



NL **37-HF-FP**

#123
Audi allroad (C5)
quattro 2.5 TDI
(2001)

Minichamps
20000000904001

Period: 1999-2005
Built: 88,174 (allroad)

Engine: 2.5-l 5-cyl. diesel
Power: 180 PS
Top speed: 207 km/h
Price: fl. 123,900 / £ 29,365

Predecessor:
Audi 100/A6 Avant (C4)
Successor:
Audi A6 allroad (C6)

Date acquisition:
04/06/2001 (#258)

Approx. first plate Approx. last plate
NL **33-FT-KT** NL **61-RR-FH**



Audi
Vorsprung durch Technik



2000er Jahre

Both Volvo and Audi were quite reluctant in the late 1990s to enter the market for SUVs. It is hard to imagine today, but in Europe SUVs were then still widely considered a North-American oddity. To meet the growing demand for lifestyle vehicles, both Volvo and Audi instead offered toughened-up estates as a halfway house between regular station cars and full-size SUVs. Audi took its C5-generation A6 Avant as a starting point, following the template of the pioneering Subaru Outback in adding black plastic cladding at the front and rear bumpers and around the wheel arches and increasing ride height to create a more rugged look. Audi even equipped its car, named the “allroad quattro” (fashionably written all in lower case...), with a matt black plastic roof and a tough skid plate below the rear bumper. It seemed a very logical step for Audi to reinforce its strong reputation for four-wheel drive cars by upping the design appeal of its popular and practical “Avants” with clear visual hints at its all-terrain capabilities.

The overall design of the C6-generation Audi A6 was more outspoken than its predecessor’s. The clean but perhaps somewhat bland lines of the C5-generation were supplanted by a design with more character, particularly for the saloon. Interesting details include the non-wraparound bumpers, the panel with additional rear lights above the number plate, and the more interesting shape to the headlight clusters. Inside, the design was more conventional, but of course with impeccable build quality and perceived material richness. And, interestingly enough, the allroad could be had with a green-hued interior nicely matching the green of the exterior as seen on this model car. I also love the quite sculptural looking “Avus” wheels on this model.

Autoweek rated the allroad quite favourably (05-06-2000), applauding the “fast, firm and stable” road composure. The variable ride height, both automatically adjusted depending on speed and manually adjustable, also was received as a very useful feature. Both Volvo and Audi are some of the few brands with a long tradition of building five-cylinder engines and this allroad is thus equipped with a powerful 2.5-liter five-cylinder diesel engine. I recall it would make quite a deep, distinctive even boisterous sound that served to underline the car’s special character. Although I never drove an allroad, I occasionally drove a regular A6 Avant with four-cylinder 1.8-liter turbo engine, specifically my neighbour’s light green 39-JG-FP. As he was a busy self-employed salesman, he asked me to pick up international clients at Schiphol airport. When I was twenty years old the A6 most certainly felt to be quite a special car to drive, and the job of chauffeuring international businessmen was a fun job. The 2002 car was exported in March 2021.



The design of the C6-generation A6 was much more outspoken than that of the clean but somewhat conservative C5, shown here as top-of-the range S6



The allroad could be had with a distinctive green interior to match the exterior colour.



Volvo beat Audi to the market for toughened-up estates with the V70 XC in 1997. Shown here is the regular second-gen V70, a major rival for Audi’s A6 Avant series.