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Perhaps the latest unselected version of the R8 supercar, the 2020 model of the mid-engined Halo Audi car has been significantly revised to keep up with the competition. The Audi R8 starts at \$169,900 and gives you 562 horsepower and 406 pound-feet of torque from its naturally-aspirated 5.2-liter V10. A seven-speed dual-clutch automatic transmission controls the output of all four wheels. Also available is the more expensive model, formerly known as the R8 V10 Plus, now called the R8 V10 Performance, which starts at just over \$195,000. The same powertrain installation is installed on performance, but with more power - 602 hp, to be exact. The torque also increases to 413 lb-ft. One of the most comfortable supercars to sell, the R8 has the everyday sophistication of the BMW i8 and Acura NSX, with affordable acceleration Lamborghini Huracan, but at a much lower price. The new Audi R8 has been completely refurbished in 2020, although not completely redesigned. New bumpers, a new rear diffuser, large exhaust tips, recycled rocker panels, new wrought aluminum wheels, and a change of tire supplier from Pirelli to Michelin are among the upgrades for the 2020 model. Traction and stability control systems have also been modified, presumably to help cope with a 30-hp increase on the base version, and a lightweight carbon and aluminum front anti-roll bar, which provides more stiffness, is also available. The rear-wheel-drive RWS model has also been discontinued, although we fully expect that the limited edition will be released before the R8 is farewelled to the naturally-aspirated V10s. The Audi R8 Plus model has the same power as last year, but is now called the R8 Performance. A limited edition Decennium model has also been created, with 50 examples celebrating ten years of the V10 R8s engine. However, the changes to this model are strictly cosmetic, with copper stitching and bronze wheels being the main highlights. A beautiful sonic symphony from this high-revent V10 Impressive quality ride is a minimalist but luxurious interior bargain price for Lambo with another icon Still Looking Missing Two-zon climate control in the Performance Edition Option Expensive for Audi Minimum Safety R8 managed to stay as fresh and exciting, mixing Audi design principles with supercar flair, making it unmistakable like nothing but the R8. In 2020, bumpers have many more angular vents in the front, along with a wider grille and LED or LED/laser headlights. Down the sides, the standard 19- or additional 20-inch wheels frame aggressive rocker panels and trademark sideblade that R8s are known for. The back has a pair of cellular vents that become one long back grille emphasizing the width of the car. Huge oval exhaust tips and a larger rear diffuser complete the racy look, while an electric rear spoiler adds drama. A lot of carbon fiber can be added to different parts of the part With performance models get a fixed carbon wing as standard. Audi Audi Audi See All 2020 Audi R8 Coupe External Photography Audi R8 Coupe supports classic supercar sizes with low position and wide footprint. The car measures 76.8 inches wide with a diminutive height of about 49 inches. Length 174.3 inches from nose to tail with wheelbase measuring 104.4 inches. The curb weight measures just over 3,500 pounds, which is impressive given that the R8 is burdened with a four-wheel drive system. The 2020 Audi R8 is available in two free paint finishes: Ibis White and Vegas Yellow. Six other options are available for \$595 each, with Daytona Grey Pearl, Florette Silver Metallic, Kemora Gray Metallic, Mythos Black Metallic, Suzuka Grey Metallic, and Tango Red Metallic on the list. A particularly bright shade of blue called Ara Blue Crystal is also available for \$1,075, but if none of them are to your liking, Audi Exclusive can offer a custom matte spray job for \$6,800. The R8 Performance models don't have access to the Ara Blue, but are available with an exclusive and dark hue called the Ascari Blue Metallic, for \$595. All other paint colors available on the regular R8 are also available here. The limited Decennium is only available in Mythos Black and features matte bronze wheels. Mythos Black Metallic Florett Silver Metallic Kemora Gray Metallic Suzuka Gray Metallic Daytona Gray Pearl Effect Tango Red Metallic Ara Blue Crystal Effect Vegas Yellow Ibis White The R8 and R8 Performance are equipped with a 5.2-liter V10, in various settings. The standard model develops 562 hp and 406 lb-ft, while the performance model ups that up to 602 hp and 413 lb-ft of torque. Both are equipped with a quattro all-wheel drive and a seven-speed S-tronic dual-clutch gearbox, allowing 0 to 60 mph to sprint in just 3.4 seconds in the base model and 3.2 in performance. Both models can crack 200 mph if you can find the straight long enough, with top speeds of 201 and 205 mph respectively. By comparison, the BMW i8 will reach only a limited 155 mph and the Acura NSX will run out of thrust at 191 mph. The NSX can out-launch the R8 off the line though, with a 0-60 time of just 2.7 seconds. However, none of these competitors can match the R8 for the drama and raw auditory assault, with the V10 R8 howling all up to 8700 rpm, making a beautiful cry through each gear. The NSX can provide more power and more torque, but the experience in the R8 is much more raw and primitive in all the right ways. The Audi Audi Audi R8 was once available with a manual transmission and a V8 engine, but buyers preferred the V10 and bought many more of them. Even today, the trend is that go for the fastest model available - in this case, performance. However, the usual R8 is and will be The R8 5.2-liter V10 is fortunately devoid of forced induction, providing a predictable power curve and a more useful tone, the harder you push it. The V10 is in conjunction with the Lamborghini Huracan Evo, and although the Italian ekes more energy from the mill (630 hp), the base is 562 hp. Audi can reach the same top speed of 201 mph, with the R8 Performance exceeding Lambo's top speed at four mph. However, the USP Audi has always had its convenience of use and the fact that you can use it day in and day out without having to deal with jerky gears or excessively noisy exhaust systems when you're just cruising around the city. The active exhaust allows the potter between traffic lights without looking like the attention is looking to bore, and although the engine really comes alive after 4,000 rpm, overtaking without downshifting is a children's game for the R8. Seven speed does cruising perfectly too, going into the top gear and maintaining momentum with ease. While you can switch gears yourself, the transmission works well enough that you don't have to, with clear and clean changes each time. The R8's quattro system is consecrated by its ability to be car planted at corners, regardless of surface conditions. In its more traditional offerings, that is undone by the heavy nose that causes the understeer. However, the R8 is medium-engined and therefore does not suffer from this problem. According to R8 product manager Anthony Garbis, you can even side the car into Sport mode and take advantage of the snap throttle oversteer if you are so inclined. The suspension is compatible and elastic, especially compared to more traditional supercars such as Lambo. The stability control system is constantly regulated and provides maximum grip of the car, but that's not all good news. The extra carbon-ceramic brakes, though outstanding for track work, are too grabby and bite down too aggressively when all you need is a smooth stop. These brakes are standard on the Performance model, so perhaps a normal R8 is the best choice for daily driving. The steering, on the other hand, is additive well-weighted and eating corners of joy. This is further enhanced by an additional variable-factor steering system. The car has a sense of rear-wheel-drive displacement, and it's not imaginary, as the dynamic all-wheel drive system mode will try to shift as much power to the rear to improve handling. Overall, the R8 is a trust-building machine that encourages vigorous driving but still keeps things contained when your skills are over and that's what makes it such an attractive proposition in the supercar market. Despite the different capacities, the R8 and R8 manage the same numbers on EPA tests, from 13/20/16 mpg on city/highway/combined cycles. However, the size of their gas cylinders is indeed different, with performance performance using a smaller 19.3-gallon gas cylinder presumably in an attempt to reduce weight. The R8 Performance thus has an estimated range of about 308.8 miles, while the conventional R8 will manage about 350.4 miles between fill ups. The Acura NSX and BMW i8 hybrids fare predictably better, with combined ratings of 21 and 27 mpg respectively. The R8 is generously assigned with nappa skin and Alcantara as standard, with plenty of carbon available to spice things up next. The cockpit is dominated by the binnacle and its 12.3-inch dashboard, with the steering wheel in front of it, which takes the term multifunctional to the next level. Start/Stop, infotainment, screen configuration, gear shifting - all this is controlled by the steering wheel. Unusually, there is no central screen, so you'll never have your driver messing around with your favorite tunes. Although simplistic in design, the R8 cab manages to look both cutting-edge and prestigious, while the driver's side and his dashing moldings show that this side of the cab is clearly where the focus lies. The passenger has not been forgotten though as you still get two-zone climate control and heated seats for both passengers. Audi Audi Audi See All 2020 Audi R8 Coupe Interior Photos Part of what makes the R8 bona fide supercar is its mid-engined 2-seater layout. Supercars should also be quite low, so tall passengers may have to bend on their way in and out. Sports seats that are standard on model performance are also very limited, and while it helps to keep the butt in the right place if you're medium sized, aggressive strengthening and lack of adjustability will make it uncomfortable for big people. Standard seats in the regular R8 are much more accommodating in this regard, offering 18-way power adjustment. The R8 interior comes with Alcantara headlining and Nappa leather uphol upholist in standard clothing, all of which are in black with black stitching as standard on the R8 Performance. The regular R8 has access to red, blue, grey, yellow or black seams as standard, and can also have red, brown or pastel silver upholstery at no extra cost. Alternatively, you can have a diamond sewn quilted for an additional cost of \$5,000 on any model. It could be with the same black, Express Red, Palomino Brown, or pastel silver upholstery, which is a free option with regular stitching. Seats and headliners both get quilted treatments, making the interior of the R8 look considerably more luxurious. Performance models replace conventional soft R8 plastics with mostly carbon fiber as standard, although you can add this as an option. The R8 is by no means practical, and without the rear seats, you definitely don't plenty of room to put extra stuff. There is a trunk in front of the car that could fit a pair of duffel bags or one bag at night as well space behind the seats, but collectively, it only adds up to eight cubic feet of storage. Storage of small items in the cabin is also limited, with a small tray for your phone or your wallet in the center console below the dash, and even smaller space between the seats where there are two medium preparations. The glove box is also very small, and door cards are unlikely to hold more than a set of keys each. The Audi Audi R8 Coupe Info and Features R8 has a not-too-extensive list of features as standard, but is still pretty well equipped. Heated seats are standard, along with a 12.3-inch digital driver display that can be configured to show either infotainment, navigation or engine vital. Most of the car's functions are controlled by a steering wheel, which is endowed with numerous buttons. The R8 also has rain-sensing wipers, two-zone climate control, heated power folding wing mirrors with auto-dimming, automatic rear-view mirror blackout with digital compass, keyless entry, parking assistance, LED headlights with high radiotherapy, front and rear park sensors, wireless charging, and electric rear spoiler. Cruise control and active exhaust system are also included, and laser headlights are an option, as is dynamic steering. Active exhaust gases and adjustable magnetic shock absorbers are also included, but the R8 Performance does without the latter, making for a firmer ride. The American Audi R8 has not been reviewed by J.D. Power for quality and reliability, and is free from recall until now. The 2019 model was also unaffected by reviews during its sale in the US. Coverage from Audi comes in the way of a four-year/50,000-mile base and transmission warranty, a 12-year/unlimited mileage corrosion warranty, and roadside assistance for a four-year/unlimited mileage period. You will also get free service for the first year or 10,000 miles, depending on what comes first. Highlights: Transmission: Corrosion: 12 years - Unlimited Miles Roadside Assistance: 4 years and unlimited mile service: Audi R8 is too expensive a car to pass crash test reviews IIHS or NHTSA. Unfortunately, it is not very well equipped with many of the usual features that you would expect in an expensive car, and has only anti-block brakes, stability control, seat belts and airbags. Airbags included dual front and side airbags, overhead airbags, and knee airbags. No advanced driver facilities are equipped as standard, except for the parking assistance system. The R8 is not equipped with blind spot monitoring, lane to keep help, adaptive cruise control, or of other conventional advanced driver assistants that can be found elsewhere in their product. Instead, you do with eight airbags, stability control, and anti-lock brakes. LED headlights or LED and laser headlights with high beam help are also included, but no more. That's the one. Plus side, you get a parking assistance system with park sensors in the front and back of the car. Bottom line: don't bin it. In a world completely obsessed with electrification and alternative energy sources to promote the vehicles of the future, a relatively analog and uncompromising supercar without turbocharged or energy regeneration systems is a breath of fresh air, even if this air contains carbon monoxide. The R8 provides all-weather traction and phenomenal handling in the package, which includes a brilliant soundtrack from both the standard B'O audio installation and the 5.2-liter V10 from Lambo. Where other cars are muted and drive themselves, the R8 provides safety without taking you to sleep. It requires your respect, but allows you to have fun with it. Yes, the Audi R8 costs a lot, and yes, it's impractical, but which supercar isn't? The R8 is special in that it can thrill and arouse, and still take you to work without irritating everyone around you. Don't forget that this may well be the last generation of naturally-aspirated R8s, so perhaps you can convince your significant other that this is a future classic, and therefore an investment. All it takes to get one in your garage is worth it. The most expensive of the R8 is the decennium limited edition model, which is fundamentally identical to conventional R8 models, in addition to special wheels and stitching. If you have \$214,995, you can try to get one, but all 50 are probably already accounted for and will be sold at auction with a profit over the next few years and who will say how much. In terms of affordable models, the R8 is the starting point, with a base price of \$169,900. Stepping up to the R8 Performance will set you back at least \$195,900. Fully equipped with options, this model will exceed \$222,000, in the event of a \$1,250 destination charge and a \$1,300 gas guzzler tax. Just two kits are available in the R8 lineup: the V10 and V10 Performance. The standard Audi R8 V10 comes with a 5.2-liter V10 (shocker) that develops 562 hp and 406 lb-ft of torque. The model is only available with a seven-speed dual-clutch automatic transmission and quattro all-wheel drive. Speaking of wheels, the R8 are 19-inch items, with 20s optional. LED headlights are standard, with laser lighting available, and the cabin has heated seats with power adjustment, as well as two-zone climate control, headliner Alcantara and Nappa leather upholstery. Driverless entrance, heated mirrors, windshield wipers for rain sensing, cruise control, electrically adaptable rear wing and adaptive magnetic shock absorbers are also standard. You also get a 13-speaker Bang and Olufsen audio installation, wireless charging, and a 12.3-inch display driver tool with navigation and Connection. The R8 V10 Performance has an upgraded engine with 602 hp and 413 lb-ft of torque. It also gets carbon fiber trim on the interior and sports seats. Seats, these seats have no adjustment, and the focus of performance is further enhanced by the removal of the BSO sound system, for which you will now have to pay extra. On the other hand, you get 20-inch wheels, laser headlights and carbon-ceramic brakes as standard. In addition, the trunk is equipped with a fixed wing made of carbon fiber. See all the 2020 Audi R8 Coupe Trims and the R8 Base specs have access to some performance model updates, including the Carbon Interior package. This \$3,400 package adds glossy carbon fiber inserts to the central console, digital binnacle tool (or virtual cockpit if you speak Audi), and vent surrounds. Another cosmetic update is the Diamond Stitch Full Leather package, which predictably adds quilted quilted quilts with diamonds to the seats and headliner. The performance model may also have this \$5,000 package added, but it removes sports seats that are standard out there. A useful update to your R8 base is the laser light installation that is included in the performance model - this boost will cost an extra \$3,500. Other notable options include a 20-inch wheel, blacked out badging, and a carbon exterior package that adds carbon fiber to the sideblades, engine compartment, and, in the case of R8 Performance, rear diffuser and rocker inserts. Based on the coupe looks alone, the R8 Performance with its carbon fiber fixed rear wing is a slightly more attractive option than the already pretty R8. In addition, you get 40 hp more and a small amount of carbon in the interior and engine compartment. The 20-inch wheels are also standard on this model. However, if you're a little bigger than average, you might want to consider replacing the hard-performance specification seats for those that are in the standard version. Essentially, R8 Performance is for a person who wants the ultimate performance and is willing to make sacrifices for it. The regular R8 is more comfortable with adaptive shock absorbers, comfortable seats and a phenomenal sound system as standard. For daily use, we would prefer the usual R8. 2020 Audi R8 Coupe Comparisons Acura If you're after an exotically styled sports car with spectacular acceleration and all-wheel drive, you might want to consider the Acura NSX. His method of motion is significantly different from the R8, as it uses both turbocharged and electric traction to ensure the neck break performance, while the Raw R8 simply uses the offset and Lamborghini experience to make noise and power. The 3.5-liter V6 in the NSX is a twin-turbo engine that produces 573 hp, more power than you get from the R8 base. It also generates 70 pound-feet more torque. He controls everything, despite being cheaper with its MSRP of \$157,500 compared to the Audi R8 price of \$169,900. Because of hybridization, it's a more fuel efficient car too, although the tank is smaller by 15.6 gallons. Although the interior is more conventional than the Audi, it might well have been that Acura just feels like a Honda fantasy, with a few too many solid plastics dotted around the cab. Safety wise, the NSX is similar to the R8 in that there are several tools and it is just as impractical. In the end, the choice will come down to what you are looking for and what makes you feel most special. For us, it's a how much V10. No questions asked. See the Acura NSX Review for a much less powerful, but still exotic, German-made BMW i8. The \$147,500 hybrid may well be the car for you if you want to be a baller on a smaller budget. Before we get to the obvious performance deficit with the 1.5-liter in-line Bimmer-three, we must recognize that the i8 is designed for a unique kind of sports car, albeit an expensive raker than an out-and-out supercar. The transmission in BMW produces a respectable 369 hp and 420 lb-ft of torque, and while it is low compared to Audi, it is built more like a Porsche 911 rival and in doing so concludes its deficit with impressive handling. The sense of occasion is added with stunning seagull doors, and of course it's hard to ignore how far you can get with the i8, since its combined rating of miles per gallon is 27 compared to R8's 16. The i8 also looks smaller, but is actually more than 10 inches longer than the R8, and despite its sophisticated packaging and battery life, has a relatively useful trunk area, with 5.4 cubic meters of volume. Of course, the i8 will never be a thrill in how the R8 can, but it looks amazing and shows your neighbors that you are environmentally conscious at the same time rubbing your success in their faces. As far as sports cars go, however, the R8 will definitely put a big smile on your face. See BMW i8 Coupe Review Audi R8 Coupe Popular Comparison Comparisons 2020 audi r8 manual transmission. 2020 audi r8 owners manual

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