



## 2004 Car Review: Audi A6: It's All Good

*A review of the 2004 Audi A6. It's a strong luxury vehicle with few weaknesses.*

([PRWEB](#)) August 16, 2004 -- By JAMES RAIA  
The Weekly Driver  
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Like airports in many metropolitan cities, the San Francisco International Airport is a maze of intersections, connecting ramps, misplaced directional signs, heavy traffic, tense drivers and never-ending construction.

Add the unfamiliarity of a new vehicle, and the driving experience anywhere near an airport could be even more unpleasant.

But such was not the case when I began my weekly test drive of the Audi A6 at the San International Airport on a recent weekday night.

As per the manufacturer's reputation, the 265-horsepower, 2.7-liter luxury sedan is a relaxing, refined and powerful vehicle that affords any driver security, comfort and myriad features without intimidation.

I left a hotel parking lot near the airport following a month's travel in Europe and was immediately catapulted back into a mess of U.S. freeway drivers. But the suddenly reality of abrupt lane changes without the use of turn signals and the erratic speeds were diminished by the responsiveness of the steering, acceleration and driving comfort of my Audi.

My vehicle, the four-wheel drive (Audi's patented name for the feature is quattro) automatic, had a perfectly matched dolphin gray exterior and a platinum interior, including firm and contouring gray leather seats.

The Tiptronic transmission feature, which allows gear shifting without interruption of power, is readily noticeable as is the vehicle's firm grasp of the road (18-inch wheels are standard) and its quiet ride.

With its substantial horsepower and five valves per cylinder, the A6 is not particularly fast in initial acceleration, although its 0-60 mph rating of 7.0 seconds is far from slow. But at higher RPM, the vehicle is appreciably quick, a welcomed benefit in abrupt freeway scenarios.

Beyond the Audi's performance, its front and rear-seat comfort, attractive instrumentation and cargo room all further added to the vehicle's designation as a Consumer Guide recommended vehicle.

Standard comfort and convenience features include: automatic dual zone climate control with pollen filter, 12-way power front seats, wooden inlays on the dash, console and doors, AM/FM radio with cassette and 6-disc CD changer and a concealed headlight washer.

The Audi A6 is available in nine varieties, with base prices ranging from \$35,950 to \$44,246. My vehicle's base price was \$43,150. But it also featured two optional packages. The premium audio package (\$1,100) included



an upgraded Bose sound system and XM satellite radio; the premium package (\$1,000) included six items, Xenon headlights to auto-dimming interior and exterior headlights to a memory positioning system for the front driver's seat and side mirrors.

The Audi A6 has little downside. One small concern is the position of the handbrake. When engaged, it still appears nearly parallel to its base. As such, a driver new to the car could easily drive a substantial distance before realizing the brake is on.

With a destination charge of \$720, the total price of my vehicle was \$46,170. Considering its marketing positioning against the Lexus LS 430 and Mercedes Benz E Class, the Audi A6 is a fine choice under any circumstance -- the hectic nature of airports to the open road.

#### 2004 Audi A6

- Safety features -- Driver and front seat passenger dual stage front air, side and curtain air bags, ABS brakes
- Fuel Mileage (estimates) -- 18 mpg (city), 25 mpg (highway).
- Warranty -- Bumper to bumper, 4 years/50,000 miles; Corrosion, 12 years, unlimited mileage; Roadside assistance, 4 years/50,000 miles.
- Base price -- \$43,150.00

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