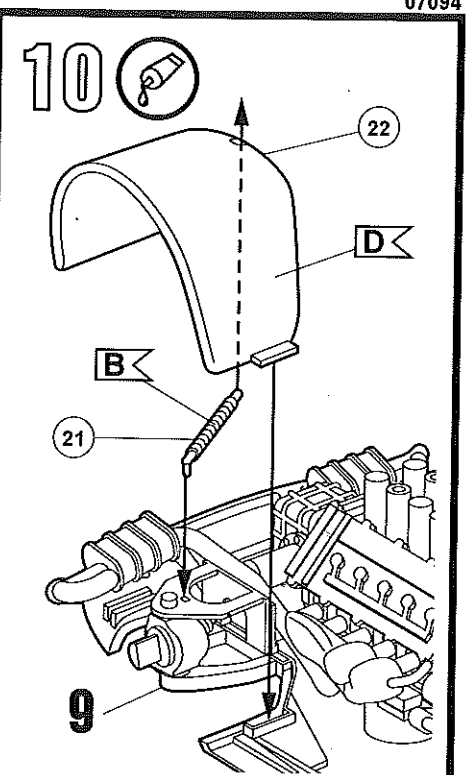
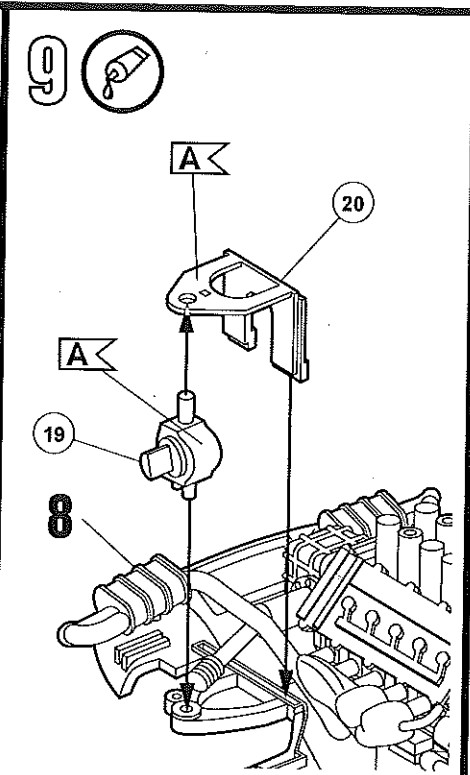
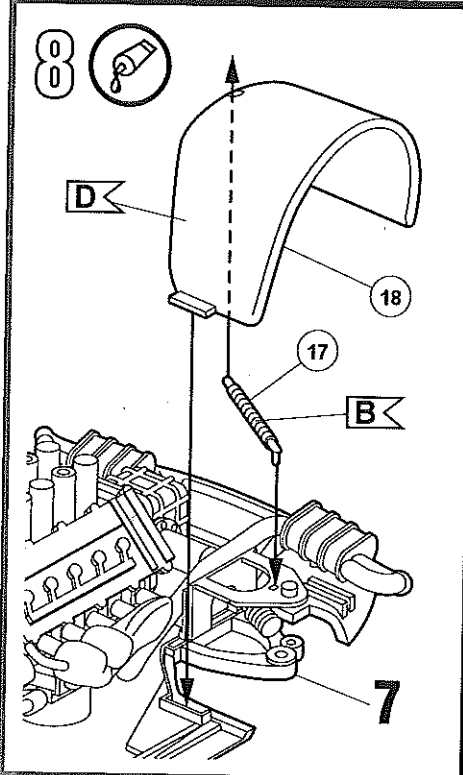
Three years after the launch of the brilliant R8 Coupé, Audi presented the non-less spectacular open roadster version at the IAA in September 2009. Although both car versions are identical up to the A column and around 70 percent of the coupé technology is also used for the all-wheel drive Spyder, the luxury convertible is an entirely stand-alone vehicle. Among other things, the aluminium chassis was modified for construction reasons, in order to increase the stiffness with the help of reinforced struts. Moreover, the vertical intake vents, the so-called side-blades, were redesigned on account of the soft top. In addition to the air intakes that are integrated into the new side parts, there are also two further scoops on the soft top roof in order to adequately cool the engine sited underneath. Furthermore, the rear spoiler, bumper and engine compartment cover are now made of lightweight plastic. Despite the use of carbon fibre reinforced plastic (CFRP), the Audi R8 Spyder brings 100 kg more to the scales than its closed forefather. This can be attributed to the strengtheners an open vehicle requires, but equally to the soft top module with its hydraulic pumps. These are necessary to fully automatically unfold the concertina-collapsed soft top within all of 19 seconds on the press of a button. Thanks to the magnesium rod this is even possible while driving at up to 50 km/h. Initially, Audi had only offered the R8 Spyder with a 5.2 litre V10 engine, producing 525 hp and the associated beguiling soundscape. It was not until the spring of 2011 that the eight-cylinder version was launched. The lightweight 1,720 kg dream car is available as a series produced vehicle with a six-speed manual gearbox or with an automatic transmission called R-Tronic. Both versions work with the well-known Audi perfection and in only 4.1 seconds can catapult the car to 100 km/h, allowing it to reach a whooping top speed of 313 km/h. The agile sports car impresses also on account of its direct steering and forgiving behaviour on the road. Its adaptive damping system for the electronically adjustable Magnetic Ride suspension adapts precisely to the respective driving conditions and is capable of mastering even the most brutal road sections with flying colours. Depending on the selected setting, the roadster performs in a hard sporty manner, or in the comfort mode, correspondingly more well behaved and thus completely in tune with the driver's respective wishes. On account of the mid-mounted engine, the passenger compartment is placed far towards the front. Due to the long wheelbase the Audi R8 Spyder nevertheless offers a generously sized space for the occupants and, thanks to the select materials used, presents an accordingly upmarket standard.

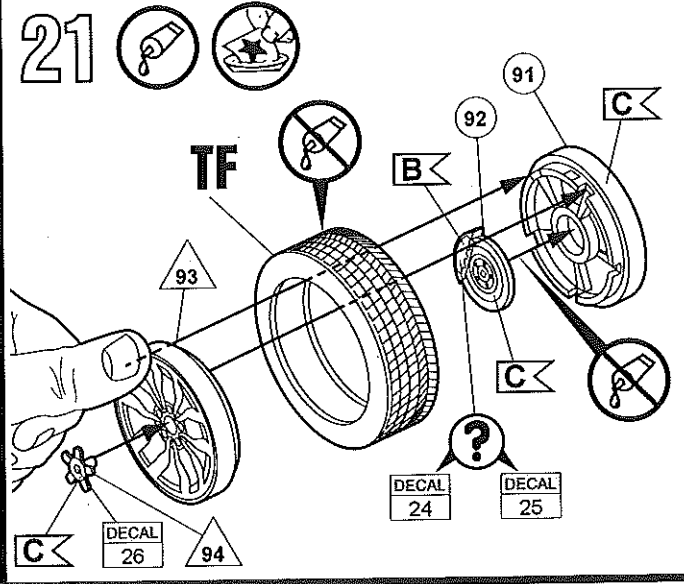
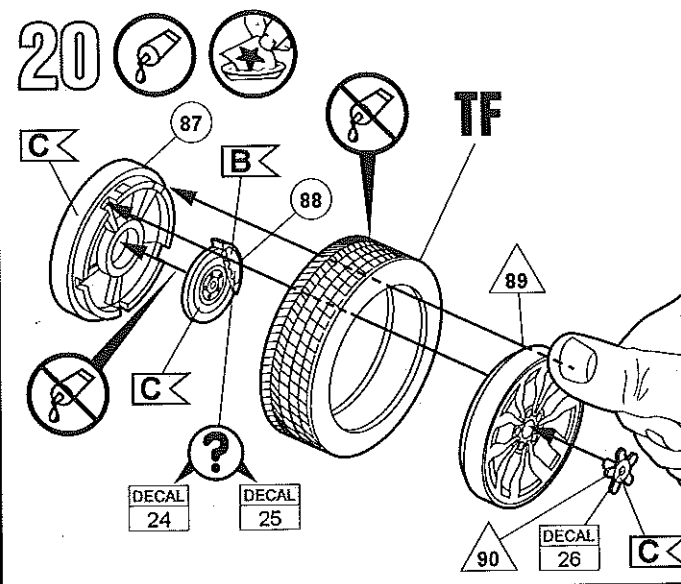
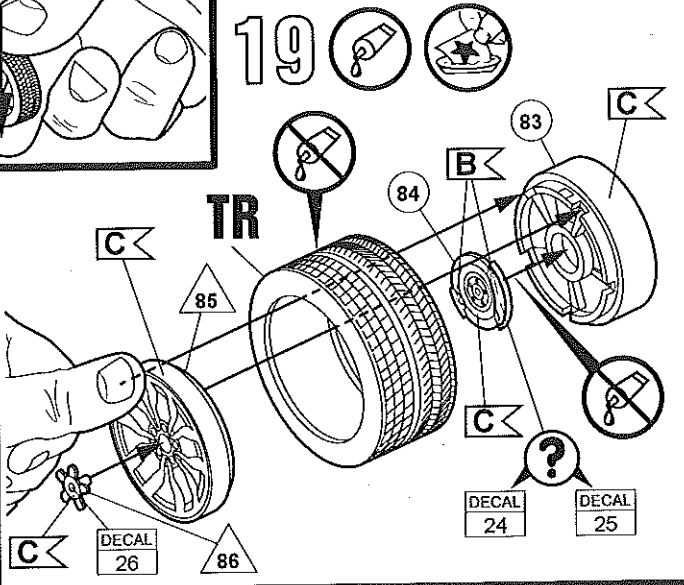
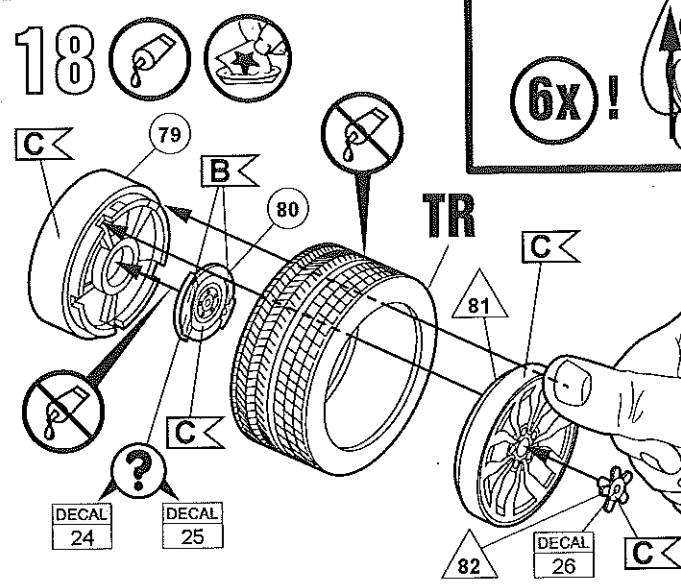
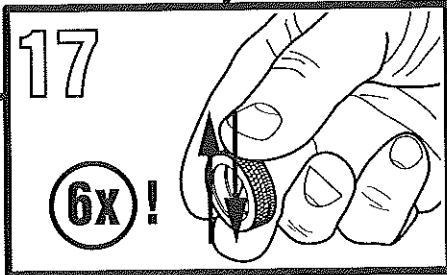
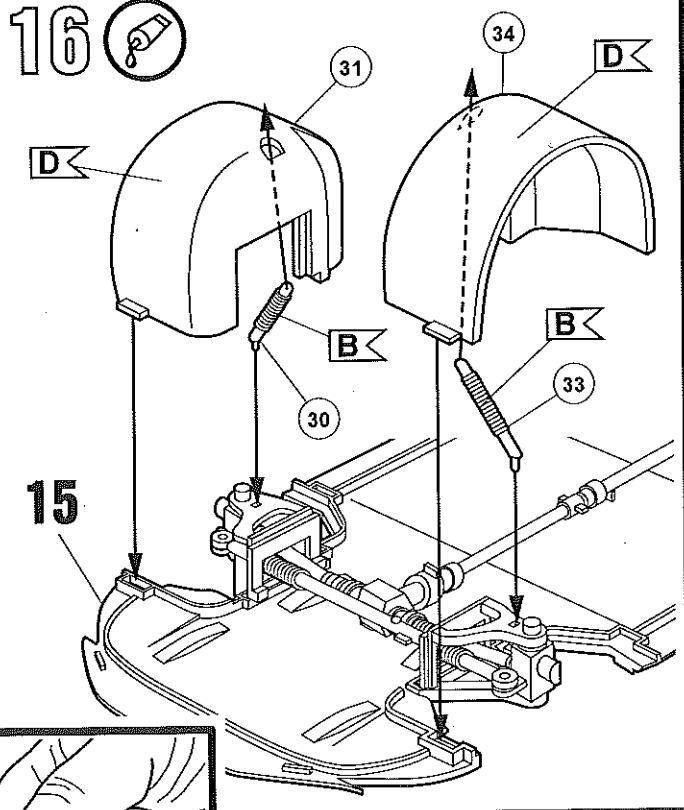
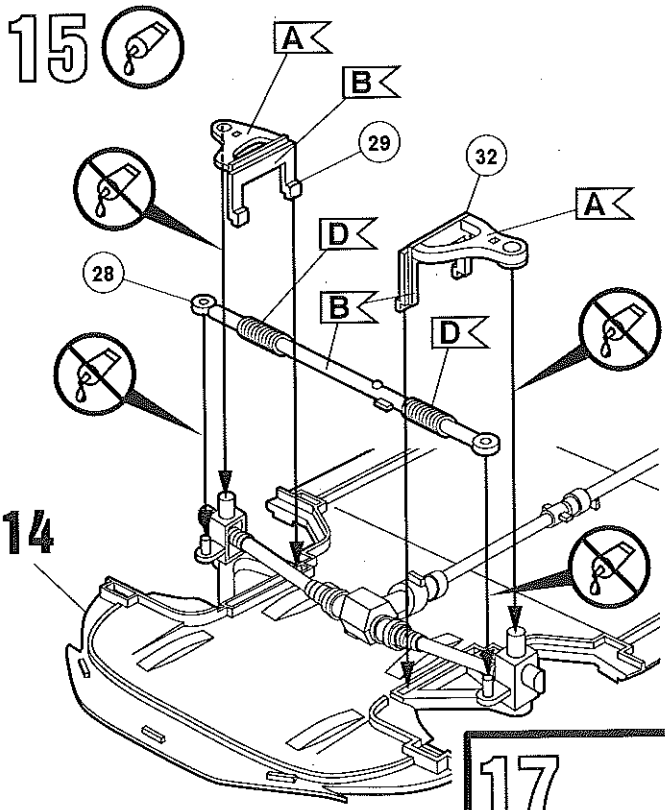
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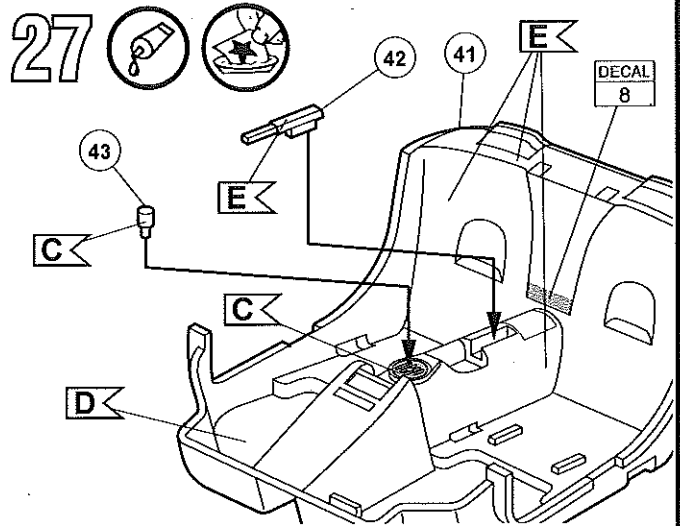
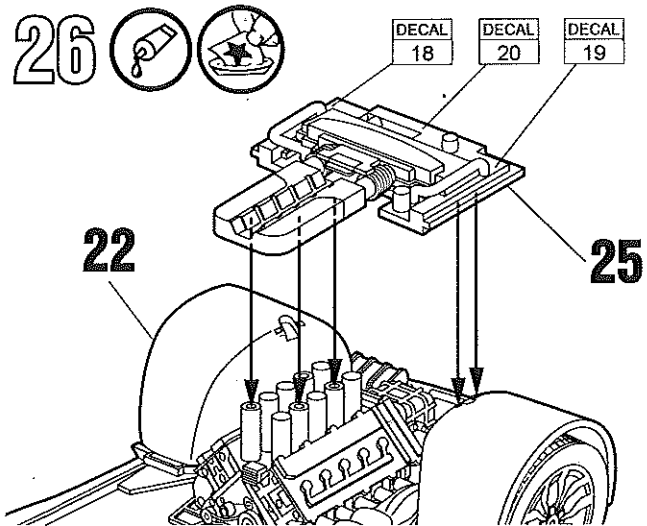
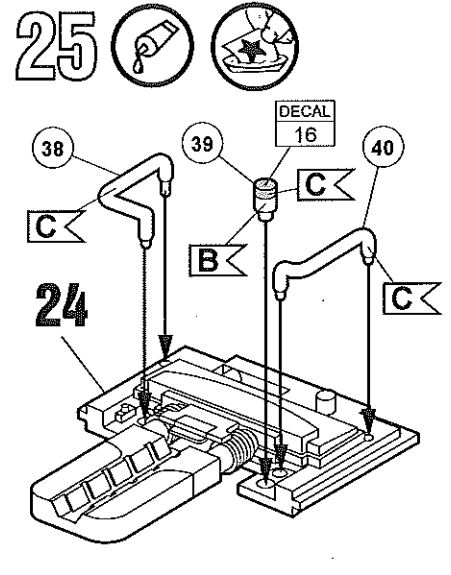
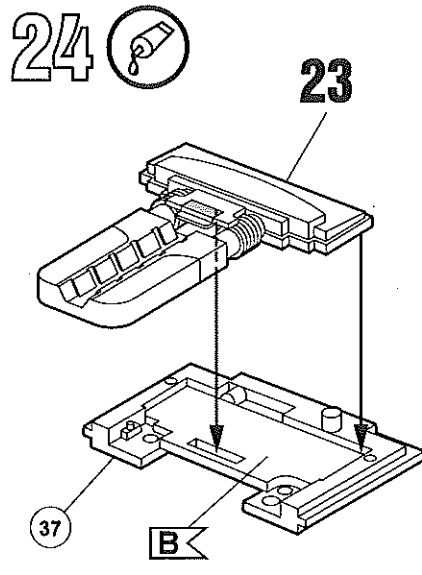
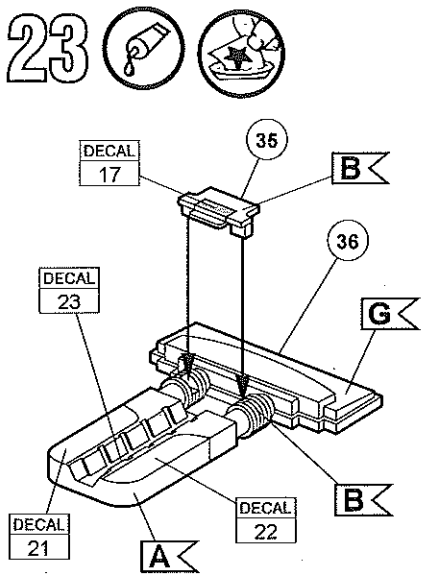
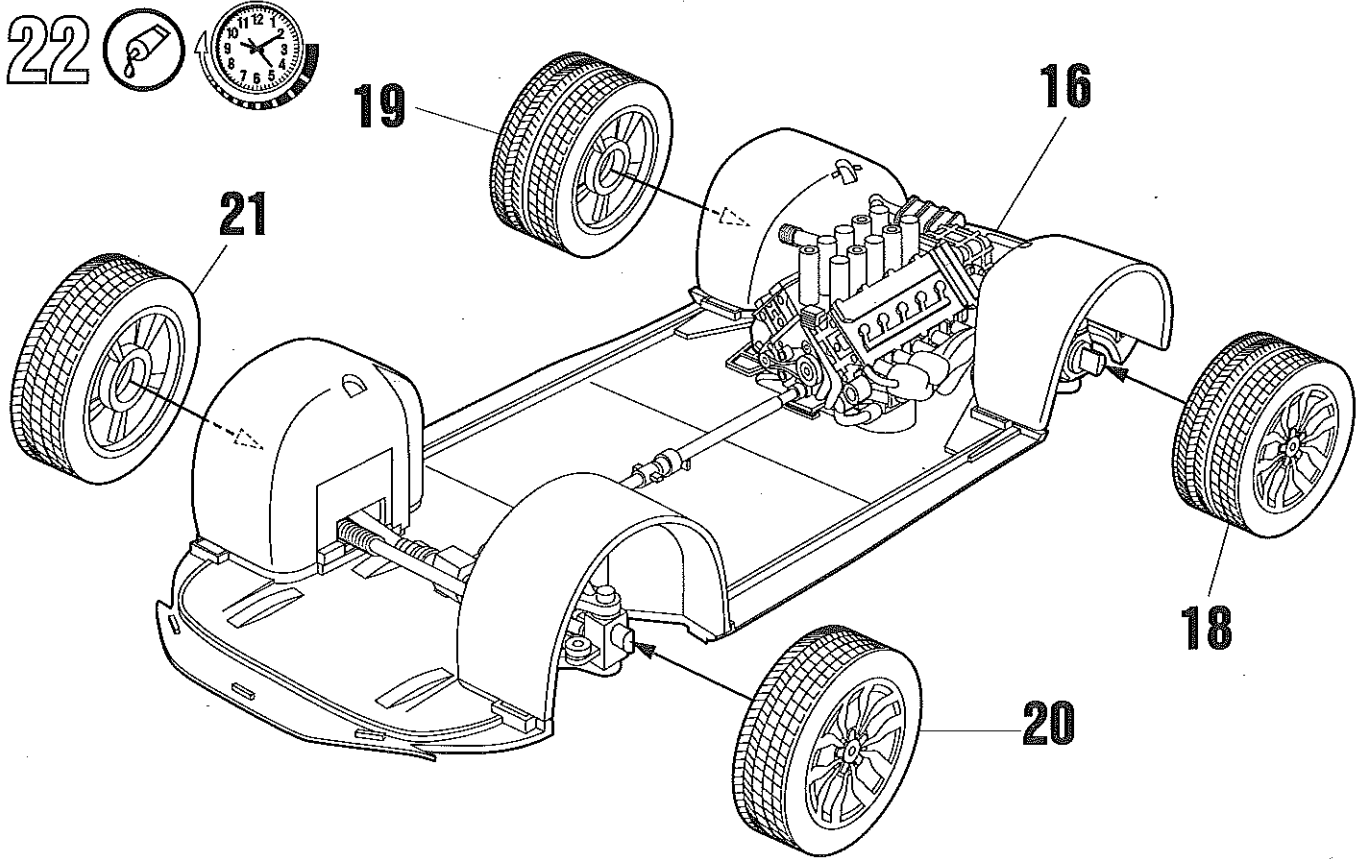
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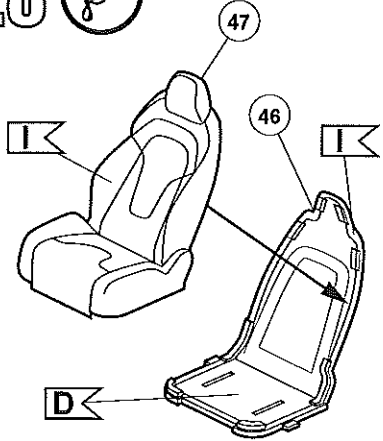




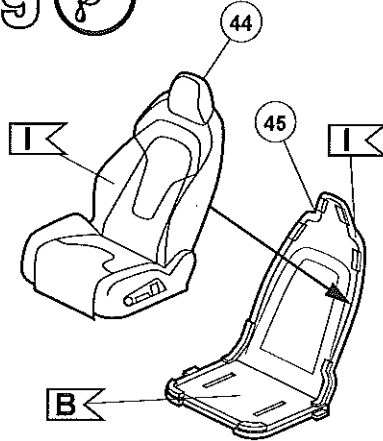




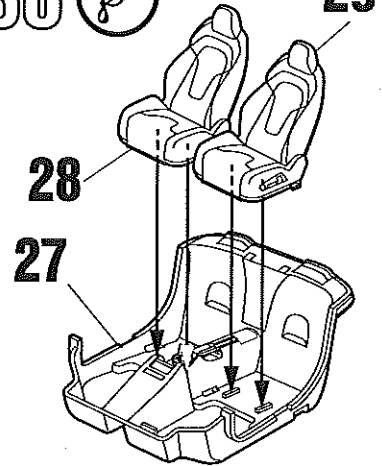
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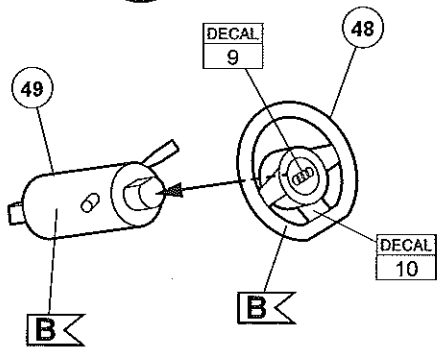
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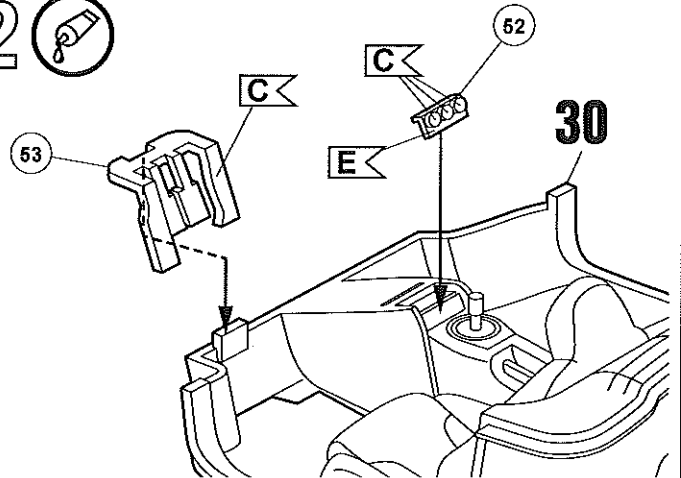
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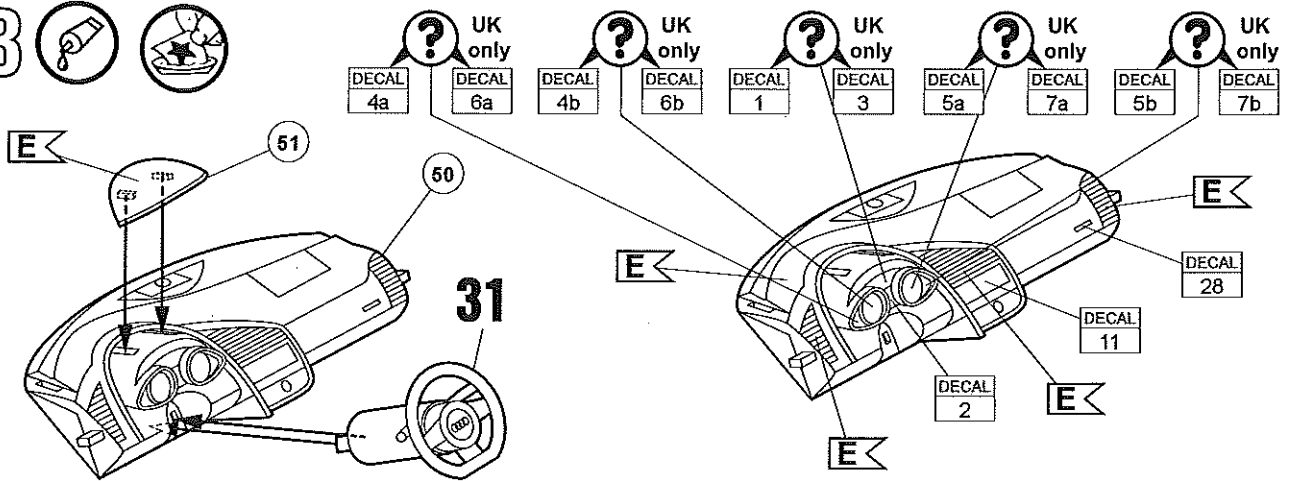
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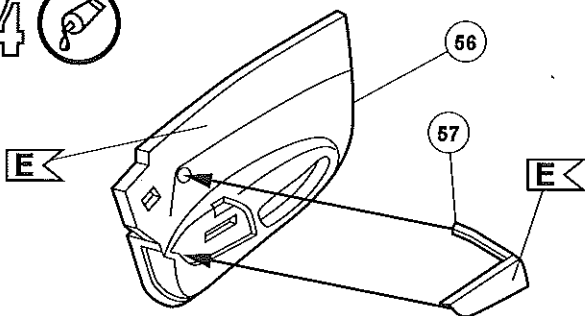
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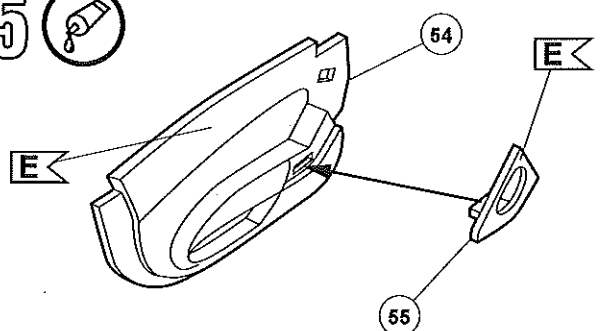
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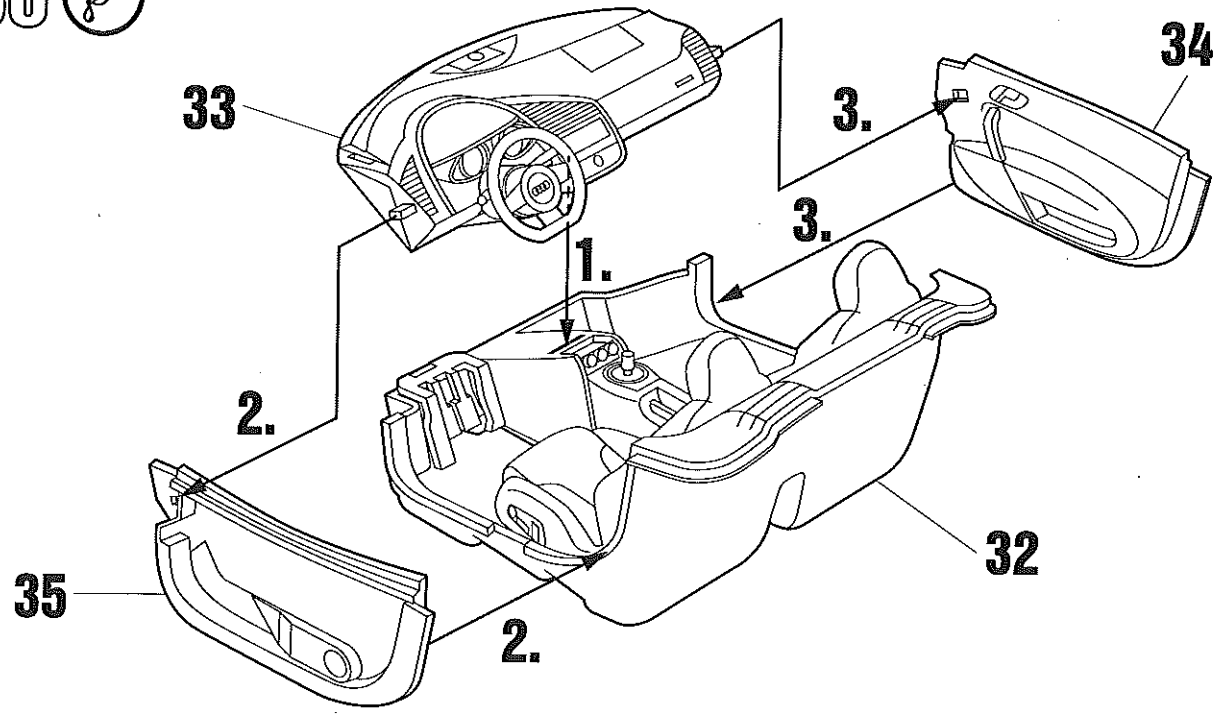
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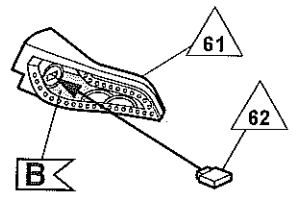
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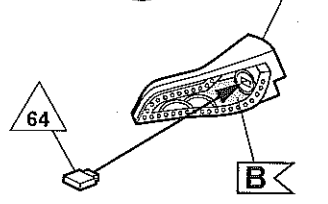
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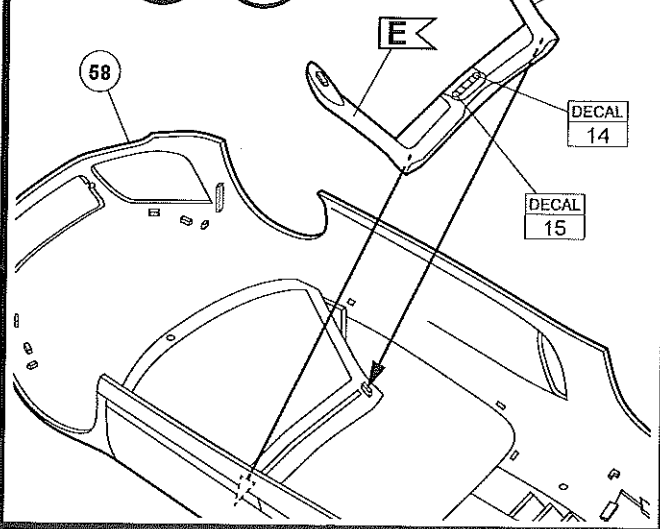
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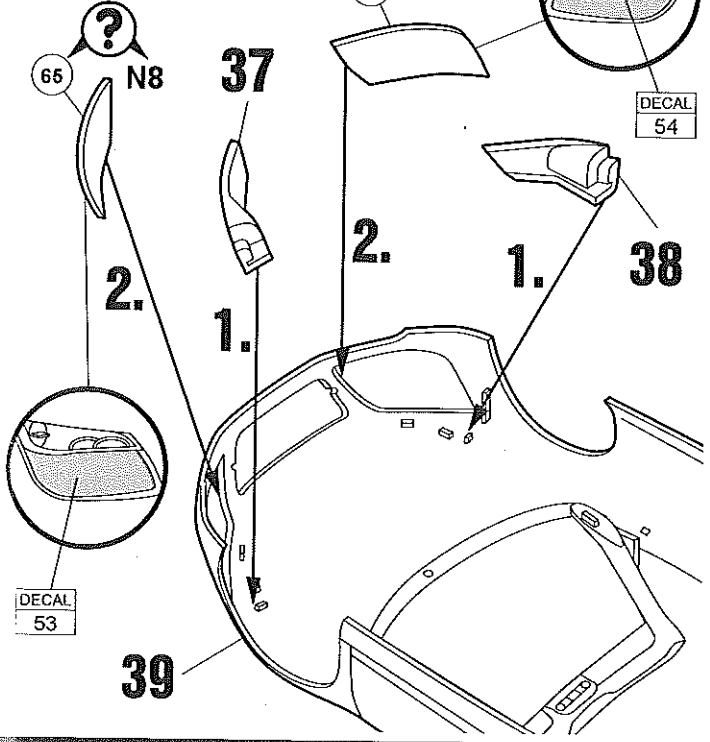
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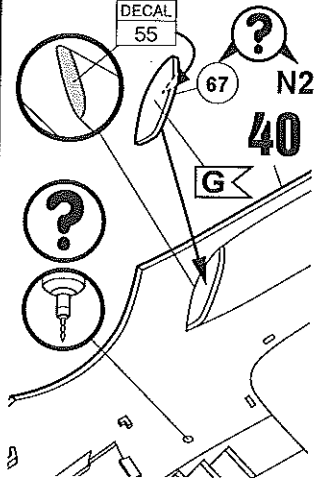
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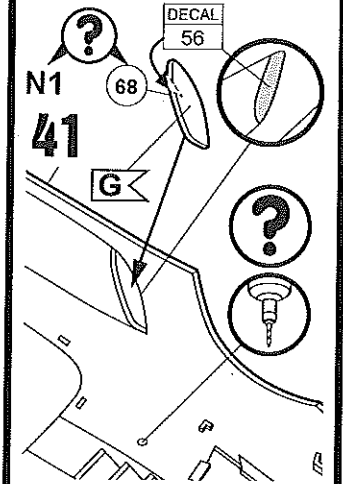
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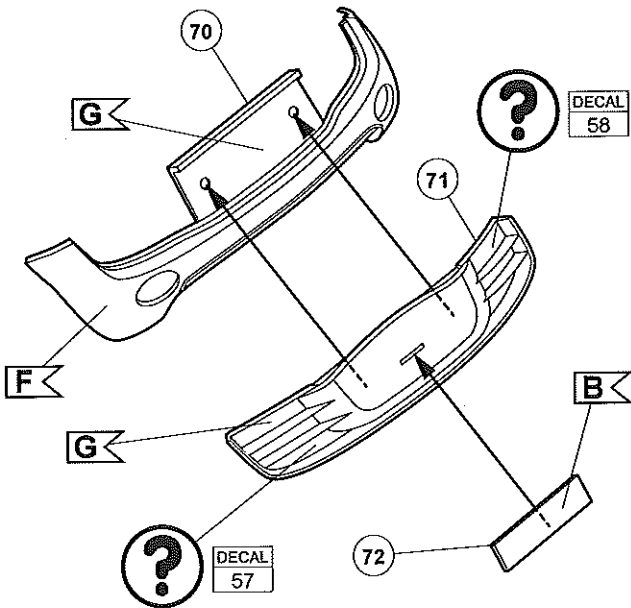
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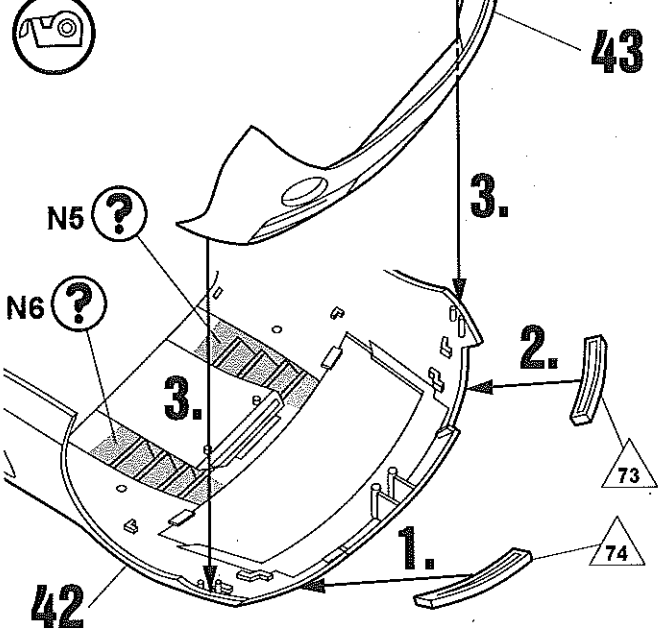
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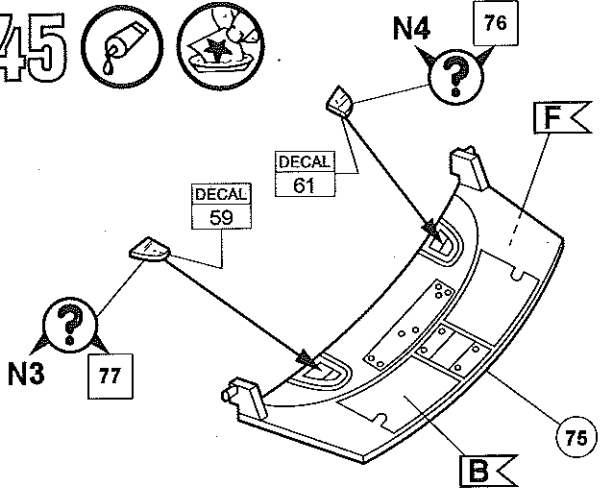
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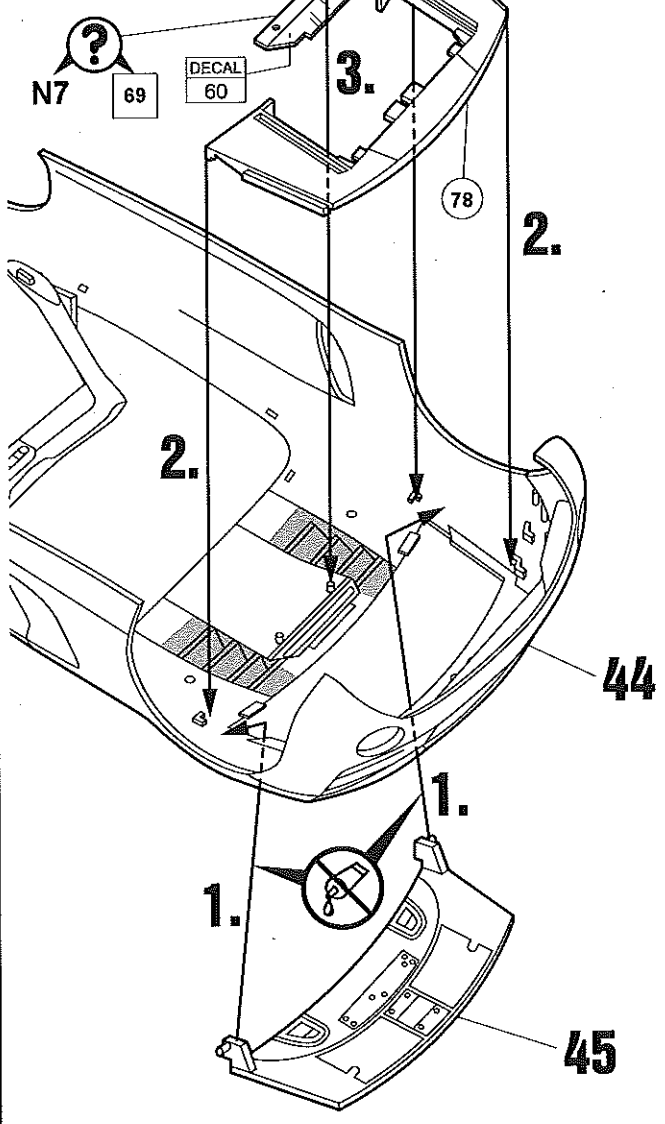
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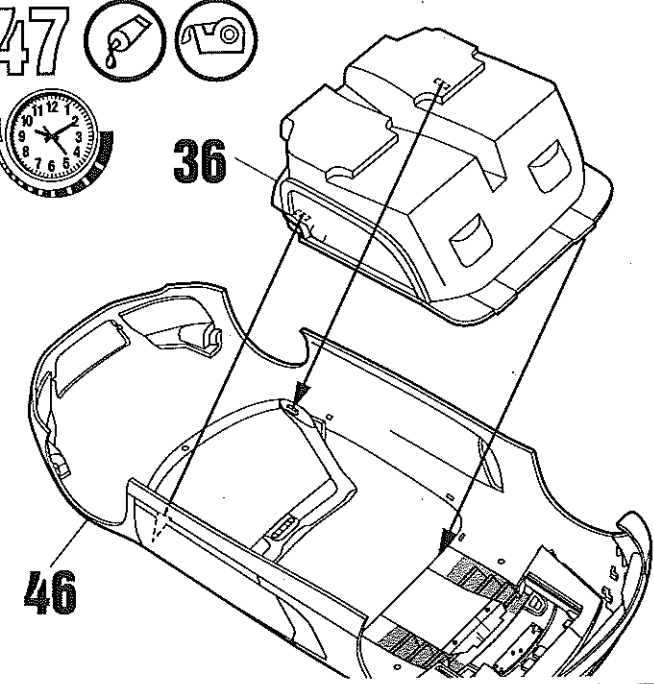
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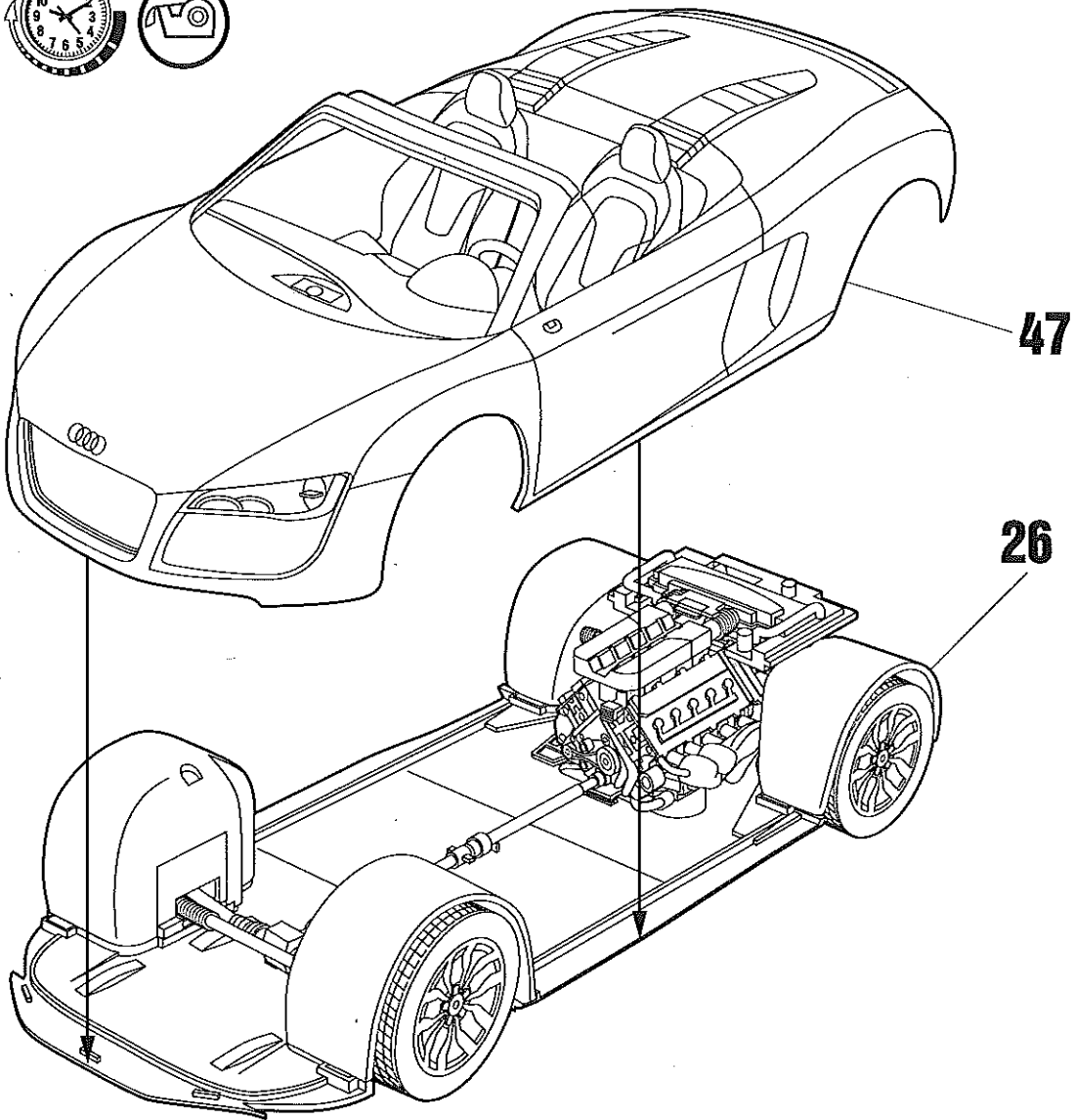
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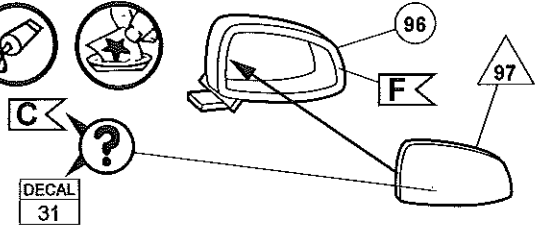


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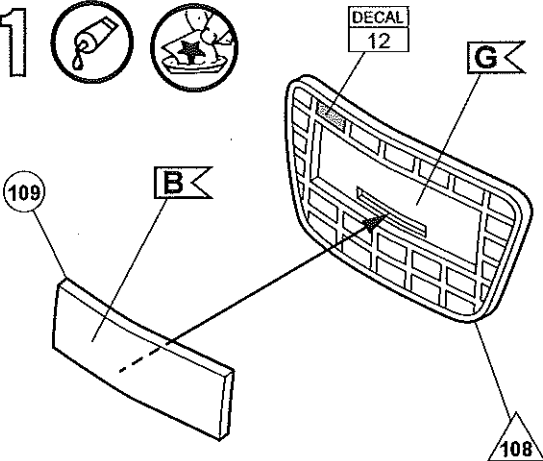
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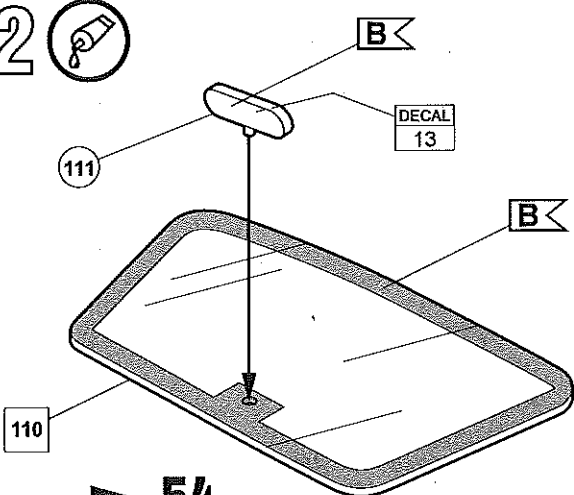
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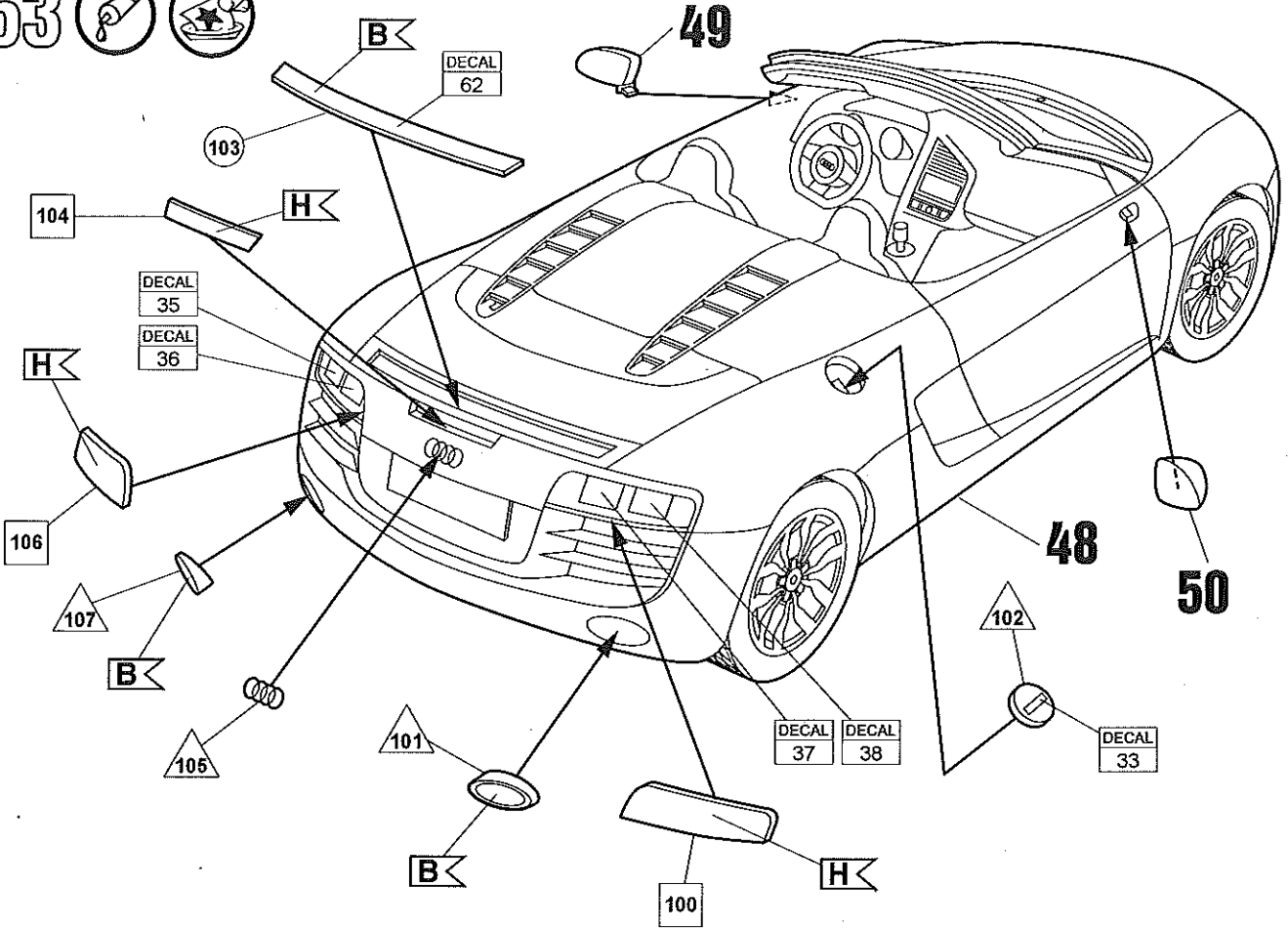
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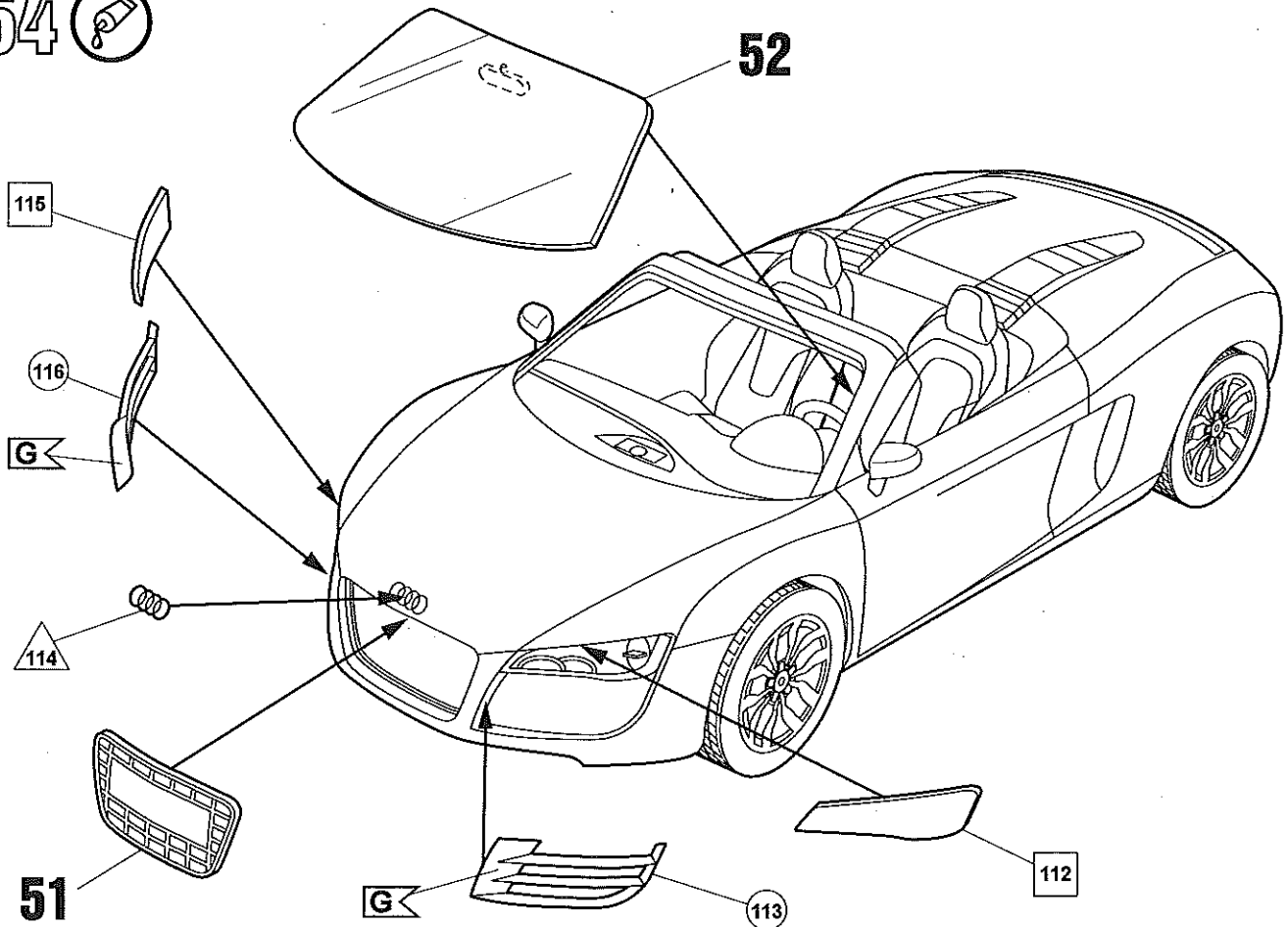
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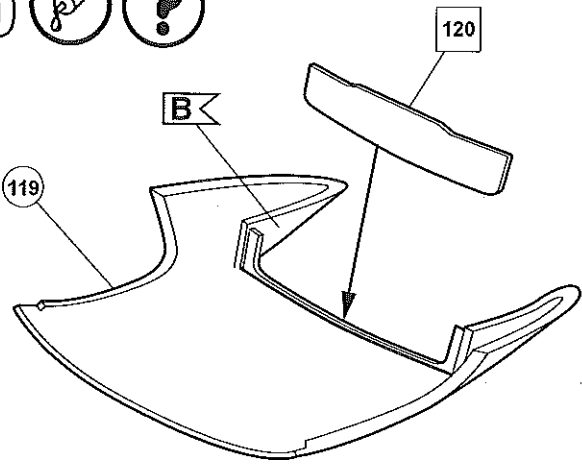
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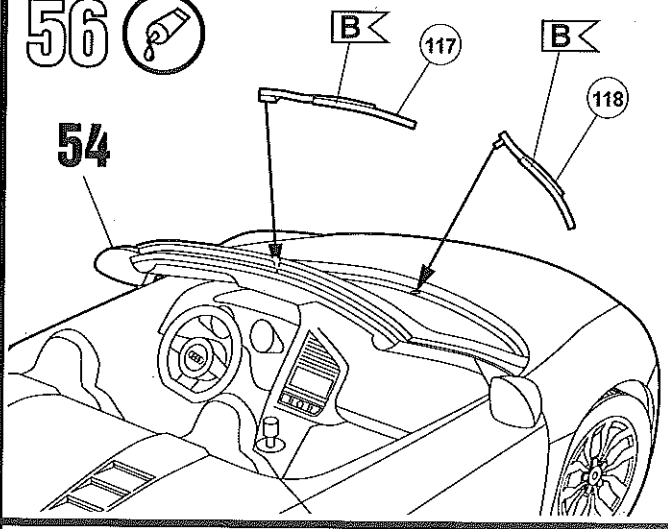
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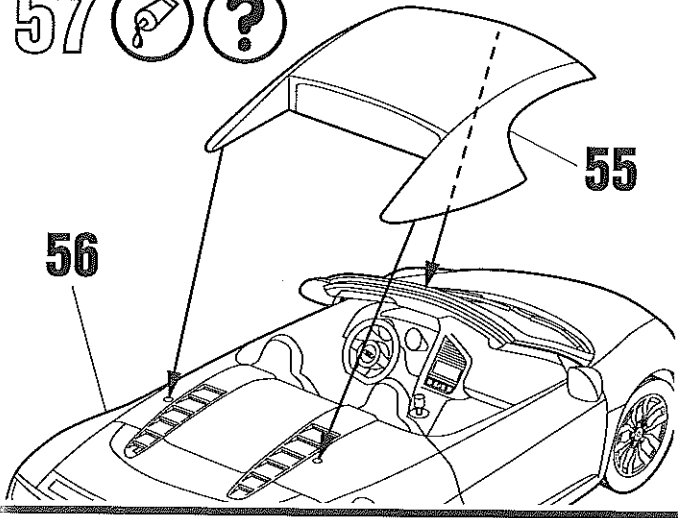
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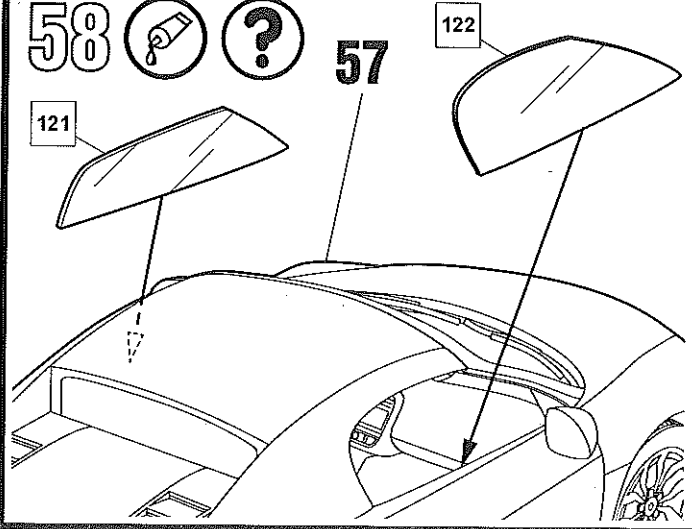
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