

2010 Audi R8 V10



Still Livable, Still Beautiful

Even with all this performance, the R8 V-10 won't exhaust you on long trips. Driver and passenger travel in great comfort, and there is ample storage space in the front trunk and behind the seats. The standard driver-adjustable magnetic shocks let you choose a sporty or more comfortable setup. The standard seats are wide and comfortable. The center console and the dashboard make liberal use of TT parts, but the TT has one of the best interiors in its class, and the R8's still shines above the competition. V-10 models get red trim around the main instruments.

You might need to be an Audi aficionado to notice the changes to the exterior. The areas around the front and rear air intakes and vents are now painted black, the side skirts and the rear diffuser are altered, the rear lights are darker, and the trademark side blades behind the doors are wider to suck in more air. The V-10 also gets specific 19-inch wheels with a futuristic and edgy 10-spoke design.

Full LED headlights, which are optional on the European R8 V-8, are standard on the V-10. Disappointingly, neither the standard xenon headlights of the V-8 nor the LED units provide swiveling or cornering lights. Audi says the LEDs are the quickest high-beams on the market, for whatever that's worth.

Simple to Accomplish

Audi didn't have to reengineer the car or even develop a new engine for the R8 5.2 FSI Quattro, as the new V-10 model is officially designated. This is the very engine launched in the Lamborghini Gallardo LP560-4 last year, including the cylinder head. "The only difference lies in the intake and exhaust system, as well as the electronics," an Audi engineer told us at the launch of the R8 in Marbella, Spain. The engine is equipped with a dry-sump lubrication system, as well.

In deference to the Volkswagen Group's internal pecking order, the R8 V-10 is rated at 525 hp, 27 less than the Gallardo's. It is also noticeably quieter than the super-loud Lambo, although it sacrifices little in the character department. The engine's tone is unmistakable as being racing-bred, whereas the regular R8's V-8 timbre possesses less fullness.

Engine Specifications

Type	5.2 Liter DOHC FSI® V10
Arrangement	Mid Mounted, Longitudinal
Bore	3.33 Inches
Stroke	3.65 Inches
Displacement	5.2 Liters
Fuel	Premium
Compression	12:5:1
Horse Power	525 HP
Torque	391 @ 6500

Performance

0-60 MPH	3.7
Top Speed	196 MPH
M.P.G.	19 High Way 12 City

R8 Performance - 9.0 (Excellent)

Test drivers find that the 2010 Audi R8 makes a mean racer, but is still comfortable enough to drive on a day-to-day basis. Easy driving is still the name of the game; both models have graceful manners even when driven hard around a track."

R8 Exterior - 9.1 (Excellent)

Most reviewers love the 2010 Audi R8's futuristic exterior design. "The R8's cab-forward stance, taut surfacing, and jewel-like detailing are a contemporary take on the sports car theme that make Ferrari's F430 look old fashioned."

R8 Interior - 8.6 (Very Good)

Auto writers say that the 2010 Audi R8's cabin is stylish and comfortable. "The interior design is unique to R8 and driver-focused, but it's as beautifully finished and tightly assembled as that of an A8," writes Motor Trend.

2010 Maserati Granturismo S



Pedigreed Italian Engineering

Accommodating the new automatic transmission involved a substantial tear-up of the GT model's driveline. Unlike the sibling GT S, which has its 6-speed automated manual box integrated with the final-drive differential in a rear-mounted transaxle, the new automatic edition has its gearbox mated directly to the 4-cam, 32-valve Ferrari-built V-8. While this layout moves the center of gravity forward slightly, the S Automatic still favors the rear axle with two percent more weight than what's carried by the front wheels.

While 4.7-liters is on the small side in today's world of muscle-bound supercars, the S Automatic musters a good show of speed with sub-5.0-second 0-60 mph sprints, and a top end just over 180 mph according to the factory. More importantly, it whips up 90 percent of its maximum torque by 3000 rpm and the horsepower curve climbs enthusiastically to a 7000-rpm crescendo.

Features that distinguish this engine from those used by Ferrari include wet-sump lubrication, a civilized 90-degree crankshaft, and variable valve timing restricted to the intake tracts.

But thanks to well-tuned dual pipes, an X-shaped connector, and active mufflers, the S engine still sings out motor music with a grand tenor's gusto.

Dynamically Delightful

Power steering that's loose and lifeless on center cinches up the moment turning or higher speeds are involved. No minding is necessary to maintain an arrow-straight trajectory during 100-mph cruising. That said, a hefty hand is needed to muscle this willing stallion into tight switchbacks. When major portions of the tenacious road grip is exploited and the stability system intervenes, it's the front tires that receive the helping hand.

The tail remains obediently in place and is never perturbed by redline upshifts or blip-throttle downshifts while arcing into a bend. What Maserati calls Skyhook, an inertia-based dynamic sensing system, quickly adjusts damping to keep body motion in check without punishing occupants with impact shock, harshness over textured pavement, or jiggly reactions to road ripples.

Engine Specifications

Type	4.2 Liter V8
Arrangement	Mid Mounted, Longitudinal
Bore	3.7 Inches
Stroke	3.33 Inches
Displacement	4.2 Liters
Fuel	Premium
Compression	11:25:1
Horse Power	440 HP
Torque	361 @ 7000

Performance

0-60 MPH	4.8
Top Speed	183 MPH
M.P.G.	18 High Way 11 City

Granturismo S Performance - 8.7 (Very Good)

While 4.7-liters is on the small side in today's world of muscle-bound supercars, the S Automatic musters a good show of speed with sub-5.0-second 0-60 mph sprints, and a top end just over 180 mph according to the factory.

Granturismo S Exterior - 9.0 (Excellent)

Exterior alterations to the facelifted coupe introduced two years ago are limited to more aggressively flared rocker panels and new 20-inch cast aluminum wheels. The flow-formed rims are fitted with 35-series Pirelli P-Zero radials with staggered 245-front and 285-rear section widths and a Y speed rating.

Granturismo S Interior - 8.5 (Very Good)

Inside, changes are equally measured. There are new metal and wood finishes for the accent pieces that run through the door and instrument panels