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Contents

NEXT ISSUE MAR 30 ON SALE

058

"Please send help. I have run out of petrol, water and Haribo Goldbears. Started walking due east on February 7th..."

042
The luxo SUV that proves Genesis has come of age

FIRST DRIVES

042
GENESIS GV80
Korean contender lays out its luxe credentials to take on the big boys

046
JEEP GLADIATOR
Are you not entertained? Is this not why you are here? Anyway, here's what we know about the tray-backed Rubicon

048
MERCEDES-BENZ GLS 400D
Bigger, beefier third-gen puts a rocket under seven seats

050
PORSCHE MACAN GTS
Update of the 'Sportiest Macan' now comes with added sportiness

053
MERCEDES-BENZ GLE 53 COUPE
Hefty, maybe, but this polished SUV coupe has the power to attract

054
AUDI RS Q8
It's Audi's Urus without the Lambo price tag. Should price be an issue...

30 DAYS / OVERRUN

012
ASTON'S SAVIOUR STROLLS IN
How a fashion tycoon with deep pockets brought the British luxury car maker back from the brink

016
HIGH SOCIETY
First they came for your wagons, now sports coupes are going high-rise

017
GENEVA REINVENTION
We didn't expect to be talking about the Kia Sorento, but things have changed

018
DEATH OF THE MOTOR SHOW
The Frankfurt show's demise points to a grim future for traditional motor events in the information age

032
PITCHING WEDGES
Celebrating an era when Italian design houses went all Pythagoras on us

036
MODERN CLASSIC
The Honda NSX is an example of what happens when engineers get their way

FEATURES / TESTS

058
R-SPEC YOURSELF
Private dragstrip. 500kW of Oz-fettled Mustang grunt. Time to drop the hammer

066
BMW M FESTIVAL
South Africa celebrates its special relationship with the German brand as only it knows how

074
MAZDA CX-30 vs TOYOTA C-HR vs KIA SELTOS
Range-topping small SUVs thrash it out

082
RISE OF THE ROBOTS
Audi's autonomy guru on why Ingolstadt's not asleep at the wheel

086
ISLE OF SKYACTIV-X
The Scots love a tight purse string, so we're among friends as we check out Mazda's frugal new donk

094
MERCEDES-AMG A35 vs BMW 135i
German hot hatchs head to head

094
On your marques

BEST OF THE REST

011 ED'S LETTER **020 30 SECONDS** **022 INCOMING** **024 INBOX** **027 CORBY** **029 ROBBO**
056 TWIN TEST BMW Z4 M40i vs Toyota Supra GTS **102 OUR GARAGE**
108 DATABANK **128 RETRO** 1966 Austin/Morris Mini Moke **130 THREE WISHES** Grant Denyer

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JAGUAR

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Inwood

"THE SIMPLE TRUTH IS THAT FROM A PRODUCT POINT OF VIEW, LOVERS OF REAR-DRIVE, V8-POWERED PERFORMANCE CARS NOW HAVE MORE TO CHEER ABOUT THAN EVER"

IT'S POSSIBLE, I REALISE, to feel a little glum about the direction the motor industry is heading. The shift away from large sedans and wagons, the slow and painful disappearance of the manual gearbox, and the push towards cars where you, the driver, aren't always needed … these are trends seemingly at odds with the reasons most of us fell in love with cars in the first place.

Then there's the unwelcome reminder that, not so long ago, we were making excellent cars right here in our own backyard. Ponder all this for too long and it's easy to feel disconnected, disinterested, disenfranchised. If you let it, that is.

Allow me to suggest a more positive counterpoint. For not only are things better than they seem, but there's mounting evidence to suggest that the Aussie motoring industry is actually showing some signs of resurgence.

This month's cover star is a prime example. A joint venture between Ford Australia and respected local tuner, Herrod Performance, the R-Spec Mustang is more than a tyre-destroying, fuel-burning tribute to old-school muscle. It's the latest example of a growing cottage industry that's creating jobs and putting Aussie engineering front and centre.

The appeal of this kind of business relationship is obvious. Ford is able to bask in the glow of a new halo Mustang without outlandish development costs. And Herrod is able to lean on the marketing cut-though and sales clout of a major manufacturer. The buyer wins too, as their 500kW Mustang comes with the security of a fully fledged factory-backed warranty.

Similar arrangements are springing up elsewhere. Nissan has teamed up with Melbourne-based company Premcar to produce the Nissan Navara N-Trek Warrior 4x4 ute. And Premcar is also understood to be the driving force behind Ford's V8-powered Raptor – the top-secret project that *Wheels* exclusively revealed to the world on the cover of our January issue. Judging by the enormous response to that story, you're just as excited by the prospect of an Aussie-fettled V8 Raptor as we are.

Walkinshaw and Ateco are the other big players in this growing space, of course, with their conversion and engineering work with RAM, plus the Chevrolet Camaro and Silverado. Now a thriving business, Ateco has had to put on additional workers and move to a 24-hour shift schedule to keep up with demand.

Look more broadly and the success stories continue. Carbon Revolution, based in Geelong, is one of the world's leading innovators in carbonfibre wheels. And PWR, the Gold Coast maker of radiators and intercoolers, is supplying much of the grid in NASCAR, the World Rally Championship, and Formula 1.

We shouldn't forget the Aussie design departments at Ford, Toyota and Holden, either. They're expanding, creating more jobs and fostering a new generation of talent that's shaping the way cars look the world over.

The point is that far from fading into obscurity, Australia's expertise and ingenuity in the motoring space is continuing to flourish. The scale might be smaller, but our industry is now one of diversification and specialisation.

The real winner in all of this, of course, is us. No-one can argue the world is a worse place now that Ford is selling a supercharged Mustang with 500kW. And nor can they claim that the factory closures of the Big Three have destroyed our local car culture.

The simple truth is that from a product point of view, lovers of rear-drive, V8-powered muscle cars have just as much, if not more, to cheer about. Mustang. Camaro. Corvette. These are compelling nameplates built to connect with true car enthusiasts. And in some cases, they now carry a welcome dose of Aussie engineering know-how. Surely that's a reason to smile.

Aston's saviour Strolls in

HOW A CANADIAN FASHION TYCOON SAVED A BRITISH AUTOMOTIVE ICON

2021 FIA regs seem a bit vague on smoke screens and ejector seats

AT 105 YEARS old, Aston Martin has just received one of the largest cash injections in its history, saving the iconic manufacturer from financial disaster following a torrid couple of years.

When the British brand was floated on the London Stock Exchange in 2018, it was to much fanfare and optimism. What followed was a cascade of woe, resulting in the company's value dropping by as much as 80 percent.

Aston Martin was in a death spiral, and needed saving, desperately. A potential lifeline in the near-bottomless pockets of Chinese giant Geely soured, leaving the Brits high and dry with a new platform and a new factory to pay for.

Enter Lawrence Stroll, who leads a consortium of investors that has now plunged A$962 million into the brand to stave off an ignominious end. The investment is double the GDP of Tonga in 2019.

Stroll personally has splashed out A$355 million for a 16.7 percent stake in the luxury car builder, potentially rising to a 20 percent stake once the fundraising is complete. He has also become the executive chairman of the board. Andy Palmer, meanwhile, retains his position as CEO.

This all begs the question of how a Canadian fashion tycoon ended up being the saviour of Aston Martin, and what it means for the future.

Figuring out Stroll's motivations is pretty simple. As the father of young racing driver Lance Stroll, he has become a prominent figure in the Formula 1 paddock. His stature rose significantly when the consortium he led paid A$173 million to buy the Force India Formula 1 team – including its debts, estimated to be in the region of A$55 million – when it went into administration in 2018.

Wheels image

Stroll Jr now races for the team – which rose from the Force India ashes as Racing Point – making the purchase perhaps the most expensive act of nepotism in the world.

Many of the same people involved in the consortium that successfully bid for the ailing Force India are involved in this latest venture with Aston Martin. So, what do you do when you own both a Formula 1 team and a major stake in a luxury car manufacturer? Make one pay money to the other, naturally.

Aston Martin is currently the title sponsor for the Red Bull team – with the commercial arrangement estimated to be worth A$29.6 million.

Stroll personally has splashed out A$355m for a 16.7 percent stake in the luxury car builder

A ***WHEELS*** INSIGHT

F1 2020: play on

Formula 1 is in a technical holding pattern for 2020, with new regulations not due until 2021. Mercedes-AMG is gunning for a record-breaking seventh-straight constructors' championship, while star driver Lewis Hamilton is hoping to equal Michael Schumacher's tally. Ferrari retains the pairing of Charles Leclerc and Sebastian Vettel, but have hopefully hired some new strategists. Aussie Daniel Ricciardo will have a new teammate at Renault in the fast and feisty Esteban Ocon. The only grid rookie is Canadian youngster Nicholas Latifi at Williams.

This new injection of cash also means Aston Martin's electric push has been put on ice

However, that deal will cease at the end of 2020, with a new five-year deal of similar value being started with Racing Point at the beginning of 2021, when that squad becomes the factory Aston Martin team. As part of a decade-long deal, Aston Martin will also receive equity in the Silverstone-based racing team.

Red Bull Racing is pleased with the situation, with advisor Helmut Marko proclaiming the deal as nothing but good news, helping simplify the team's relationship with engine supplier Honda. Where things get muddy is surrounding Red Bull Advanced Technologies' continued partnership with Aston Martin on the Valkyrie hypercar. Both parties have stated that the project is still on track, and deliveries of the 11,000rpm V12-powered weapon could occur as early as the end of this year.

This new injection of cash also means Aston Martin's electric push has been put on ice. The plan, hatched when things were decidedly rosier financially for the company, included launching the all-electric Lagonda sub-brand in 2022 – this is now slated for 2025 – while the Rapid-E EV four-door program has been "paused pending a review".

"The company is focusing on providing greater financial and operational stability and flexibility through controlling medium-term investment, improving cash generation and rephasing product cadence," Aston Martin said in a statement. "Investment in electric vehicles will be delayed beyond 2025; however, the mid-engined portfolio remains a key focus for the Company, starting with Valhalla in 2022."

Valhalla is an all-new model, which would sit underneath the Valkyrie halo and be powered by a V6 hybrid system developed completely

Valkyrie (below) and Valhalla (right) spearhead sports car plans. DBX SUV slated to pay their development bills

IN FOCUS

WHO IS **LAWRENCE STROLL?**

TO MAKE A small fortune, they say you should start with a very large one, and then go racing. Well, to describe Lawrence Stroll's fortune as large seems like a gross understatement. At the start of 2019, Forbes estimated him to be worth in the region of $4 billion.

The Canadian businessman made his money in the fashion industry, bringing brands such as Pierre Cardin and Ralph Lauren to the Canadian market. He then paired with Hong Kong investor Silas Chou to turn clothing designers like Tommy Hilfiger and Michael Kors into the global

in-house by Aston Martin. CEO Andy Palmer says this project's future was assured by Stroll's investment, with a reveal expected in 2022.

"The company is better funded than it has ever been in the past, with a good product cadence in plan as per the second century plan and with a commitment to build our own V6 hybrid in the UK," Palmer told *Autocar*. He said that if this deal hadn't come to fruition, Aston Martin "would have had to take on more debt at nosebleed levels.

"US$100 million at 15 percent interest is pretty alarming and inevitably would have created problems down the road."

Along with Valkyrie and Valhalla, a new V12 Speedster is expected to be revealed later this year for a 2021 launch. It should be noted, much of this relies on the freshly launched DBX SUV funnelling enough cash into the company's coffers, but it is arriving late to the super-SUV party, and faces stiff competition.

Many of Aston Martin's current issues stem from the revamped Vantage, which became a sales flop in Europe last year. Avoiding a repeat with DBX is crucial.

CAMERON KIRBY

megabrands they are today. Asprey & Garrard, jewellers to the British royal family, were next on the acquisitions list.

Initially, Stroll spent his money as creatively as any rich guy – by amassing one of the world's finest collections of modern classic Ferrari sports cars, including a 250 GTO, an F40 GTE and a 288 GTO Evoluzione. Then his son began motor racing, and he purchased the Circuit Mont-Tremblant facility, south of Quebec, before hitting the big time with his ownership of an F1 team, and now Aston Martin.

Alpine A110 hits a new high

JACKED-UP CONCEPT AIMS TO BE AS MUCH FUN OFF-ROAD AS ON. WE APPROVE

IT MIGHT leave you asking "what the?" but the rally-raid Alpine A110 SportsX concept certainly has our attention. And it's but the latest in a growing trend of jacked-up sports coupes that the industry seems to be gauging public appetite for.

This tribute to the 1973 Monte Carlo Rally-winning A110 isn't slated for sale as yet, but such is the rapid prototyping flexibility in Dieppe that it's not inconceivable that it could be made production-viable.

The SportsX concept is based on the A110 Pure, with the body and track widened by 80mm over the standard Alpine to fit the beefier rubber.

To help the two-door coupe cope with rough terrain, the ride height has been raised by 60mm to afford vital ground clearance. Vision out the back of the mid-engined sports car is hampered somewhat by the fact that a pair of skis are strapped to the rear glass. But then, like the extra body cladding, they tell the world you live an active lifestyle.

We first saw Alpine designer Laurent Negroni's sketches of the SportsX appear on Instagram, and it was followed by the car appearing at the International Automobile Festival of the Invalides in Paris. There's no word on mechanical changes, but the A110's 185kW would probably be more than ample on dirt and snow.

If you're after something more, 150,000 euros will net you the 223kW A110 Rally R-GT racer. Snow tyres, skis and a lifter kit are down to you.

TRENT GIUNCO

To help the SportsX cope off-road, ride height has been raised 60mm

RALLY COUPES

Been there, done that

Grassroots interest in classic Porsche 911 Safari replicas has spurred Vonnen, in association with Porsche specialist Kelly-Moss Road and Race, to create a Safari-ready, hybridised 991 911 Turbo S with 524kW. Throw in all-wheel drive and it sounds like a heap of fun. However, Lamborghini restarted this trend with its Sterrato concept, a higher-riding Huracan-based rally-spec supercar, with AWD and a big V10. It seems the spirit of the Dakar-winning Porsche 959 remains.

Kia's sharp Sorento

KOREAN OLD-TIMER SCRUBS UP WITH A STYLE MAKEOVER FOR FOURTH-GEN GENEVA DEBUT

OF ALL THE stars of this year's Geneva motor show, a Kia SUV might not be the obvious choice for us to get excited about, but the new Sorento looks to have taken a major step forward.

If this latest set of renderings from Kia are anything to go by, it'll also introduce a lot of the design cues from both the US-market Telluride and the Seltos compact SUV that has already struck a significant chord with Australian buyers.

The fourth-generation car, codenamed MQ4, looks a good deal more confident, featuring slender rectangular headlamps which flow into a bluffer interpretation of Kia's signature tiger nose.

Other styling flourishes include a chromed wedge at the C-pillar and tall mirrored tail-light pairs that sit above a horizontally mirrored rear valance and exhaust trim.

The styling is a significant departure from the more bulbous third-gen Sorento that debuted in 2015, but will retain that car's market position in competition with the likes of Toyota's Kluger, Mazda's CX-9 and distant cousin, the Hyundai Santa Fe.

The Sorento runs on a new platform that will be shared with the Carnival people-mover. The Koreans have already completed Australia-specific suspension and steering calibrations ahead of a third-quarter local on-sale date.

The seven-seater's platform has been engineered to cater for both hybrid and plug-in hybrid configurations as well as traditional internal-combustion options.

A long-awaited wet-clutch, eight-speed dual-clutch transmission has also been developed for the Sorento (a version of which will find its way into the Hyundai i30 N). Right-hand-drive engine options are said to include a 2.2-litre diesel with DCT and a 2.5-litre Theta 3 petrol in manual and auto forms, both engines offering the choice of two- or all-wheel drive.

The cabin has come in for an upmarket revamp, with a Jaguar-style rotary gear selector, a secondary knurled dial for drive mode selection, plus a 10.25-inch touchscreen and a 12.3-inch digital cluster.

ANDY ENRIGHT

> It's a significant departure from the more bulbous third-gen Sorento

Sleek, and possibly hybrid-frugal

Motor shows: an endangered species?

THE INFORMATION AGE AND ENTHUSIASTS CRAVING A MORE INTERACTIVE EXPERIENCE ARE TESTING THE VIABILITY OF TRADITIONAL MOTOR SHOWS. SO WHERE TO FROM HERE?

THE 'INTERNATIONAL' motor show as we know it may not be clinically dead, but its complexion is a sickly pallor, and its pulse erratic.

In this fast-moving world where so much information has never been so quickly or extensively shared, and where billions of car enthusiasts around the world can view new releases on large, high-def displays, or via social media platforms, perhaps it was inevitable that the largely static spectacle of shiny cars parked in vast halls would become a casualty.

Australia's motor show died way back in 2008, when the 2009 Sydney event was cancelled in the wake of the GFC and falling attendances. An effort to merge Sydney and Melbourne shows never found sustainable traction.

Now, what was once one of the world's blue-chip automotive showcase events, the Frankfurt motor show, held in the German city since 1951, is no more.

At Frankfurt, cars (and motorcycles) are shown in odd-number years; commercial vehicles in even years. The VDA (organising group Verband der Automobilindustrie, or German Automotive Industry Association) has pulled the plug on the odd-years event.

Frankfurt was in crisis when the likes of Toyota, Peugeot Renault, Nissan, Fiat, and Ferrari pulled out well in advance, and the event found itself on even shakier ground when attendance figures came out: down 31 percent in 2019, and a slump of 40 percent this decade. Attendance peaked back in 2007, with around one million visitors. In 2019, that figure was well under 600,000.

But this isn't to say that Germany will no longer host an international show. What's dead, actually, is Frankfurt as the host city. VDA solicited hosting bids, received seven tenders, and will decide between Berlin, Munich and Hamburg. "That doesn't mean the good times will return in a different city," one industry observer suggested to *Wheels*.

The longer-term fortunes of major international motor shows sure weren't helped when, in 2018, Volkswagen's global chairman Herbert Diess stated: "Motor shows are dead."

VW's global chairman Herbert Diess described motor shows as "a product of the '60s". "They're dead," he stated

He described the events as "a product of the 1960s, and they are not as relevant anymore." And, "They're not delivering what we want, nor what car buyers want."

It's possible that Diess's negative slant was influenced by the fact that at the time, he was attending the annual Goodwood Festival of Speed in the UK. Diess was clearly taken by the joyous contrast at Goodwood; the festival's immersive, interactive focus; the throngs of high-profile guests that have the place buzzing. All of which makes a largely static collection of cars in a few giant halls look a bit passe, no matter how big the scale or hype surrounding the concept metal. Plenty of well-placed observers reckon Goodwood offers a glimpse at what motor shows might look like further into the 2020s.

It's clear that what used to be obligatory attendance by major manufacturers at big-time shows is now past: "If we don't have a proper unveil for a show, we won't go," said Mark Dahnke, a spokesman for Audi USA.

He cites the adoption of a "launch cadence", and Audi's conviction that bringing journalists to a one-off event, such as that held for the e-tron SUV in San Francisco in 2018, is the more effective strategy for press attention.

So clearly the abandonment of motor shows has plenty to do with media and message. The era of smartphones, social media, and data mining has many execs believing they're better off chasing viral marketing moments or, as BMW put it when announcing its withdrawal from Detroit 2019, "exploring alternative platforms and formats." So Twitter, Instagram and Facebook feeds replace glitzy reveals, directly addressing the target market, complete with instant, transparent performance metrics.

While money is a consideration – a lavish stand at an international show can cost upward of A$10 million – car makers would spend to the limits of their resources if their messages weren't competing with a flurry of others. "If you do have a big reveal at a motor show, the media often doesn't have enough time to digest properly what you're getting across," says Dahnke.

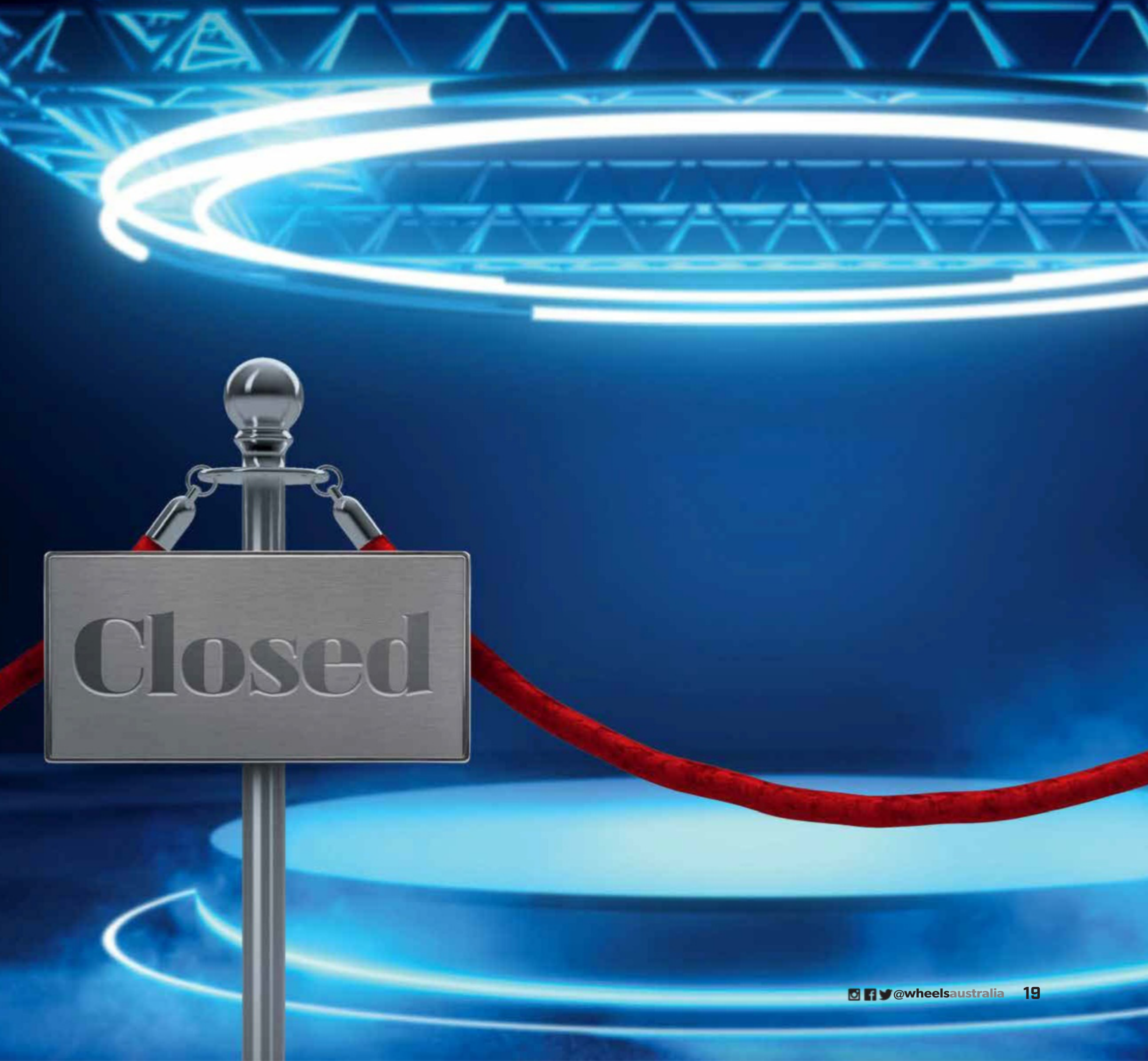
And what about the punter's point of view? One car enthusiast we spoke to cited a few reasons he would no longer bother going to a motor show: "Usually the cool concepts have already been shown online," said Andrew Evans, of Sydney.

"And these days there are dealers all clustered together in one major suburban spot; you can walk from dealership to dealership and see every model *and* see their facilities for service. With no admission fee..."

ASH WESTERMAN

City of dimming light

Meanwhile, head of the Paris motor show, Jean-Claude Girot, is facing his own challenges for the biennial event. In 2018, big-name no-shows included Volkswagen, Ford, Fiat, Volvo, Nissan, Infiniti, Subaru, Mazda and Mitsubishi. Since then he's faced further pressure, including manufacturers trying to negotiate a lower stand rental. "I'm not receptive to that," Girot says firmly. "We are a commercial operation, and we must have profits." He did concede that changing the generic formula is a must. "We have to reinvent – be more inventive, but no less interesting," he said. "Smaller booths, perhaps. We have to fight to be better, to show better things to the visitors and press, and to keep the passion."



26

That's the number of years it took Lamborghini to build 8205 vehicles, its annual sales figure for 2019. Last year was a monster for Sant'Agata, with sales lifting a massive 43 percent. Much of that is down to the Urus plant coming on stream, and expect that figure to vault above 10,000 units when the company's fourth model line, rumoured to be a sports GT, arrives in 2025. When that 8205th vehicle rolled from the line in 1989, the company was building a mere 300 cars per year.

BURYING THE X

Mercedes-Benz bowed to the inevitable this month, announcing that the X-Class ute is not long for this world. The slow-selling premium pick-up, which shares some underpinnings with Nissan's Navara, stops production in May. In the Australian 4x4 ute segment in 2019, the Ford Ranger led with 37,004 sales, closely followed by Hilux at 36,325. The Navara scored 10,661 sales, yet the X-Class managed only around 20 percent of that figure, selling just 2081 units in 2019. Mercedes-Benz Vans Australia will not be ordering any more X-Classes, instead relying on existing stock to see the model out.

30 secs

YEP, WE'RE DOUBLING DOWN ON LAMBOS AND MERCS

Peak performers

Meanwhile, Mercedes-Benz is claiming a world altitude record after a pair of Unimog U 5023 climbed to 6694 metres above sea level on the world's highest volcano. Ojos del Salado in Chile summits at 6894m, so there's scope for the record to be beaten. We hear Jim Glickenhaus is interested in an attempt with his Baja Boot. We'll keep you posted.

YES, WE THINK YOU'RE SEXY

June 14, 1977 was a big day for Rod Stewart, with the Spandex-loving rocker taking delivery of this Lamborghini Countach LP400 Periscopio from new here in Australia. The car then sat in a Sydney recording studio for a couple of weeks while he recorded *Blondes Have More Fun*. It was subsequently converted to wide-arch, left-hand-drive Spider form in the US (don't ask), and then largely restored to factory spec, so it's been through quite a journey. It's set for sale at Artcurial's Retromobile 2020 sale with an estimated price of one million euros, which seems about right for a car with such a Byzantine backstory.

The tao of Ralf

"If you think good design is expensive, you should look at the cost of bad design"

Jaguar Land Rover CEO Ralf Speth, who steps down in September after 10 years at the helm

HEART RACING EXHILARATION

THE ALL-NEW GR SUPRA

TOYOTA

The All-New Toyota GR Supra is finally here. Created without compromise, the Supra boasts an exhilarating blend of power and agility. Offering the ultimate expression of driving pleasure. With accented lines and aerodynamic edges this car has been purposefully designed to connect you to your vehicle's every move. It's the result of our endless pursuit of engineering excellence. So, what are you waiting for?

AVAILABLE NOW. BOOK A TEST DRIVE TODAY.

GR TOYOTA GAZOO Racing

OH WHAT A FEELING

Incoming

THE NEW METAL HEADING OUR WAY

DUE MAY

AUDI A5

Small design tweaks and extra tech form the basis for the A5's mid-life update. Like the R8, the A5/S5 gains ventilation slits above the single-frame grille as well as new styling for the LEDs front and rear. Inside, the MMI and Virtual Cockpit have been upgraded, too.

DUE MAR

MERCEDES-AMG A45 S

The 310kW/500Nm hyper hatch is almost here, with cars expected to land in March. Using a 2.0-litre four-pot turbo, the 1550kg A45 S can reach 100km/h in a claimed 3.9sec. Prices are yet to be confirmed, but expect a sticker of around $90K in Oz.

DUE MAY

TOYOTA YARIS HYBRID

This will be Toyota Australia's most fuel-efficient car, boasting a combined consumption of just 3.3L/100km. It uses an all-new 1.5-litre hybrid powertrain and essentially replaces the Prius C hatch from the line-up. Prices for the new 2020 Yaris range are yet to be confirmed.

DUE MAR

SKODA KODIAQ RS

Supply issues have hampered Skoda of late, but the Kodiaq RS will join part of a product onslaught in 2020. The $65,990 high-po mid-size SUV takes an unconventional route, using a 2.0-litre twin-turbo-diesel four-cylinder good for 176kW/500Nm. Skoda claims 0-100km/h in 7.0sec.

NEW ARRIVALS

MAR, APR, MAY

- Audi Q3 Sportback; A5; A6 Allroad
- BMW M8 Competition
- Ford Mustang; Fiesta ST; Focus ST
- Jeep Gladiator
- Mercedes-AMG A45; CLA 45
- Mitsubishi Mirage; Outlander
- Nissan Qashqai
- Porsche Macan GTS
- Skoda Superb; Kodiaq RS
- Subaru XV and Forester e-Boxer
- Toyota Yaris
- VW T-Cross; T-Roc; Passat Alltrack

TheMarket

NEW YEAR'S RESOLUTIONS FALTER

HIGHLIGHTS After months of decline, Audi has broken its drought with an increase in sales compared with January 2019. Its 1448 sales in the first month of 2020 is a gain of 12.9%. Audi's key competition, BMW and Mercedes-Benz, both saw dips of 6.3 and 8.7% respectively. More broadly, electric and plug-in hybrid sales continue to surge relative to 12 months ago.

LOWLIGHTS The market itself, with a new VFACTS reporting system, was down 10,263 sales (12.5%) on January 2019. A total of 71,731 cars were sold this January compared to 81,994 the year before. January is the first month of stricter VFACTS reporting, with cars requiring a registration plate to be deemed sold and included in the monthly data. The passenger vehicle market took a hit with a decrease of 26.9% totalling 7556 units, while nine of the top-10 brands saw a drop in sales.

TOTAL SALES

71,731

JANUARY

	MODEL	SALES	RANK (DEC '19)	SALES (JAN'19)
1	Toyota Hilux	2968	1	3951
2	Ford Ranger	2624	2	2564
3	Toyota Corolla	2370	3	2417
4	Toyota RAV4	2290	5	1800
5	Mitsubishi Triton	2075	4	1697
6	Hyundai i30	2038	7	1891
7	Mazda CX-5	1859	9	2347
8	Kia Cerato	1500	12	1426
9	Nissan X-Trail	1467	10	1519
10	Mazda 3	1330	16	2831
11	Mazda CX-3	1322	22	1308
12	Hyundai Tucson	1257	17	1147
13	Mitsubishi ASX	1252	6	1818
14	Toyota Prado	1230	13	1350
15	Holden Colorado	1152	14	1447
16	Honda CR-V	1144	15	1046
17	Volkswagen Golf	1119	20	1231
18	Toyota Camry	1032	18	1237
19	Mitsubishi O'lander	1003	11	1314
20	Toyota Yaris	982	21	909

Winning

Octavia's cashing in Czechs

While there were few highlights in January, Skoda bucked the trend; its Octavia rocketing to a 124.1% increase in sales over January 2019. Despite coming from a low base (79), the January 2020 result of 177 was still impressive. Lexus continued its strong form with the ES jumping 132%, while the updated Suzuki Baleno enjoyed a 135.2% gain.

Tanking

Sports cars fail to fire

Sports cars less than $80K definitely weren't the flavour of the month in January, with all but the Abarth 124 Spider and its platform partner the Mazda MX-5 recording significant losses. The Toyota 86 and Subaru BRZ dropped 59.1 and 35.6% respectively, while the once super popular pony, the Ford Mustang, fell 30.1%.

wheels

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Inbox

GO AHEAD, TELL US WHAT YOU REALLY THINK

But please, keep it tight (no more than 200 words) and do include your suburb if via email: wheels@wheelsmag.com.au
You can also have your say on Facebook (search for Wheels Australia), Instagram or Twitter

LETTER OF THE MONTH

When I catch myself in the shop window in my VF, it evokes a national pride… “

WIN!

REFLECTING ON TRUE AUSSIE COOL

THE DEATH of Australian cars signified the death of cool. No-one has ever caught themselves in a shopfront window and thought to themselves, “Gee, how good does this sun look reflecting off my SsangYong Musso”.

Australian manufacturing brought with it a sense of refined yet bold styling that we sought out as buyers. Going back to the ever-sexy HQ Monaro, to the sharp and sophisticated styling of the FG X Falcon, we really had a knack of getting it just right. And it truly was unique to Australia.

One of the main reasons the VF Commodore (Chevy SS) failed in the States was because they found its design particularly bland and soft. Obviously, we appreciated the Commodore’s flared arches and aggressive stance, something the Americans are clearly still yet to appreciate.

So, when I catch myself in the shop window in my VF, it evokes a national pride, sense of achievement, and, most of all, sadness. As a nation, we achieved something so special with our automotive manufacturing.

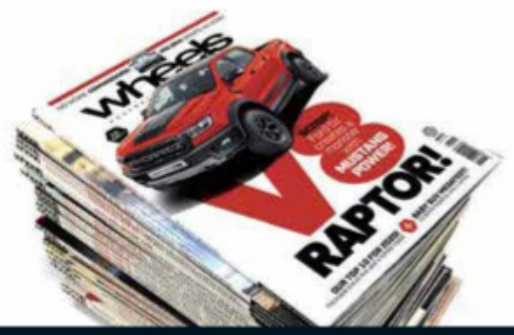
I’ve only been around for 18 years, but my memories of the VT Calais, Adventra and BA Falcons remain the best yet.

Adam Greenwood, Forestville, NSW

Cool’s a pretty subjective thing, Adam, but we can’t fault your passion. And you’re not alone in lamenting the demise of our car industry – Ed

LETTER OF THE MONTH PRIZE

For flying the flag with such unbridled enthusiasm, Adam, take a year’s subscription to the mag on us!



A-MINUS AT BEST

I HAVE BEEN following the Mercedes A-Class in the Garage section with Alex Inwood's reports encouraging me to go and take it for a test drive. Well, I did appreciate the ride and performance and feel of the engine. However, a number of areas of disappointment quickly surfaced which I was surprised had not been mentioned in Garage.

The back seat is set very low, with a short cushion offering no under-thigh support. Rear air-conditioning vents are not standard and can only be included by adding two option packages. The twin instrument screens look great when not moving but I needed my reading glasses as the font and markings are too fine and small to be legible. The top-right corner of the screen was subject to sun glare.

The glass sunroof greatly increases cabin temperatures, meaning you need to run the air-conditioning at high settings to keep cool, which increases the noise in the cabin. The dash is an unsophisticated chintzy design mishmash with so many different materials (five) and different textures (six) being used.

At $76,790 the vehicle tested must have every option package ticked, which means it falls right into C300 territory. I know which will be the better-value vehicle to own.

Robert Ius, Haberfield, NSW

Chintzy? *Chintzy*? Sir, I'm crushed – Ed

RAPID RESPONSE

WELL DONE, *Wheels*. Your COTY 2020 winner, the Mercedes-Benz EQC, deserves its elevated podium – and not just subjectively!

When I saw your table of 0-100km/h hard data, I was glad it exposes those that overpromise, but I was equally curious to know who actually overdelivered best. In the most objective form, that quest requires more than just absolute differences between claimed and actual times, so I promptly entered the 0-100km/h data in a spreadsheet before reading on. The result? Mercedes' 0.4sec and 0.3sec lower times versus a claimed 5.1sec resulted in the two best figures with relative performance: 8 percent and 6 percent better than claimed. Tesla, Mazda and Toyota came in next with 5 percent, but even they lacked M-B's consistency.

Compare that to the opposite side of the scale where Genesis underdelivered by a whopping 29 percent in the company of established brands like Volvo and VW. Reading on, I was gobsmacked after this analysis to later find that an honest Mercedes-Benz also produced this year's winner!

Elardus Mare, Waterford, WA

Nobody really saw the EQC victory coming. It just crept in and knocked over each of the judging criteria. It fully deserved the win as a result – Ed

A ROLEX DOESN'T KILL OUR PLANET

WATCH ANALOGY IS WINDING US UP

IN RESPONSE TO Brian Wood's analogy (Inbox, *Wheels* Yearbook), I'd like to say this: the difference between a Rolex and an ICE car is that the Rolex doesn't kill our planet.

I think a Model 3 is as fun as a 3 Series. But like another letter writer, Brett Zecchini, says, our kids will decide what is hot or not in 2030.

Don't get me wrong. I loved my SRT8 but now drive a Model S. I believe that the electrification of our mobility will ensure that we can keep running our exotics.

Art Keyner, Brisbane, QLD

CHARLIE'S ANGLES

DEAR WHEELS magazine reviewer, my name is Charlie Casey and I'm 13 years old. Mum, Dad and I are looking for a brand new car which is very reliable, economical and cheap to run. Our budget is $40,000 but it would be more ideal if the car is $30,000.

Dad and I are very tall and we need heaps of roof height. We think I will be six foot three in the future. Also, Mum wants a car which is user-friendly and appropriate for city driving.

We all want a sat-nav and a five-star safety rating. We'll have leather trim and more luxurious features if it suits our budget.

PS: I really love reading your magazines and articles. I have four in my collection and hope to purchase more in the future.

Charlie Casey, via snail mail

The RAV4 GX 2.5 AWD Hybrid ticks many of those boxes, Charlie. But try out lots of cars before you pick – Ed

HEY, BIG SPENDERS

IN SELECTING the Mercedes-Benz EQC as the COTY 2020 winner, *Wheels* has chosen a vehicle that almost no Australians will ever be able to afford. It is about time *Wheels* changed the criteria around this program and looked at the 20 most popular cars sold listed in your own "The Market" pages. Selecting a vehicle that will sell a fraction of vehicles against the popular is not living in the real world, but maybe an aspirational world.

Paul Quinn, via email

COTY never has been a popularity contest, Paul. It rewards excellence, and this year the Mercedes-Benz EQC best answered the call. We've given the award to more expensive cars in the past, such as the Mercedes S-Class in '81 and the Honda NSX in '91 – Ed

HELP US TO HELP

AS A READER of *Wheels* for over 50 years, I know that on many occasions you have received requests from readers to include location details of the fabulous scenery in the magazine. You have responded along the lines that you are producing a magazine about cars and not a travel guide.

With the devastation caused by drought, fires and possibly floods, *Wheels* should review this policy. You help readers choose the most suitable car. You should now give them destinations to drive to and enjoy their cars, and also help the rural economies.

Dennis Daly, via email

It's true we're not a travel guide, Dennis, but we share your desire to support people doing it tough – Ed

APOLOGY

Ryan Story

...OF DJR TEAM PENSKE

In our 2019 Yearbook we published a comment piece by Stephen Corby concerning the CAMS inquiry into the finding against DJR Team Penske in the 2019 Bathurst 1000 Supercars Race.

In the CAMS inquiry, the stewards heard and accepted credible evidence from DJR Team Penske MD and Team Principal, Dr Story, that he did not have any direct involvement in the breach.

In commenting upon the DJR Team Penske conduct and cheating in motorsport generally, our article did not make that position clear.

Dr Story has reiterated to *Wheels* magazine that he was not aware of the team orders being made and was not involved in the machinations behind the contravention. Bauer Media accepts that position.

Mr Corby, *Wheels* and its publisher, Bauer Media, apologise to Dr Story.

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Corby

"I WAS ABLE TO THROW THE Z4 SAVAGELY SIDEWAYS. IN THE OLDEN DAYS, I'D HAVE SOUGHT THE ASSISTANCE OF THE HANDBRAKE"

WHEN IT COMES TO adrenaline injections of the unpleasant kind – the fight-or-flight kind hardwired into our brains to protect us from bears in the woods waiting to eat our forebears – you really can't beat a car accident.

I recently lived through the biggest crash I've never had, an experience that left me shaking with panic and fizzing with fury.

The collision-course correction I was involved in hit me on a yawning Tuesday morning as a I rounded a pleasant city bend that I take a few times a week, into a lane protected on one side by a concrete barrier. The sub-human in front of me, driving, you guessed it, a Toyota Camry, decided to pull an illegal, un-indicated and borderline suicidal U-turn across two lanes, and around the barrier, right in front of me, even as I approached at I'm-going-to-own-this-bend pace in a BMW Z4.

It occurred to me later, during many moments of rewind and reflection, that if I'd been on my previously preferred two-wheel conveyance, I would most certainly have hit him, right in the passenger door, and would thus have unquestionably been hospitalised. Fortunately, cars give you far more options in these situations, and I was able to throw the Z4 savagely sideways (in the olden days, of course, I'd have sought the assistance of the handbrake, but the modern, button-operated version is not so handily convenient, a safety failing if ever there was one).

Somehow, I managed to pull up my vehicle, now at 90 degrees to my intended direction of travel, right next to The Idiot's half U-turned, accursed Camry. Without exaggeration, I believe we avoided swapping paint, and phone numbers, by less than a bee's pubic hair.

My voluble and vicious review of this stranger's driving abilities may have left him slightly deaf, even though he refused to wind down his window, but I felt entirely justified.

Still shaking as I pulled up at the next set of traffic lights, a man who had slid off *Underbelly's* casting couch and into a gangster-looking Maserati pulled up next to me and shouted, "That was some amazing driving, I can't believe that dickhead didn't take you out."

This led me to ponder what any other Australian driver might have done in a similar situation, the answer to which, in many cases, would have been to panic, grab the wheel like a life preserver and slam on the brakes, resulting in a solid and significant collision.

Yes, I was blessed with the good luck to have been driving a Z4, a vehicle that is entirely willing to get sideways (it also struck me that, in such extreme circumstances, systems like AEB are about as much use as brown-paper underpants).

But what undeniably made the difference in the end was driver training; the many, many hours of it I've done as a highly fortunate byproduct of doing my job.

In a world in which everyone was required to do even one tenth as much – a world like Germany, for example – it's quite likely that a lot more accidents would be avoided. And perhaps, ideally, The Idiot in front of me might have been trained to do a head check before going full Suicide Squad on me.

Anything is possible.

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Robbo

"HE SET ABOUT CREATING A CAR AS CLOSE AS POSSIBLE TO A MOTORCYCLE IN SIMPLICITY AND MINIMALISM"

IN 1989, THE ONLY practicable way from Tokyo to the motor show was by train. Which is how I meet Julian Thomson and Simon Cox, both designers at Lotus. What I didn't appreciate, until we talked later in the day on the Isuzu stand, was that the two Brits were responsible for the star of what was recognised as one of the great motor shows.

Lotus and Isuzu were then both under the General Motors umbrella. Working under Shiro Nakamura, who ran Isuzu's Brussels design studio and would go on to a stellar career as boss of Nissan design, the two Poms were asked to create what became the Isuzu 4200R, a mid-engined supercar powered by a Lotus 4.2-litre V8. Thomson was responsible for the exterior design; Cox the interior.

Such a car from Isuzu is impossible to imagine today with the Japanese manufacturer now the maker of SUVs and utes. Not so in the 1980s, when Isuzu cars were sold worldwide under various badges.

Of the gorgeous 4200R, Julian told me, "I only did a car like this because I can't do futuristic ones like the Mitsubishi HSR. I'm not very good at coming up with radically new shapes. I leave that to Simon. What I like doing is classic shapes; well-proportioned with modern touches. I just hope people think it's beautiful."

So positive was the reaction to the concept car that Isuzu faced immense pressure to push it into production. Only then did management realise it was a step way too far for the financially troubled car maker.

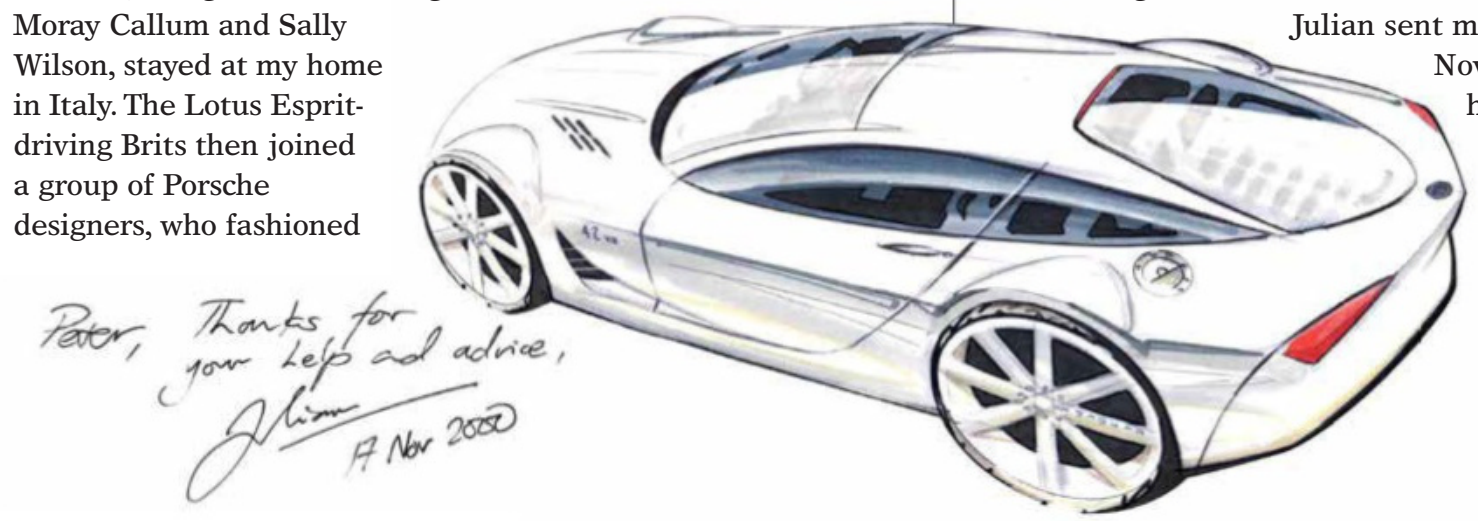
Following the departure of Peter Stephens from Lotus, the two young designers formed part of what was a revitalised Lotus 'Brat Pack'. In May 1990, Thomson and a few of his mates at Lotus, along with Ghia designers Moray Callum and Sally Wilson, stayed at my home in Italy. The Lotus Esprit-driving Brits then joined a group of Porsche designers, who fashioned fake press passes for their 911s, to run the Mille Miglia course with the competing cars. Thirty years ago the MM was a highly competitive, if unofficial, road race from Brescia to Rome and back. The designers, having found car paradise, couldn't resist joining in.

In 1993, when GM finally accepted tiny Lotus was outside its understanding, Romano Artioli (who also owned Bugatti) bought the UK-based sports car brand. Immediately, Artioli set Thomson to work on proposals for an all-new Lotus. The brief from Artioli was to "realise a car that would revive Lotus with the true ideals of the company's founder Colin Chapman".

Thomson's in-house design won the competition. For his Elise, inspired by a Dino 246 (Julian bought a Dino in 1985), he set about creating a car that was as close as possible to a motorcycle in terms of simplicity and minimalism. Thomson still owns the Dino, and he taught his son to drive in the car.

Julian stayed with Lotus for 11 years, but when it became obvious that Proton, who bought the company from a bankrupt Artioli in 1996, didn't have the money to develop models beyond evolutions of the Elise, he moved to the VW Group Design studios near Barcelona. Established in 1994, Design Centre Europe did concept proposal and production design work for VW, Audi, Skoda and Seat. He survived as head of exterior design from September 1998 to December the following year, but was unhappy with the internal company politics and started to look for an alternative position.

Wanting to return to England, Thomson asked if I could help organise an interview with Ian Callum, who'd recently become head of design at Jaguar. Door opened, Thomson quickly made the move, and in 2018 replaced Callum as Jaguar's Director of Design. Some months after his appointment at Jaguar, Julian sent me the drawing – dated November 2000 – reproduced here. No badges, just a discreet Jaguar tag on the huge alloy wheel of what remains a lovely car.



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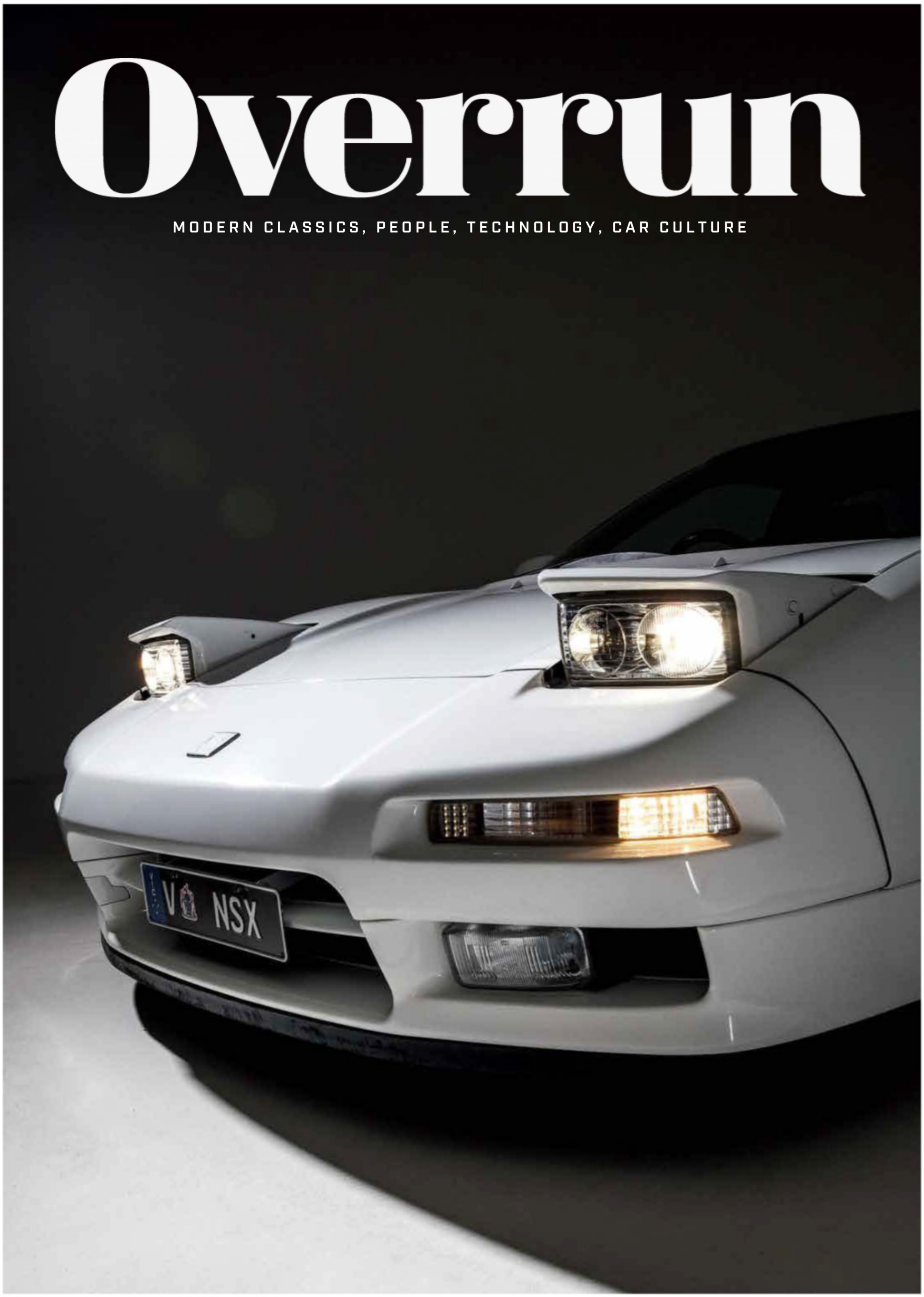


Pitching wedges

IT WAS THE SHAPE THAT DEFINED AN ERA OF FLEDGLING SUPERCARS AND RADICAL DESIGN STUDIES. WE CELEBRATE THE ARCHITECTURE OF ITALY'S MOST ARRESTING WEDGES

PHOTOS DOCUBYTE

Ferrari 512S Modulo
(Pininfarina, 1970)

THE OLD MAXIM that if it looks right, it is right, doesn't always apply to aerodynamics. Common sense would seem to dictate that a wedge offers a more slippery presentation to the air than a teardrop shape, but we know better now, and curves work better than corners. In the 1960s and '70s, the leading Italian design houses of Pininfarina, Bertone and Italdesign were nevertheless wedded to the power-packed profile of a low nose, sharply raked glass, integrated bumpers and muscular haunches.

In many regards, 1968 was the year of the Wedge War. Pininfarina's Paolo Martin introduced the Alfa Romeo P33 Roadster in Turin vying with Giorgetto Giugiaro's one-box Bizzarrini Manta for most column inches. Both would have to give best to a shape penned by Bertone's Marcello Gandini. His Alfa Romeo Carabo (Beetle in English; pictured p35) is often seen as the car that established the trend for such angular wrapping of mid-engined mechanicals; it also featured scissor doors, which would become a reliable supercar trope. The design ethos of the Carabo's arresting silhouette was to engineer a supercar that would negate the Lamborghini Miura's issue of problematic front-end lift at speed.

Gandini would go on to design a whole host of wedge-shaped wonders, the most famous of which were a couple of 1971 debuts: the Lamborghini Countach and the Lancia Stratos. The latter was preceded by the Stratos Zero prototype, the sole example of which now resides at the Petersen Automotive Museum in Los Angeles.

Not all of the wonderful wedges placed the engine behind the driver. Giugiaro's work for Italdesign included the Alfa Romeo Caimano concept of 1971 with a 1.3-litre boxer four under the bonnet, driving the rear wheels of an Alfasud chassis with 200mm lopped from the wheelbase.

Probably the most celebrated of the dedicated show cars is the amazing Ferrari 512S Modulo by Pininfarina. Paolo Martin's finest hour first saw the light of day in 1970. Strange to think in today's terms but when Ferrari homologated the 512S for racing, it built 25 'production' cars but couldn't find 25 buyers. *'Il Commendatore'* donated chassis and engine #27 car to Pininfarina, who created a space-age wedge with two overlapping bodyshells. The creation stood 935mm high, was powered by a 550hp (404kW) V12 and had insufficient wheel clearance to effectively turn left or right. It looked nothing like any Ferrari before or since, and while never a production prospect, it might just have become the most acclaimed design study of the 1970s.

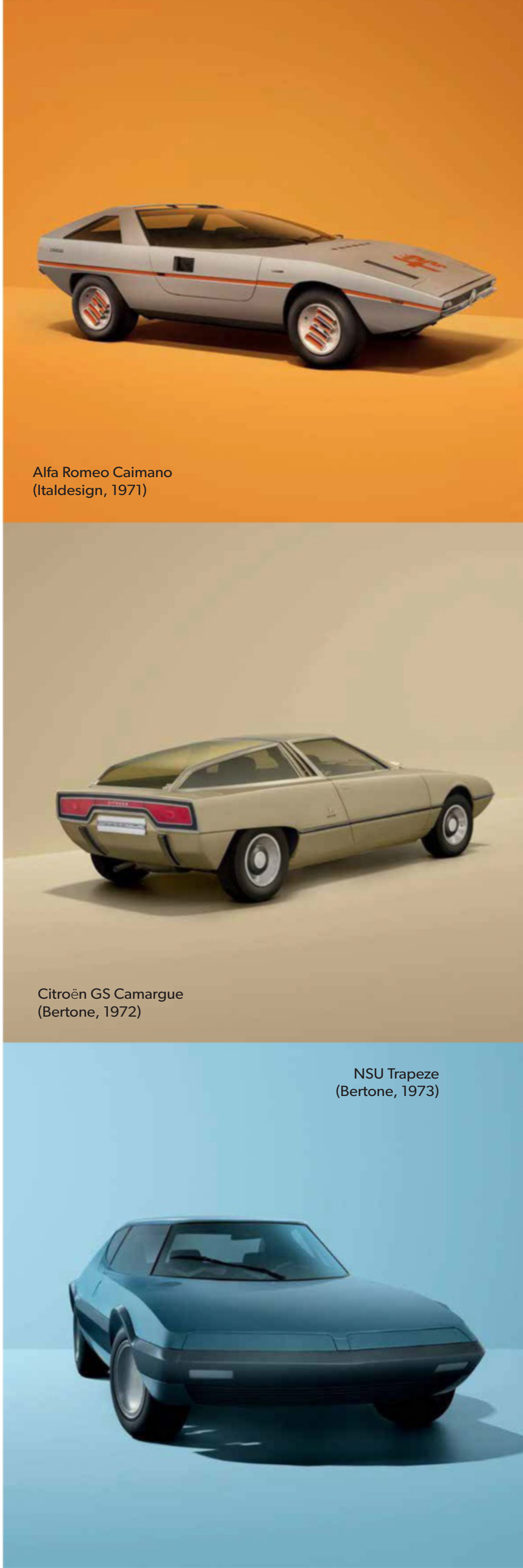
It was sold in 2014 to American entrepreneur James Glickenhaus, who has since restored it to full running condition. A small setback occurred last year when the rear end caught fire in Monaco, but if anybody can bring the Modulo back to perfect fettle, it's Glickenhaus.

Of course, much of the appeal of these cars resides in the less-celebrated examples. Martin's commitment to the wedge was never as crisply defined as in his Alfa Romeo Cuneo of 1971, which featured a consistently rising beltline and then the most savagely lopped rear end.

Not to be outdone, Bertone created an even more striking design study for Alfa Romeo at the 1976 Geneva show. This was the year the Space Shuttle was unveiled, *Star Wars* was filmed, and the Viking probe landed on Mars. The futuristic Navajo was based on the Tipo 33 Stradale but spoke an entirely different design language, credited to Nuccio Bertone. Featuring an aggressive wedge profile with details such as headlights that popped out laterally from the front guards, an active rear spoiler and moulded GRP seats, the Navajo drew comparison to Bertone's other contemporary concepts such as the 1974 Lamborghini Bravo and the 1976 Ferrari 308 GT Rainbow. It also pointed to the excesses of early-'80s design, an era gently curtailed by Audi's love letter to the wind tunnel, the C3 100 of 1982.

The wedge was largely functional, undeniably dramatic, and beautifully captured the boundless Zeitgeist of its era. We're still in awe.

ANDY ENRIGHT



Alfa Romeo Caimano (Italdesign, 1971)

Citroën GS Camargue (Bertone, 1972)

NSU Trapeze (Bertone, 1973)

Lancia Stratos Zero
(Bertone, 1970)

FOR REAL?

Behind the lens

A MASTER OF DIGITAL RESTORATION

Yes, these are actual photographs, all taken by the man on the left, a photographer and art director known as Docubyte. A passion for cars of this era saw him trawling the design houses of northern Italy and photographing cars in situ.

From there, the base images, often of a neglected car in a dusty corner of a dimly lit garage, were treated to a full resto in Photoshop. Tatty badges, cracked tyres and rusty sills were rejuvenated; a task he wryly refers to as a "loving fight".

He's aware that going too clean with the processing will have people assuming they're just CGI images rather than actual photographs, and prefers to label them 'digital art'.

Alfa Romeo Cuneo
(Pininfarina, 1971)

Alfa Romeo Navajo
(Bertone, 1976)

Jaguar Ascot
(Bertone, 1977)

Alfa Romeo 33 Coupe Speciale
(Pininfarina, 1969)

"Marcello Gandini's Alfa Romeo Carabo is often seen as the car that established the trend for such angular wrapping of mid-engined mechanicals"

Alfa Romeo Carabo
(Bertone, 1968)

HONDA NSX

HERE'S WHAT HAPPENS WHEN ENGINEERS OVERPOWER MARKETING PEOPLE. LONG LIVE THE ENGINEERS

PHOTOS ELLEN DEWAR

Model Honda NSX NA1
Engine 2977cc V6 (90°), dohc, 24v
Max power 201kW @ 7100rpm
Max torque 285Nm @ 5300rpm
Transmission 5-speed manual
Weight 1365kg
0-100km/h 5.6sec (tested)
Economy 10.0L/100km (claimed)
Price $159,900 (1991)

WAS THE HONDA NSX a failure? Bit of a loaded question, but consider this. In 16 years on sale, it shifted 18,685 units worldwide. By contrast, between 1989 and 2004, Ferrari sold nearly 38,000 examples of the V8-powered 348, F355 and 360 models, the very cars that the NSX had been designed to shuffle off into obsolescence.

Of course the alternate view is that Honda came from nowhere to carve out a significant part of the junior supercar market, which would tend to ignore the fact that the Porsche 996 alone sold over 175,000 units between 1997 and 2005. It would also ignore the fact that the NSX was never a car defined by mere numbers. By today's standards, its power and performance figures are those of a respectable hot hatch rather than an Italian exotic, but the Honda's real power was manifested in a seismic shift in how Japanese performance cars were perceived.

Wheels' first encounter with the prototype NS-X (the hyphen was ditched for the production car) came in September 1989 when Phil Scott got to sample it at the Tochigi Proving Ground. The Japanese bubble economy was just starting to kick into top gear, with Nissan's 300ZX and Skyline R32 GT-R appearing earlier that year, but nothing prepared Scott for his first encounter with the Honda.

"It swoops off the banking and flashes down the long straight, breaking the radar beam at 242km/h. Sun glints off the glass canopy as it rushes towards us, cleaving the thick, still air of a midsummer afternoon. At once it is here and gone. Now just a winking red mirage a kilometre away, trailing a rich, bellowing wake. It is a sound to ignite the emotions; a cammy crescendo that rips and soars, triggering images of northern Italy, of racing engines and supercars."

Perfect. Not quite so pin-sharp was Scott's prediction that Honda would sell every one of the 6000 units it planned to produce each year. Australia was earmarked for a 200-car allocation in 1991, initially pitching the NSX just below an entry-level 911. That prediction came to pass, the NSX selling at $159,900 versus $165,770 for a 1991 964 Carrera 2 coupe, a car 17kW down on the Honda. The difference between the two vehicles was stark, the Porsche leaning on its sporting heritage and Honda moving heaven and earth to create one of its own.

The NSX's genesis was the striking wedge that was the 1984 HP-X show car, with exterior styling by Pininfarina. It was from here that Honda's vision diverged from the supercar norm where shortcomings were sold as character. Practicality and reliability were also factors Honda wanted from a supercar that would help it leverage its Formula 1-derived brand equity. It needed to be light, agile and impeccably engineered; something that would shift the datum on what buyers expected.

It was called Project New Sports Experimental (NS-X), and an in-house design team, lead by Masahito Nakano with exterior input from Ken Okuyama, who would later go on to pen the Ferrari Enzo and Maserati Quattroporte, sketched a distinctive shape. With a transverse naturally aspirated six amidships, room for golf bags in the big boot, and panoramic sightlines from the two-seat cabin featuring a low cowl, the basic silhouette was that of a mid-engined supercar but with distinctly Japanese detailing.

Much has been made of Ayrton Senna's involvement with the development project. While F1 testing at Suzuka in February 1989, he hopped into a development car for a blat. He gave corrective feedback on a sticky shift action to second, wind noise, and braking instability at speed. "I'm not sure I can really give you appropriate advice on a mass-production car," Senna said, with unusual diplomacy, "but I feel it's a little fragile." Chassis engineer Keinosuke Taki admitted as much at the September prototype drive. "I would like to add more stiffness to the suspension for higher stability," he conceded. "While cornering I would like more support from the suspension."

Honda regrouped in Germany after beefing up the torsional rigidity of the chassis and tuning the suspension, re-enlisting Senna to pedal the near production-ready car around the Nürburgring, and finally earning the Brazilian's tick of approval. After unveiling the final design at the 1989 Chicago auto show, the NSX went on sale in Japan in 1990.

The NSX was the first production car to feature an all-aluminium body, saving nearly 200kg over the steel equivalent in the body alone. Aluminium suspension componentry shaved another 20kg of unsprung weight. It's hard to overstate quite how revolutionary the body construction was, arriving fully five years before Audi's celebrated aluminium A8. Three different grades of aluminium were used. The body panels are made of 6083 T4, Honda adopting an aircraft industry painting standard, with a chromate coating designed to chemically protect the aluminium bodywork. The chassis frame is mostly 5182 grade, with the sill being an extruded 6061 T6. The suspension arms are forged 6061 T6. Honda was so obsessed with weight saving that even the jack was built from aluminium. Pro tip: don't grab the jack when the car's hot because it sits right atop the exhaust.

The ultimate in lightness was the NSX Type R, a JDM special introduced in 1992. This tipped the scales at just 1230kg and was sold for three years, with a mere 483 units leaving Tochigi. With carbon-kevlar Recaro

DATA SET

$646K 2019 RECORD AUCTION PRICE FOR A 560KM 2005 NSX R

50 PRODUCTION RUN OF US -MARKET ALEX ZANARDI EDITION

1991 NSX WINS *WHEELS* COTY

1168 AVERAGE ANNUAL SALES 1989-2005

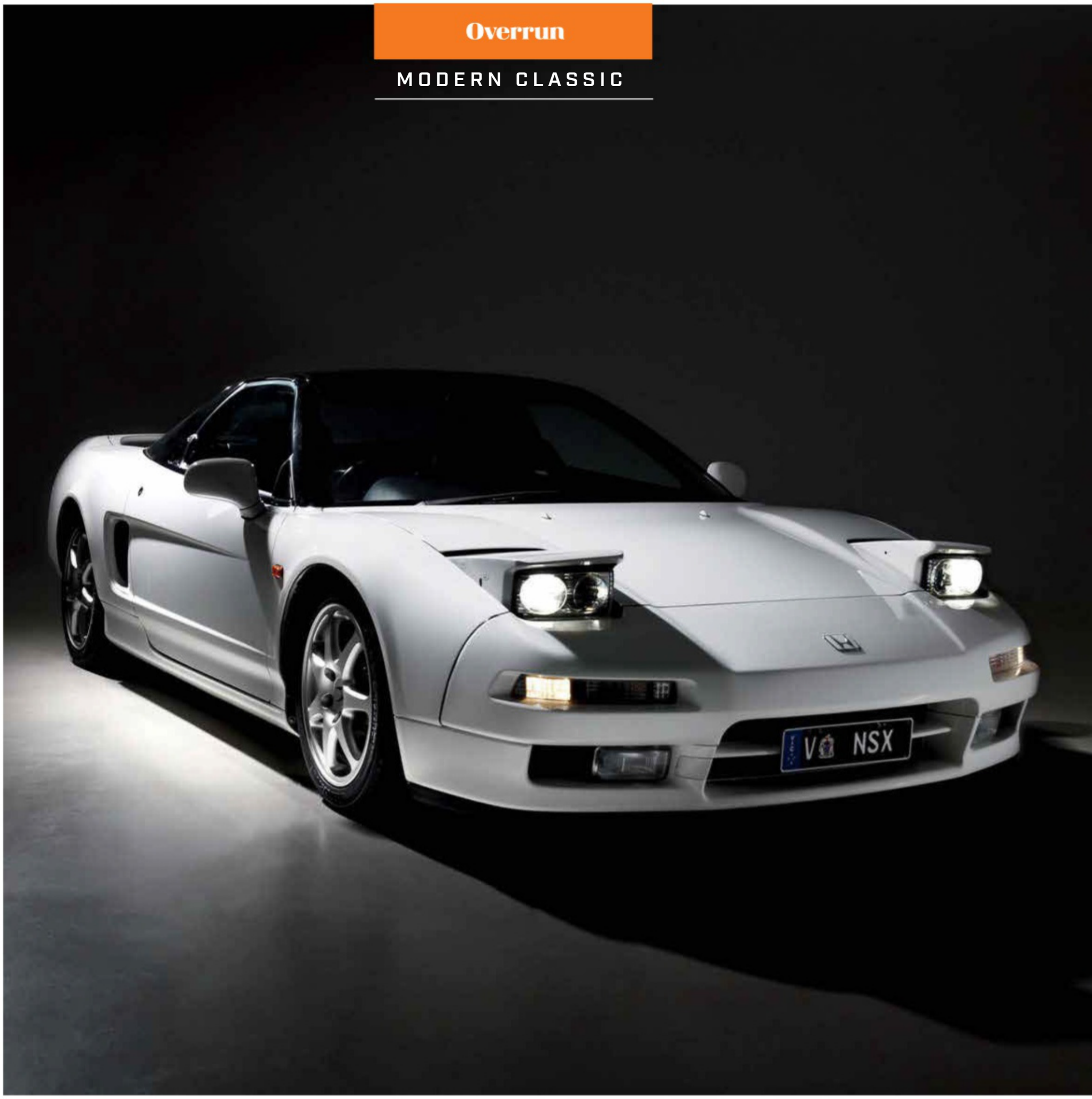
14 SETS OF REAR YOKOHAMAS THAT GORDON MURRAY KILLED ON HIS NSX

THE GOOD

Light weight; V6 soundtrack; agility; ride quality; manual tactility; depth of engineering; bold styling; practicality; outstanding durability

THE BAD

Autos slightly lame; appetite for rear tyres; razor-edge geometry requirements; can be tricky at limit; torque deficit; aftermarket mods



WHO OWNS ONE?

HONDA NSX

"It attracts a lot of attention. When I'm driving it, I keep saying, 'Don't look at me, look at the road!'"

MARIO NAPOLEONE, MELBOURNE, VIC
It's hard to imagine a better owner for this car than Mario, secretary of Phillip Island Auto Racing Club. "It was advertised by a guy down in Morwell. He wanted to make sure it went to the right owner, so we didn't so much buy it from him; he was very clear that he was selling it to us! It's an amazing car. Servicing costs the same as an Accord V6. Did you know that the first two Targa Tasmania wins were claimed by NSXs?"

SIDEWAYS AT SECA

FAST FACTS

Senna might be the racing driver most closely linked to NSX development, but Indy 500 champ Bobby Rahal also gave feedback. "I thought the car was a bit too oversteery for most consumers," he noted at a Laguna Seca test. "Honda didn't have traction control per se [in the prototype] and I didn't want to back it into the trees."

seats, no air-conditioning, no spare tyre, no traction control, no stereo and no sound deadening, but bigger anti-roll bars and beefier dampers and springs, it's hardcore. Maybe too hardcore for regular road use.

The standard NSX received incremental changes for every year of its production. Owner complaints that the aggressive toe-in was seeing them destroy rear tyres in 5000km saw Honda ease 2mm from that alignment in 1993. A passenger airbag and a reconfigured centre console were also introduced. The following year, wheel and tyre size were increased.

Some major changes were introduced for the 1995 model year. The automatic 'box was configured for Tiptronic-style shifting, while the manual models got a more aggressive torque-reactive differential. Power steering became standard on manual cars as well as automatics, a drive-by-wire throttle debuted, and bumper sections featured extruded aluminium rather than stamped steel. The NSX-T targa model was also unveiled, featuring a removable aluminium roof panel.

Project leader Shigeru Uehara was in no doubt where his engineering focus for the car lay. "We always made a big effort for weight reduction from the beginning to the end of the NSX project," he said. "The NSX finished its production just minus 10kg compared to early models, in spite of a lot of component weight increases... such as wheel size up, brake size up, engine size up, transmission from 5MT to 6MT. Always for the NSX, weight reduction was the most important item."

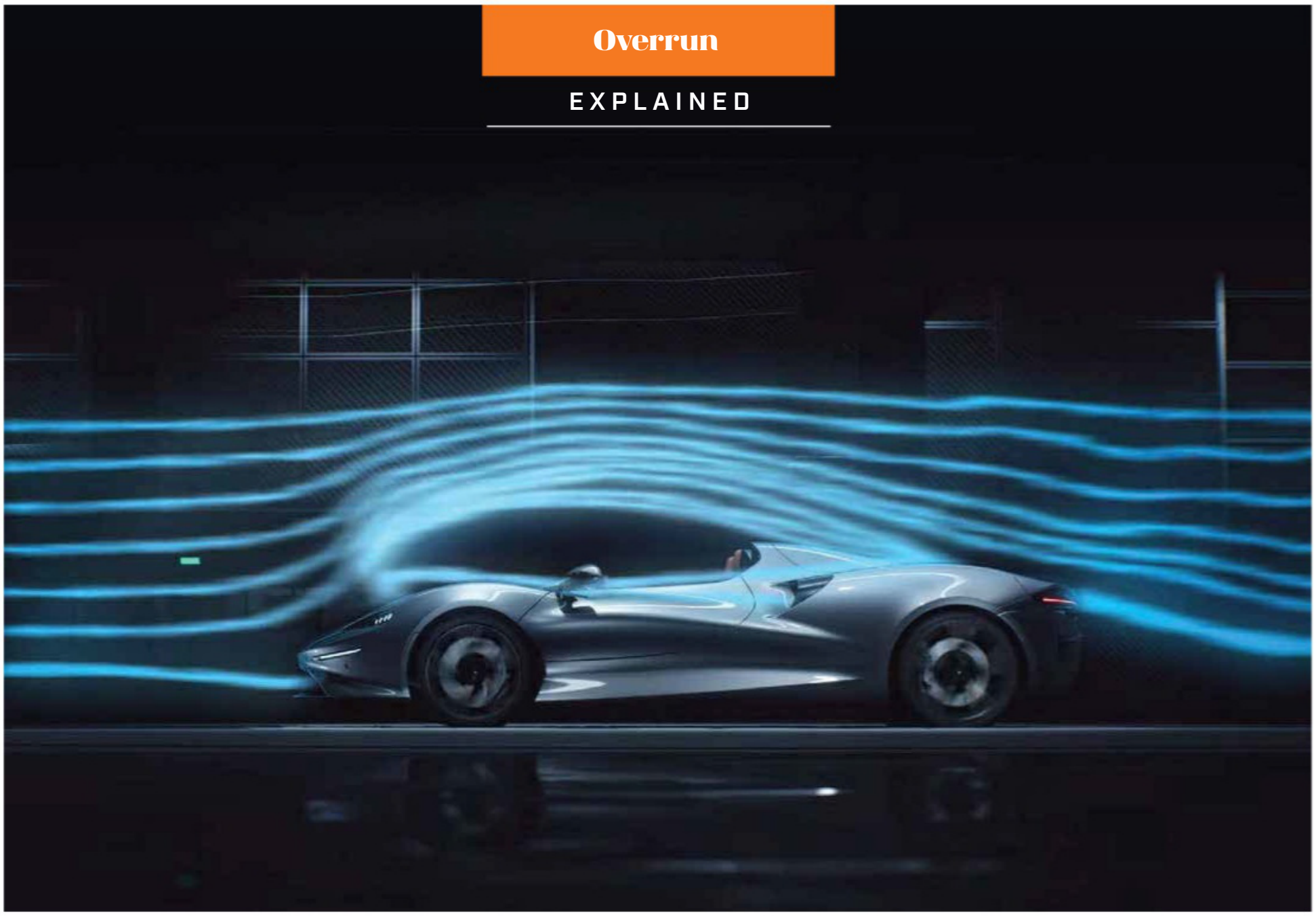
The NSX even influenced the design ethos of the iconic McLaren F1. That car's designer, Gordon Murray, saw early examples of the NSX, Honda being an engine supplier to the British F1 team. "The moment I drove the 'little' NSX, all the benchmark cars – Ferrari, Porsche, Lamborghini – I had been using as references in the development of my car vanished from my mind," said Murray. "Of course the car we would create, the McLaren F1, needed to be faster than the NSX, but the NSX's ride quality and handling would become our new design target."

Murray also went on to claim something a little confusing in an *Autocar* interview. "The NSX was also the first car to use DBW (drive by wire)," he said. "It felt very pleasing. It achieved a very natural, linear-feeling throttle, and I can now hide my embarrassment and confess that I copied the idea during the development of the McLaren F1." The F1 arrived in 1992, while Honda introduced DBW on the NSX in 1995, so I'm not exactly sure what Murray had access to, or whether something was lost in the translation during his early prototype drive. Electrical actuation was also used for the NSX's steering. "Too light," harrumphed our Peter Robinson. "Simply too light and dead," opined Phil Scott. By the standards of 1989 they were both spot on. Drive an NSX in this era of electrically assisted tillers and it doesn't feel unusual or deficient. Make of that what you will.

The enlarged 3.2-litre engine and six-speed manual combo arrived in 1997, the automatics still persisting with the 3.0-litre lump. Other big changes came in 2002 with the NA2 revision. As well as the debut of the gawky fixed headlamp units, the OE tyres changed from Yokohama A022s to Bridgestone RE050s. A Japanese-market-only NSX-R also debuted, featuring carbon-ceramic brakes and some carbonfibre body panels, with power stepping up to 216kW. Production amounted to around 150 units, and it remains the most highly prized of all NSXs.

The NSX is a car that feels of its moment. That moment was the money-no-object Japanese bubble economy of the late '80s, of Ayrton in his loafers and white socks, of giving it to complacent Eurotrash. It's still a delightful thing, breathtaking in its ambition and execution, all addictive induction howl, perfect shift action, sympathetic damping and sheer consideration of design. It's one of *those* cars. If you know, you know.

ANDY ENRIGHT



McLAREN ACTIVE AIR MANAGEMENT SYSTEM

CONJURING A WINDSCREEN OUT OF THIN AIR

It might not have a windscreen but the only thing eye-watering about McLaren's ultra-exclusive Elva roadster is its $2.3m price tag, thanks to a brilliant aerodynamic trick.

Like many mid-engined cars, cooling air enters through the McLaren's nose, flows over the heat exchangers housed within and exits via a large vent in the bonnet. However, the warmed air has a dual purpose. When the Active Air Management System (AAMS) is activated, a carbonfibre deflector rises 150mm out of the bonnet ahead of the vent, creating lower pressure at its leading edge. This aerodynamic depression causes the air exiting the top of the bonnet to accelerate vertically, creating what McLaren describes as a 'bubble of calm'. The column of air creates an invisible wall where a windscreen would normally be located, minimising cabin turbulence.

Binning a windscreen at the design stage along with a roof and the pillars to support it saved significant kilos from the car's final kerb weight. In fact, thanks also to cutting-edge carbonfibre construction techniques, the Elva is McLaren's lightest production road car to date. An official kerb weight has not been announced, but McLaren's claim means this top-chopped bantamweight tips the scales at less than 1140kg.

DANIEL GARDNER

1

HIDDEN TALENT

McLaren says the AAMS deflector is 'discreet', but owners who would prefer to endure a little cabin turbulence rather than spoil the exterior lines at speed can manually override the system with the push of a button.

2

RESISTANCE MOVEMENT

The AAMS improves the effectiveness of the air-braking system at the tail end too. An active rear spoiler adjusts its angle depending on the vehicle speed and attitude, for an optimised combination of drag or downforce.

3

WINDOW OF OPPORTUNITY

Cabin comfort benefits are most obvious from about 50km/h, when the breeze would normally start to disturb occupants, up to speeds around the 110km/h mark when the sophisticated solution starts to lose the battle against simple physics.

RENAULT F1 TEAM recommends Castrol EDGE

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FIRST

Drives

THE NEW METAL THAT MATTERS, TRIALLED AND TESTED

GENESIS GV80

FIRST OVERSEAS DRIVE

KOREANS OUT TO MUSCLE IN ON LUXE SUVS

IT TAKES serious bravado to launch a challenger brand into Australia's tribal vehicle market. The ghostly stillness in Infiniti showrooms is a timely reminder that it takes more than just confidence to prevail.

With just a pair of luxury sedans to represent Genesis in Australia, for a while it looked like Hyundai's premium outpost was facing a similar fate to Nissan's equivalent. However, the South Korean hopeful finally has this, the GV80, that competes with the heavy hitters in a far more lucrative segment.

Rather than chasing meagre pickings in the contracting sedan market, the GV80 slots into the relatively rich seam that is large luxury SUVs, and it promises an impressive armoury. Pricing and exact specs are to be confirmed, but when it arrives halfway through 2020, three engines will be on offer, including a pair of turbo petrols in V6 and four-cylinder configuration, but the diesel we sampled during a first encounter in Genesis' native South Korea was outstanding.

While most other brands opt for a vee layout for their six-pot diesels, Genesis joins BMW and Mercedes in offering an in-line six, and its superior silkiness and refinement is immediately obvious. Although a debut effort for the Koreans, it brings almost as much sophistication as the engines in its German rivals.

At idle the 3.0-litre is eerily silent and smooth, but it awakens with impressive muscle as soon as it's asked. Torque is near-instant, and the eager acceleration from a standstill is accompanied by a sweet note. There's negligible in-gear turbo lag, and the engine pulls strongly all the way to its redline. It can't quite match the high-revving and power-happy nature of BMW's same-size diesel, but 588Nm of torque leaves the driver wanting for little by way of performance.

The standard eight-speed automatic transmission (also an exclusive in-house development by Genesis), is beautifully refined, delivering shifts as slick as the engine to which it's bolted.

An all-new, predominantly rear-drive platform makes its debut with the GV80, and will be finding its way under more Genesis models (but not Hyundais). In the case of the GV80, it can accommodate an extra diff for all-wheel drive, and features an electronic LSD at the back.

Our mostly freeway drive allowed very limited enthusiastic pedalling, though a rare blast of cornering fun revealed pleasingly chatty, light steering and surprisingly little bodyroll. Otherwise, our first steer was all about establishing the GV80's luxury and comfort credentials.

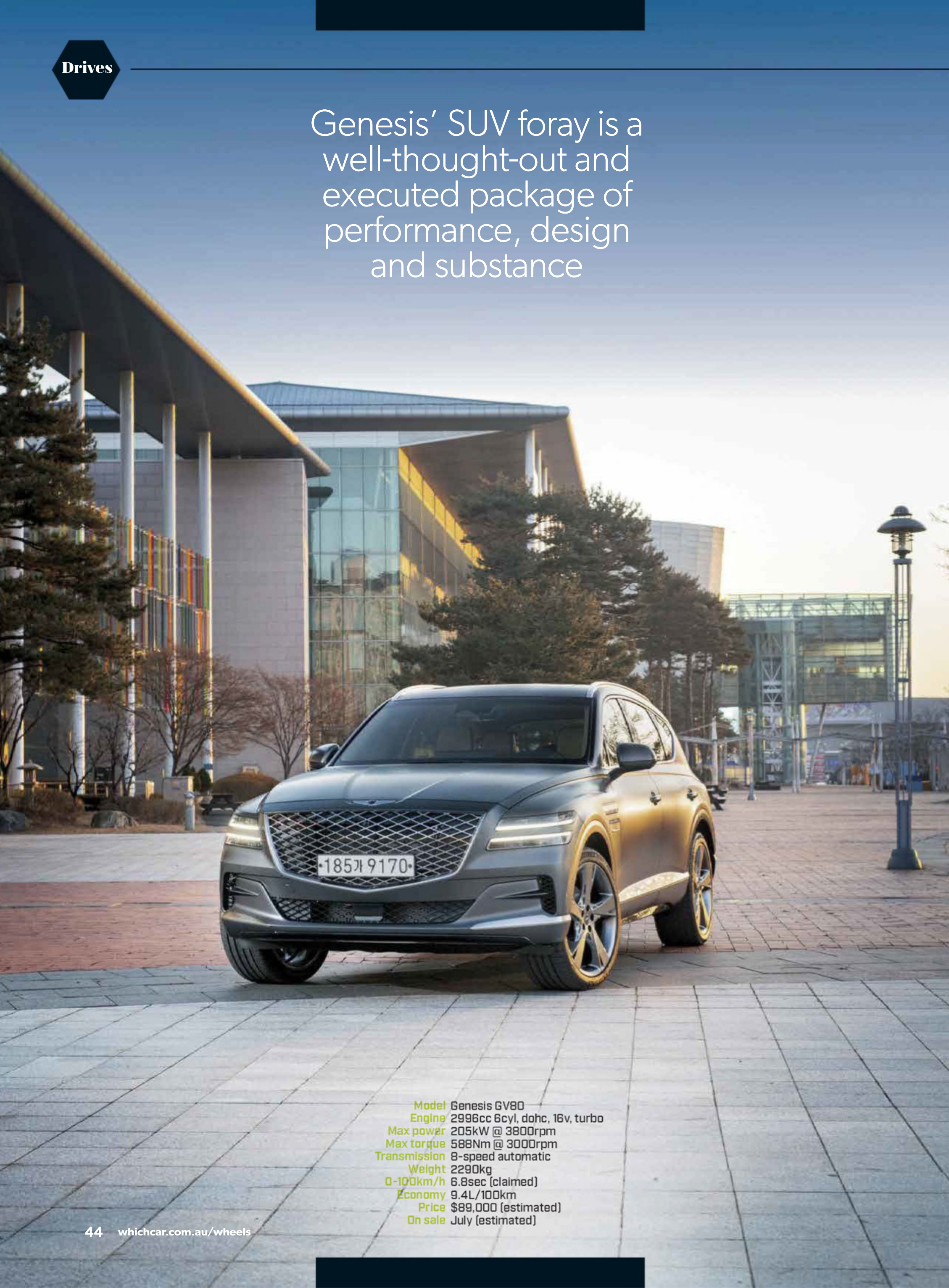
In Korea, three wheel sizes will be offered: a standard 19-inch rim, 20-inch, and the flagship 22-inch wheel. The GV80's chassis is well-tuned to suit the 22s fitted to our car. While the ride was predominantly on the soft side, body control was excellent and settled fast after large road imperfections. This is a machine that would devour many miles of road tripping with total ease. Due to the nature of the drive, the jury's out on off-road ability and the mud, snow and sand driving modes.

A new noise-cancellation system also makes its debut in the GV80, and the six-microphone set-up is highly effective in masking unwanted noise while allowing you to hear the things you want to. That includes a choice of

PLUS: Slick drivetrain; advanced technology; uniquely Genesis inside and out

MINUS: Price will make or break; gesture of a third row; brand recognition

Genesis' SUV foray is a well-thought-out and executed package of performance, design and substance



Model	Genesis GV80
Engine	2996cc 6cyl, dohc, 16v, turbo
Max power	205kW @ 3800rpm
Max torque	588Nm @ 3000rpm
Transmission	8-speed automatic
Weight	2290kg
0-100km/h	6.8sec (claimed)
Economy	9.4L/100km
Price	$89,000 (estimated)
On sale	July (estimated)

ambient background sounds, including lapping waves, footsteps though snow, or rain dripping from a roof, to keep your ears caressed with unique, if a little weird, noise.

A brilliant 3D digital dashboard creates an almost unsettling sense of depth for the instrument panel, and we liked a blindspot-eliminating camera that flashes up in place of the tacho when the left indicator is used, and the speedo for the right indicator.

A 14.5-inch touchscreen is well proportioned, with a low profile, and displays fantastically sharp graphics and themes. The large screen also displays a clever new augmented navigation option that overlays information such as street names and house numbers over an image relayed from a forward-facing camera. It's probably only a few years before you see this tech creeping into head-up displays for the ultimate application, but for now, this is class-leading.

The GV80 complements its premium technology with an opulent cabin. Real leather, sophisticated synthetic equivalent or a combination of both? The fact that we couldn't tell exactly what was upholstering a majority of the interior is testament to the quality.

Matte paint finishes will bring a little authentic Korean sub-zero frosting to our balmier climes

There are also lovely choices of open-pore wood, and lots of flexibility in cabin colour and trim options.

The GV80 comes with five or seven seats, but unlike some rivals with similar exterior dimensions, the Genesis is not roomy when optioned with a third row. Adults in the rearmost two seats must lean forward to clear the diving roofline, while second-row occupants also lose some room. In a seven-seat configuration, the GV80 cannot match the day-to-day useability of, say, a Santa Fe. If you're keen to experience the most luxurious GV80 available, stick with the five-seater.

Genesis claims the unorthodox two-spoke steering wheel is ergonomically superior to other designs, though we'd prefer the more pleasing aesthetics of something a little more traditional.

The most commendable characteristic of the GV80 interior is how virtually nothing appears to be shared with a Hyundai. Can even a Lexus claim the same distance from its parent, Toyota?

Genesis' SUV foray is a well-thought-out and executed package of performance, design and substance, with the potential to capture a decent portion of Australia's large-SUV audience. Ultimately, though, it's the price that will dictate whether the GV80 is a disappointment, or a Genesis in the most literal sense of the word.

DANIEL GARDNER

The Rival

LEXUS RX 350L SPORTS LUXURY
$101,600

Genesis will hope for the success of this once challenger brand but now established purveyor of luxury vehicles, Lexus. Decades of convincing Aussie customers has seen the Lexus SUV line-up grow to four, including this RX mid-to-large contender, and a hybrid that will smash the GV80's fuel consumption if not its performance with 230kW/335Nm. Petrol-only versions compete with 221kW/370Nm.

JEEP GLADIATOR

UNLEASH HELL FROM THE TRAY!

Model Jeep JT Gladiator Rubicon
Engine 3604cc V6 (60°), dohc, 24v
Max power 213kW @ 6400rpm
Max torque 353Nm @ 4400rpm
Transmission 8-speed automatic
Weight 2300kg (estimated)
0-100km/h 9.0sec (estimated)
Economy 13.1L/100km
Price $70,000 (estimated)
On sale June 2020 (estimated)

JEEP'S NEW Gladiator pick-up lands in Australian dealers mid-year, but Jeep shipped a handful of the muscular 4x4s to New Zealand's South Island, to to give us a taste of this Wrangler-based ute drives.

The vehicles on offer were left-hand-drive US-spec Gladiator Rubicon models with Jeep's full arsenal of off-road weaponry. This includes: Dana live axles front and rear, fitted with extra-low 4.1:1 gears and locking centres; 4.1s in the transfer case for extra-low crawling ratios; a disconnecting front anti-roll bar; 33-inch off-road tyres and Fox Racing shock absorbers.

Australia will get an 'International-spec' JT Gladiator, which means the transfer case will also offer full-time 4x4 as well as 2WD, and 4x4 locked high and low range. Smaller 255/75R17 tyres are likely to replace the 33s on our variants, much to the dismay of off-road enthusiasts.

Full local specs and pricing are yet to be revealed but we can tell you that it will come in two variants – Overland and Rubicon – and be powered by the 213kW and 353Nm, 3.6-litre V6 Pentastar engine backed by the eight-speed transmission. No manual or diesel option, for now at least.

Jeep officials were quiet when asked if we'd get the 2.2-litre four-cylinder diesel we have in the Wrangler Rubicon, or the 3.0-litre V6 diesel the US market has in its Wrangler. Jeep may instead fit its 4xe plug-in hybrid powertrain recently unveiled in Wrangler; part of its aim to be the greenest SUV brand and offer electrified options on all models by 2022.

In a market crowded with same-same dual-cab 4x4 utes, the Gladiator's big points of difference are its live front

Off-road ability; LWB lifts ride stability

PLUS

MINUS

Towing and load capability; Oz diesel?

axles in lieu of the standard IFS, and that it's the only one with a fully removable roof. Or you can simply remove the front sections to let the sun shine in. Want to take the open-air motoring experience further? The windscreen folds flat to the bonnet, and the doors are removable.

If you've ever driven a JL Wrangler, you'll be at home behind the wheel of the JT Gladiator; the view over the bonnet, the layout of the controls, audio and HVAC are all identical between the two siblings, as well as the sound, feel and performance of the engine and transmission. It's an engine that likes to rev for the best performance – less than ideal for low-speed off-road driving but entertaining on open roads, sealed or otherwise.

On gravel roads, the long 3487mm wheelbase gives the JT Gladiator a more planted and stable feel on the terrain than its shorter wagon sibling. This also improves the ride quality on rougher ground. The Fox shocks fitted to Rubicon models on this drive in Queenstown delivered a more controlled ride and handling than what we've come to know on the Wrangler. The steering is still light and vague in places, which is typical of Jeep's off-road vehicles and keeps the driver on their toes.

The Gladiator's rear seat is fairly upright, like many rivals in this class of vehicle. But there's heaps of headroom, and more legroom in the back than there is in a Wrangler.

The Gladiator is an important vehicle for Jeep, and for FCA Australia as its brands struggle for mainstream favour here. Limited load capacity and the lack of a diesel option could be decisive factors in its fortunes.

MATT RAUDONIKIS

Watch this space

Gladiator's cargo bed measures 1525 x 1295 x 445mm (LxWxH), which is large but is limited in capacity when compared to the 4x4 utes that are popular here now. The maximum payload of the Rubicon is just 620kg while the popular utes rate between 850kg and 1100kg. Likewise the 2171kg towing capacity falls well short of the 3500kg that models like the Hilux, Ranger and Colorado all offer.

MERCEDES-BENZ GLS

SEVEN SEATER PLAYS THE LONG GAME

Model Mercedes-Benz GLS 400d
Engine 2925cc 6cyl, dohc, 24v, turbo-diesel
Power 243kW @ 3600-4000rpm
Torque 700Nm @ 1200-3000rpm
Transmission 9-speed automatic
Weight 2490kg
0-100km/h 6.3sec (claimed)
Economy 7.7L/100km
Price $153,300
On sale Now

MERCEDES-BENZ has taken the automotive phenomenon of 'segment creep' to the extreme with its new GLS, stretching the large SUV by 77mm compared to the previous generation and bringing its total length to 5207mm. Of that extra length, 60mm has been added directly between the wheels, for a wheelbase of 3135mm.

Why? To make the GLS one of the most practical vehicles for carting a large number of people (and their luggage) this side of a people-mover.

Powering the GLS is a choice of two 3.0-litre straight-six turbocharged engines, which send power to all four wheels via a nine-speed automatic transmission. The GLS 450 starts the two-variant range at $146,500, powered by an M256 petrol engine with EQ boost (fancy speak for a mild-hybrid system) providing total outputs of 270kW/500Nm.

However, it's the $153,300 GLS 400d that we have on test, powered by the OM656 diesel, with claimed outputs of 243kW and 700Nm – sizeable increases of 53kW and 80Nm compared to the second-gen GLS 350d it replaces.

This is expected to be the more popular variant, and acceleration is claimed to be a crisp 6.3 seconds to 100km/h – impressive considering the nearly 2.5-tonne weight of the vehicle.

Behind the wheel it's easy to forget you're driving a diesel, with nary a hint of the old oil-burner clichés present. It's just the lowly redline that gives the game away, and that prodigious low-end torque. The nine-speed 'box shuffles between gears subtly, without constantly searching for the right ratio when you lay into the throttle.

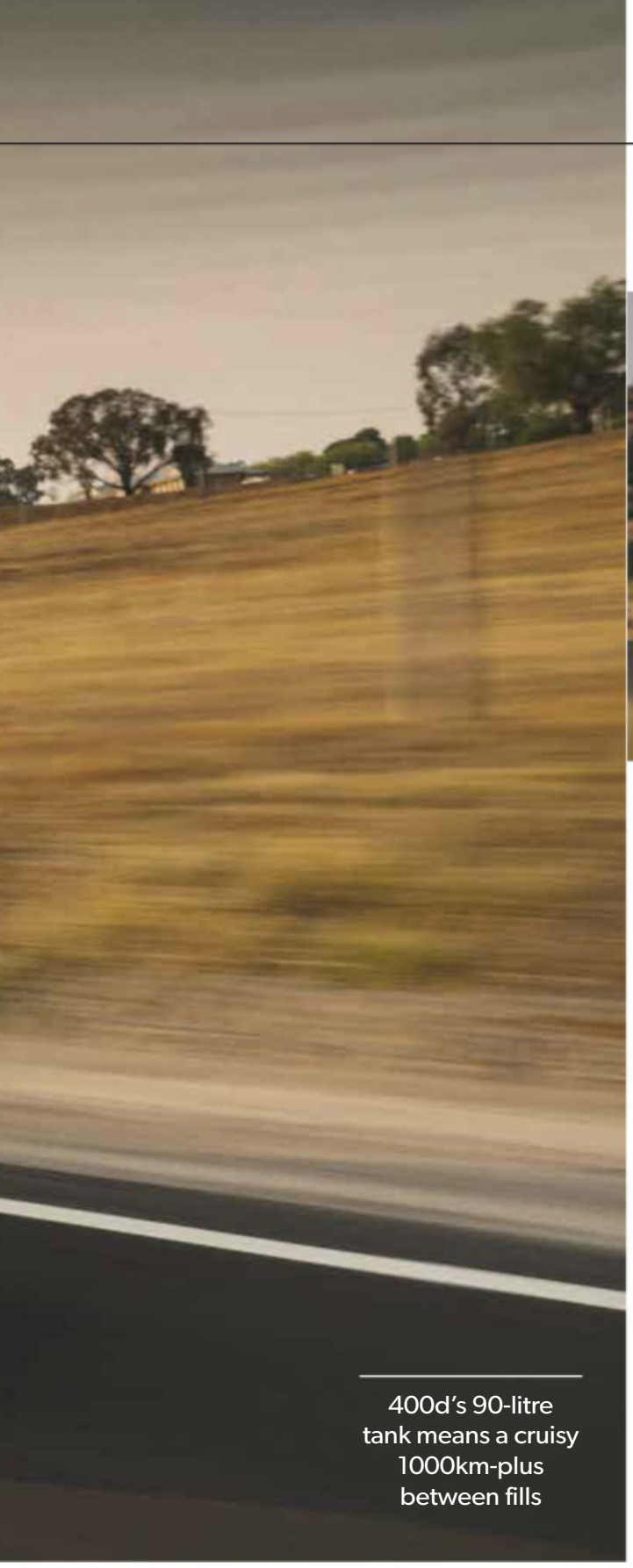
Air suspension is standard, with

Ride; dynamics; space; engines

PLUS

MINUS

Entry price; cost of some options



400d's 90-litre tank means a cruisy 1000km-plus between fills

Merc engineers reworking the front axle design in an effort to reduce tyre noise and vibrations. As a result, damping is well sorted, the ride plush and cosseting, with impressive body control. In terms of broader dynamic ability, the GLS is able to be hustled at a pace that defies its imposing physical stature.

The cabin is hushed at cruising speeds, with impressive refinement keeping noise intrusion from wind and road to a minimum.

The dimensional expansion hasn't been in vain, with the GLS offering supreme space inside for both animate and inanimate cargo. Second-row seats can slide fore and aft, with up to 87mm of legroom offered, which is extremely generous.

Boot space is, frankly, vast. Even with the third row of seating raised, there's 355 litres of luggage space, growing to 890 litres with just two rows being used. These are increases of 60 and 210 litres respectively compared to the previous-generation GLS.

Despite its almost six-metre length, the big Benz isn't unwieldy, with an admirable 12.5-metre turning circle, and enough parking cameras and sensors to land a lunar module.

The GLS has a towing rating of 3500kg, but you'll need to fit the optional $1900 towbar package before you hitch a wagon to the rear. If you are a bit of a bitumen-dodging masochist, you can also tick the box for the $3500 off-road package.

Options like these could raise the price of the GLS even further above its rivals. This is the Mercedes' only real downfall, with higher pricing compared to BMW's X7 and Audi's Q7. But for the way GLS pairs practicality with luxury and driving dynamics, that price premium may be money well spent.

CAMERON KIRBY

Pack it up

AMG Line styling is standard in Australia. This is the first Merc which can be fitted with 23-inch wheels from the factory; our test vehicle came with 22-inch rims as part of the $2500 Night Package styling option, wrapped in meaty Continental Premium Contact 6 rubber – 285/45/22 at the front, and 325/40/22 at the rear. The GLS goes big on functionality, too. A switch is easily accessible at the boot which lowers the rear of the car, and each seat can be electronically raised or lowered individually. The spare wheel in the boot can be accessed even with all three rows of seats being used.

PORSCHE MACAN GTS

A DAMN GOOD SPORT

SUBTLE EVOLUTION and incremental improvement have long been Porsche's calling cards, and so it is with the new Macan GTS. A facelift of the original Macan GTS, which first appeared in 2015, this updated version has been honed and fettled to deliver punchier performance and even sharper handling, plus a richer interior and a longer list of standard equipment.

Pitched as the "sportiest Macan", the GTS fills the middle ground between the Macan S and the top-spec Turbo, meaning punchy, if not ferocious performance, and a clear focus on handling. Priced at $109,700, the Macan GTS is a rival for the Mercedes-AMG GLC 43 and BMW X3 M40i, but is quicker and better to drive than both.

Thrust is delivered by the same 2.9-litre twin-turbo V6 as the $32K more expensive Macan Turbo, though a milder ECU tune means outputs are 280kW/520Nm, compared to the Turbo's 324kW/550Nm. Still, that's 15kW/20Nm up on the old GTS, and the 0-100km/h sprint has been shaved by three tenths to just 4.7sec, if you tick the box for Sport Chrono.

Flatten the throttle and there's no denying this is a quick SUV. Engine response is impressive (the turbos are mounted inside the vee to reduce lag), the quick-shifting seven-speed dual-clutch gearbox is easily the best transmission in this class, and despite a portly 1910kg kerb weight, full-bore acceleration is forceful enough to push you deep into the backrest of your seat. Sounds good too, thanks to a standard sports exhaust that produces a rorty note and plenty of aural theatrics on the overrun.

Porsche's primary focus, however, has been the dynamics. Three-way adjustable adaptive damping is standard, as is a sports suspension tune that drops the ride height by 15mm compared to regular Macans. Optional air suspension shaves an extra 10mm off the ride height, should you feel compelled to really blur the lines between performance SUVs and wagons, though we'd wager it'd be an indulgence too far. Though perhaps not quite as far as the optional carbon ceramic brakes, which will set you back $16,870. The standard cast iron stoppers, which measure 360mm up front with six-piston monobloc calipers, provide ample stopping power.

Aim a Macan GTS at a challenging section of road and it delivers the kind of stellar handling we've come to expect from this badge. The chassis is noticeably sharper than an S and, thanks to a larger footprint (standard 20-inch wheels are shod with staggered Michelin Latitude rubber

PLUS Class-leading dynamics; quicker than rivals; ride quality; excellent seats

MINUS Button-heavy cabin feels dated; heavy; pricey; rear-seat kneeroom

Back in black: Multifunction wheel and optional Sport Chrono signal Macan GTS's sporting intent

measuring 265/45 up front and 295/40 out back), overall grip levels are high. Better yet, despite the chassis' performance focus, the ride never feels overly firm or harsh.

Inside, front-row passengers are ensconced in superb eight-way sports seats and are met with some GTS-specific visual touches such as brushed aluminium kick plates. It's a richly trimmed and highly equipped place to sit, though the button-heavy centre console is showing its age. The lack of a head-up display, even as an option, is odd too. Cabin storage is also at a premium (the glovebox and central bin are disappointingly small), and while the rear seat offers ample head- and toe-room, and a comfortable rear-cushion with decent under-thigh support, longer-legged passengers may want for kneeroom.

Yet these are minor niggles in an overall package that offers a convincing blend of performance and everyday useability. There's some tasteful visual differentiation here, too, with GTS models scoring blacked-out details, black Spyder Design wheels and redesigned front and rear aprons.

So is it still the pick of the Macan range? It depends on your priorities. If they happen to be driver enjoyment and dynamic excellence, then this remains the SUV to beat.

ALEX INWOOD

Model Porsche Macan GTS
Engine 2894cc V6 (90°), dohc, 24v, twin-turbo
Max power 280kW @ 5200-6700rpm
Max torque 520Nm @ 1750-5000rpm
Transmission 7-speed dual-clutch
Weight 1910kg
0-100km/h 4.7sec (claimed, with Sport Chrono)
Economy 9.6L/100km
Price $109,700
On sale Now

the facelifts

Was it worth all the effort?

MAZDA CX-9

WHAT'S NEW?
Useful stuff, like improved access for the third row, USB ports back there, and a hands-free tailgate across the range. Plus a larger infotainment screen, now 9.0-inch.

HAS IT WORKED?
We'll make that call when we drive it, and feel the effects of GVC Plus, which is intended to minimise understeer and improve mid-corner stability via subtle brake intervention.

HONDA CIVIC

WHAT'S NEW?
Most significant is the upgraded safety pack for VTi and RS, but there's also the predictable changes to bumpers and grille, plus new wheel designs and, for the RS, wider Michelin rubber.

HAS IT WORKED?
You really don't want to ask that question of the safety stuff, because it means you (nearly?) crashed. But it is useful that Honda has rid us of the touchscreen icons for the four core display functions; they're now hard keys.

FIAT 500

WHAT'S NEW?
This range restructure aims to keep the ageing baby viable until the all-new model is unveiled later this year. Base-spec Pop is gone; new top-spec Club rolls in. Atmo 1.2-litre four and transmissions unchanged.

HAS IT WORKED?
Doesn't matter. Wait for the new model, which will come as an EV, as well as a five-door Giardiniera wagon. *Bella.*

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MERCEDES-AMG GLE 53

BEAUTY IN WHAT LIES BENEATH

THE 1979 hit by a Brit pseudo-punk band would provoke a storm of outrage today, but 'Nice Legs, Shame About Her Face' concisely describes the new Mercedes-AMG GLE 53 4Matic+ Coupe.

With its boosted and electrified engine, adept transmission, effective all-wheel-drive system and extensive chassis-enhancement tech, perhaps this SUV coupe, due in Australia in the third quarter of 2020 at around $150,000, doesn't need to be a visual stunner.

The motor-generator unit between the 3.0-litre in-line six and nine-speed auto transmission is at the core of the GLE 53 Coupe's prowess. This combo debuted in the CLS in 2018, then appeared in the E-Class Coupe and Cabriolet.

The electric unit adds a 16kW/250Nm kick to the bottom end of the engine's power and torque curves, as well as functioning as its starter motor. When operating as a generator, it charges the vehicle's 48-volt battery pack that helps make the GLE 53 Coupe a low-voltage hybrid and powers the engine's current-hungry electric compressor, the chassis' active anti-roll bars, and more.

Throttle response is practically lagless, the electric turbo delivering instant low-rev boost while exhaust gases spin the conventional second turbo up to speed. And a bonus is that the straight-six is a more melodious motor than the twin-turbo 3.0-litre V6 of the GLE 43 Coupe.

Shifting is affected by which of the seven driving modes is deployed, but the transmission is adept at selecting the right ratio for the circumstances.

On icy roads at its international launch in the mountains of Austria, the Coupe found more grip than seemed possible, and on twisting alpine roads, it was improbably quick. Its standard air springs and adaptive dampers, with the active anti-roll bars, quell the inclination of something so high and over two tonnes in weight to pitch and roll. With a 60mm shorter wheelbase and more direct steering than the GLE SUV, it's actually agile.

But it's too hefty ever to be elegant. The tail-lights were designed to emphasise the breadth of the GLE Coupe's big behind, according to a Benz designer. The swoopy exterior obstructs rearward vision. The curve of the bonnet makes it hard to place the kerb-side front wheel. And the deep instrument panel, shared with the new GLE, will be a problem for short drivers.

Despite the shorter wheelbase, rear-seat legroom is good, though headroom only adequate. Interior dimensions are mostly very close to the outgoing model.

So even though the visual compromises inherent in the SUV coupe concept show in the new GLE 53 Coupe, the way it drives is pretty impressive.

JOHN CAREY

PLUS Performance; handling; effective driver-assist tech

MINUS Vision; bulk; impracticality; weight; premium price

Model Mercedes-AMG GLE 53 4Matic+ Coupe
Engine 2999cc 6cyl, dohc, 24v, twin-turbo, mild hybrid
Max power 320kW @ 6100rpm
Max torque 520Nm @ 1800-5800rpm
Transmission 9-speed automatic
Weight 2225kg (estimated)
0-100km/h 5.3sec (claimed)
Economy 9.3L/100km (NEDC)
Price $150,000 (estimated)
On sale Q3 2020

FIRST OVERSEAS DRIVE

AUDI RS Q8

SIBLING RIVALRY

AUDI'S URUS is a succinct way to summarise the new RS Q8. Extensive Audi Sport improvements make this high-performance version of the Q8 the quickest-ever SUV around the Nurburgring. Does this 7m42s feat make Lamborghini envious? Probably, although Sant'Agata Bolognese can derive some consolation from the fact that their SUV is fractionally quicker 0-100km/h; 3.6 seconds, compared with 3.8 seconds for the RS Q8.

The new Audi and the Lamborghini are the pinnacle performers built on VW Group's MLB Evo architecture. This platform provides foundations for the VW Touareg, Audi Q7, Porsche Cayenne and Bentley Bentayga, as well as the Q8 and Urus.

The pair share much drivetrain and chassis hardware, including the core of their twin-turbo 4.0-litre V8s. While the Lamborghini version has specific cylinder heads to enable its 478kW maximum, the Audi Sport version isn't far behind with 441kW.

The RS Q8 drives through an eight-speed auto and an all-wheel-drive system featuring a mechanical centre differential set up to send more torque to the rear axle. It rides on air springs and adaptive dampers, and has rear-wheel steering. Active anti-roll bars, ceramic brakes and 23-inch wheels and tyres are optional in Europe, where RS Q8 deliveries begin early this year.

When the Audi reaches Oz around August, it's likely to wear a $250,000 price tag. Steep, sure, but Lamborghini asks $390,000 for the Urus.

Fiercely fast in a straight line, the RS Q8 isn't bad through bends. The fully optioned examples sampled at the international launch on Tenerife coped well with narrow, winding mountain roads in rain and fog. The auto made the occasional thumpy shift, but grip was great and handling hard to fault. The Audi's steering wasn't especially communicative, and the car's bulk often was daunting.

It felt more at home on the motorway, where the air springs delivered a smooth ride and there was time to take in the RS Q8's attractive and spacious interior. It shares the same wheelbase as the Q7, so there's ample room in the rear.

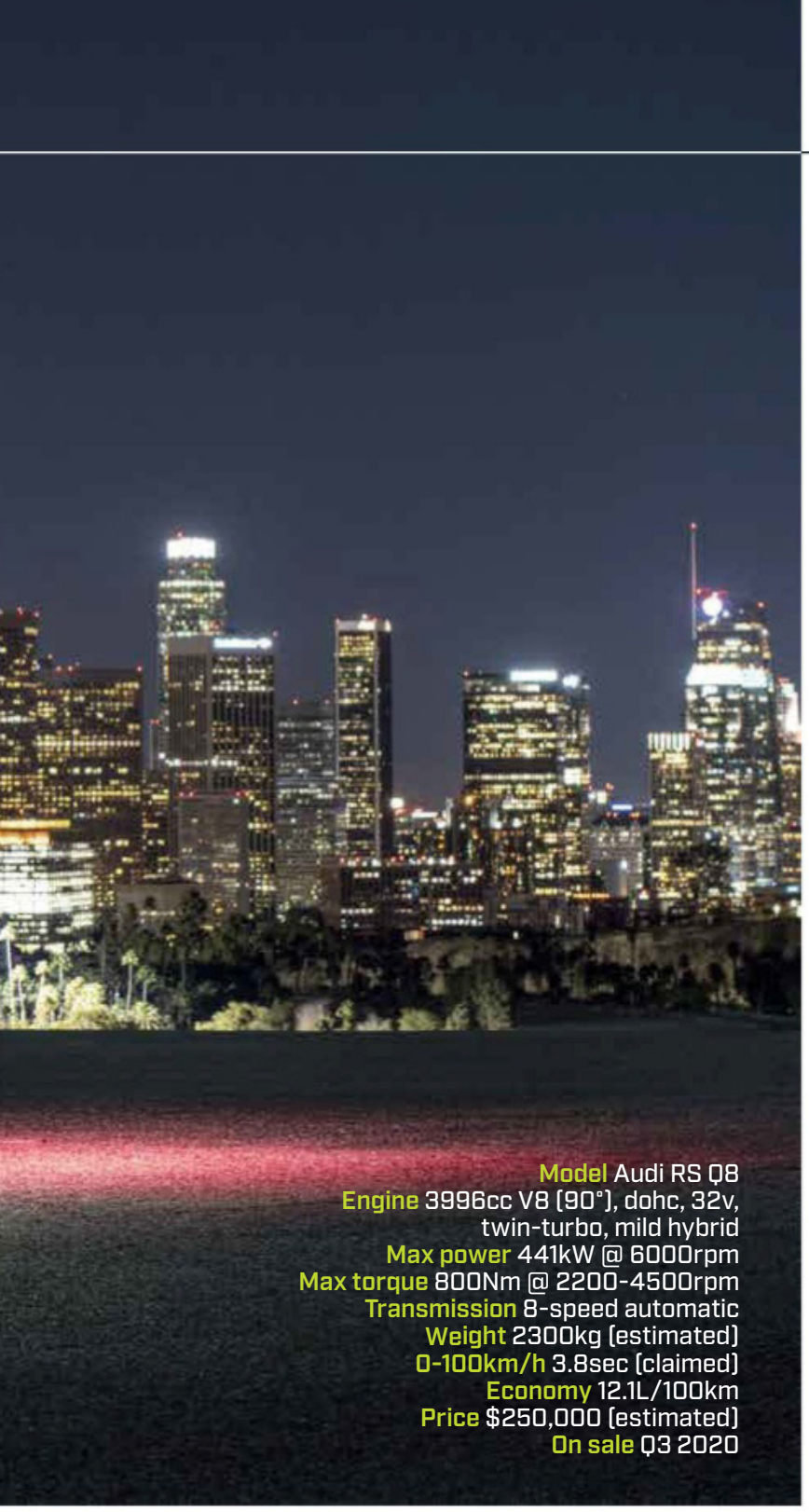
Though the Q8 is Audi's answer to established SUV coupes like the BMW X6 and Mercedes-Benz GLE Coupe, it's more attractive and less compromised. The shape is more high-rise hatchback than coupe. With its flatter roofline and deeper rear glass, headroom is better and all-round vision is less restricted.

The RS Q8's engine wears a bolt-on, belt-drive 48-volt motor-generator, making it a very mild hybrid. The system reduces consumption incrementally, but the Audi's mental speed and two tonne-plus weight guarantee it will be a fuel hog. Official consumption is high at 12.1L/100km – but still a little less than a Urus uses.

JOHN CAREY

PLUS: Performance; grip; ride comfort; exterior design; space and fit-out

MINUS: Handling impressive but not involving; auto's occasional clunk; weight; thirst



Model Audi RS Q8
Engine 3996cc V8 (90°), dohc, 32v, twin-turbo, mild hybrid
Max power 441kW @ 6000rpm
Max torque 800Nm @ 2200-4500rpm
Transmission 8-speed automatic
Weight 2300kg (estimated)
0-100km/h 3.8sec (claimed)
Economy 12.1L/100km
Price $250,000 (estimated)
On sale Q3 2020

Coming attractions

The new metal we're driving next issue

1 PORSCHE 911 TURBO S

Here's the pressing question: now that all 911 Carrera variants are powered by versions of a twin-turbo flat-six, does the flagship Turbo S still hold that elevated, legendary status? We'll attempt to answer that next month after we spank this 480kW/800Nm AWD bad boy into submission around Laguna Seca raceway. Yep, dirty job, and all that...

2 MERCEDES-BENZ GLA

No surprises here with powertrains nor interior design – just refer to the A-Class. But the significance of the GLA is that it's no longer a jacked-up hatch; more a true junior SUV. Those who favour a high driving position will find themselves a lofty 104mm over those poor lowlifes in their A-class hatches and sedans. We'll crank up U2's 'Elevation' as we drive next month.

3 BMW X5 M

What a relief to learn us Aussies won't be distracted by the regular X5 M, with its piffling 441kW from the twin-turbo 4.4-litre V8. Instead we'll get only the Competition variant, burping out a should-be-adequate 460KW and 750Nm. Speaking of adequate, the 0-100km/h claim is 3.8sec, so no excuses for being dusted in the school-drop-off GP.

TwinTest

THIS MONTH'S NEWCOMER TAKES ON THE CLASS BENCHMARK

SPECS

BMW Z4 M40i	Model	Toyota Supra GTS
2998cc in-line 6cyl, dohc, 24v, turbo	Engine	2998cc in-line 6cyl, dohc, 24v, turbo
250kW @ 5000-6500rpm	Max power	250kW @ 5000-6500rpm
500Nm @ 1600-4500rpm	Max torque	500Nm @ 1600-4500rpm
8-speed automatic	Transmission	8-speed automatic
1535kg	Weight	1495kg
4.5sec (tested)	0-100km/h	4.4sec (tested)
7.4L/100km	Economy	7.7L/100km
$124,900	Price	$94,900
Now	On sale	Now

BMW Z4 M40i | **TOYOTA** SUPRA GTS

Equipment and value

There's no gentle way to break this, so let's address the elephant in the room first. At $124,900, the Z4 M40i is 32 percent pricier than the mechanically similar Supra. Yes, you get that folding soft top to help cultivate your melanoma and a quality Harman Kardon 12-speaker audio system, but the three-year warranty's a bit mean. Counter it with a $1650 service deal for five years/80,000km which includes fluids, filters and spark plug changes. **18/25**

The additional $10K over the entry-level Supra GT nets you a head-up display, as in the Z4, 19-inch forged alloy wheels, upgraded brakes with red calipers, and a 12-speaker JBL stereo. The Supra realises an advantage over the BMW courtesy of a five-year, unlimited-kilometre warranty (against Munich's three-year deal) after which there are four capped-priced servicing visits at $380 each at 12-month or 15,000km intervals, whichever arrives first. **20/25**

Space and comfort

Headroom in the Z4 is a little tight, extending to 150 million kilometres at the touch of a button. The seating position of this generation Z4 has changed subtly, so you no longer feel as if your fundament is planted atop the rear axle, and there's now space to recline. The dial pack is a bit of a miss, with fussy graphics and, if you switch the 'box to manual mode, the world's tiniest indicator of which gear you're in. The boot's a reasonable 281 litres. **12/25**

Quite what species the door apertures of the Supra are designed for is open to conjecture, but it doesn't seem to be Homo sapiens. Some may nurse a sore head upon first acquaintance. Inside, it's tight and snug behind the big 373mm steering wheel, and while the seats are good, your left elbow drops straight into the centre console cupholder. The head-up display is big and clear, although cabin access to the 296-litre boot is unusual. **14/25**

Ride and handling

The steering wheel rim's chubbier than a well-fed carpet python but there is some surprising delicacy to the BMW's steering. While you'd expect the open-topped Z4 to feel a little less focused than a coupe, body rigidity is excellent and there's nuance to its stability control electronics. The ride is fairly firm and on poor roads the seatbelt's inertia reel repeatedly activates, trying to hold your body in check. Handling's good, but it's still no Boxster. **22/25**

At first the Supra feels perplexing and it takes time to key into the duality of its personality. It can feel a little languid and disinterested at first, but there's real talent here if you're prepared to learn its idiosyncrasies. The Supra doesn't like being flicked into a corner, preferring deliberate inputs and a measured weight transfer. It sounds good in sports mode and possesses a mighty front end but the stability control calibration is disappointingly clumsy. **21/25**

Performance and economy

It's hard to fault this engine, apart from its occasionally discordant acoustics. It's certainly muscular enough. We tested it at 4.5 seconds to 100km/h, which is acceptably brisk and, amazingly, with the hood up it was a good deal quieter than the Supra in the cabin, averaging 70.65dB in testing versus the Toyota's 72.55dB on identical Michelin Pilot Super Sport rubber. Fuel economy is a claimed 7.4L/100km, which just edges the Supra. **22/25**

The Sport drive mode affords a few extra pops and bangs on the overrun, but the Toyota doesn't want for drama. Our best time in testing was 4.4 seconds to 100km/h. Independent dyno testing suggests that this engine routinely makes more than its quoted 250kW. Fuel economy is rated at 7.7L/100km. The automatic gearbox logic is excellent, so you won't trouble the paddles too often, but the launch-control system is less impressive. **22/25**

74/100 THE VERDICT **77/100**

Pay less, get more

There's no doubt that of this pair, the BMW Z4 M40i is the more cultured, better finessed car. Its problem is that for 30 grand less, you can buy a car that is more charismatic, goes harder, offers a superior warranty and, we suspect, delivers better long-term residuals. Perhaps the Z4's problem is that it's not the best BMW coupe for around $100K, that title being claimed by the M2 Competition. If you prefer the Supra's extrovert styling and refreshing breadth of talent, we're certainly not going to judge you. Maybe BMW should rethink its decision not to build a full-fat Z4M.

BELL
HEATHCOTE
PARK
RACEWAY

Bring the noise

THIS OZ-DEVELOPED HERO MAY JUST BE THE WORLD'S BEST MUSTANG. BRING ON THAT SUPERCHARGER WHINE...

WORDS ANDY ENRIGHT **PHOTOS** ALASTAIR BROOK

A CONFESSION. I didn't get much sleep the night before *Wheels*' appointment with the Ford Mustang R-Spec. Perhaps it was the combination of it being build #001, the only one in existence and required at its own press launch a few days later, and the fact that my first acquaintance with it would be to put a helmet on and fire it down Heathcote's strip, north of Melbourne, but I'll freely admit to being a little bit spooked.

"We don't have any power or torque figures for it yet," said Ford's Damion Smy, not exactly salving any apprehension. "Just don't break it." A cheery thumbs up and he was gone, leaving us with one of 2020's most anticipated cars. Down-at-heel Heathcote's never the most scenic of locations, but this Grabber Lime R-Spec looks the goods. Lowered by 20mm, and finished with contrasting black detailing and garnished with a stripe pack designed by designer Dave Dewitt, it looks vacuumed to the scabby bitumen, the Michelin tyres snuggling neatly into the arches.

Developed in collaboration with Herrod Performance, the R-Spec is priced at $99,980. For the premium of $36K over a regular Mustang GT coupe, the extras include a Roush-sourced Eaton R2650 TVS supercharger, a revised intake manifold with air-to liquid intercooler, a Borla quad-tip exhaust that satisfies Aussie drive-by noise regulations, wider wheels, uprated springs, beefier anti-roll bars and recalibrated MagneRide dampers.

What haven't changed are the tyres. An estimated 47 percent increase in power is sent through the same 275/40ZR19 Michelin Pilot Sport 4S rear boots as the stock Mustang GT. To put that into some sort of perspective, they're narrower than a Camaro ZL1's front rubber. This has a fairly predictable effect. The R-Spec is as hard as hell to launch cleanly.

We're limited in the amount of abuse we can ladle out to the car at the strip, but it's clear that there's a knife-edge sliver between bogging down and cremating the rear treads. Being offered in manual guise only, the R-Spec has no fire-and-forget launch control facility, and after a few runs, the best we manage is 4.7 seconds to 100. The trap speed at 400m tells a different story, though, the R-Spec galloping through at a heady 199.3km/h with an ET of 12.5 seconds. That is exactly the time Rob Herrod predicted we'd see.

"In absolutely optimum conditions, you can get it down to 12.2 seconds with the manual car," he says, highlighting a technique espoused by Evan Smith of Modified Mustangs and Fast Fords. It isn't really something we'd subject our test cars to, as it involves lowering rear tyre pressures and so forth, but it's certainly illuminating. On the subject of peak power, Herrod explains Ford's reticence to quote a power figure. "We've never had the engine out and on an engine dyno," he explains, this being Ford's technique for quoting

It looks vacuumed to the scabby bitumen, the Michelin tyres snuggling neatly into the arches

Wickedly quick … once you're rolling. Traction limits a blazing 0-100km/h figure

Stock Michelin Pilot Sport 4S a great all-rounder; hard chargers may crave Cup Sport or Pirelli Trofeo rubber

IN FOCUS

Shelby GT500

As potent as it may be, the Mustang R-Spec isn't the biggest-calibre gun in Ford's arsenal. The seven-speed dual-clutch Shelby GT500 packs a full 522kW quota from its supercharged hand-built 5.2-litre donk, but isn't built in right-hand drive. To get one of these in Australia, you'd need to get in touch with Mustang Motorsport. One of their locally converted right-hookers will set you back an estimated $245,000.

Only a few small detail changes here, but it does get cool R-Spec puddle lamps

Toning down the histrionics makes the R-Spec a far better road car

a definitive power figure. "There are certain things that are different with [the R-Spec] such as the exhaust manifold and calibration, but when we've put it on our hub dyno it routinely makes 440 to 460kW at the rear wheels," he says. Taking driveline losses into account, that tips the R-Spec just the right side of 500kW at the crank. "The right fuelling is absolutely critical though," advises Herrod. "We standardise our figures with Shell V-Power 98 and we've seen figures 100kW down when poor-quality fuels have been used," he notes. "The engine computer is critical and will reduce power to protect the engine if it detects low-octane fuels or overheating."

The ECU's certainly not retarding the power in this particular car. It ran from 160 to 200km/h on the strip in just 3.9 seconds. Some frame of reference? A Mercedes-AMG C63 S Coupe requires 4.6 seconds. A 991-gen Porsche 911 GT3 would be lineball, so yes, it's seriously rapid. Then you realise that you're sitting in a sub-$100K car and you shake your head. Price-comparative coupe rivals like the BMW M2 Competition (5.2sec) and the Alpine A110 (6.4sec) can't get close. The thing is, both would smoke the Ford away from the line on a pretty consistent basis. As will an all-wheel-drive superhatch.

Once rolling, the R-Spec impresses. We've poured praise on the shift action of the six-speed manual in the past, and palming it around the gate is a joy. You don't actually need to, because the engine is so tractable you can leave it in third and you're covered for meaningful acceleration anywhere from 30 to 150km/h, but it's fun to see if you can heel-and-toe half as well as Ford's rev-matching function. Just don't try to rush the shift to third.

The power delivery is almost undramatic in how linear and polished it is. I admit, that sounds crashingly blasé when we're talking about a 500kW car, but it's a testament to Herrod's team. There is no discernible point in the power band where the supercharger decides to really get stomping. Plug it anywhere from 2500rpm to the redline at 7400rpm and you're golden. Likewise, the engine note doesn't really harden or make any noticeable step changes. A subsonic bass tone enters the cabin between 1000 and 2000rpm and from there it's just a progressive change in pitch and volume. You do get a delightful cross-plane woofle at idle, though.

Some may be a little disappointed that it doesn't surge and yell, but toning down the histrionics makes the R-Spec a far better road car. You could quite happily use this car as your daily driver. The MagneRide dampers have been recalibrated to support the shorter springs. Being able to separate ride, throttle and ESC settings in a custom mode would have been welcome but Ford's drive mode selector that runs through Normal, Sport+, Racetrack, Drag Strip, and Snow and Wet will usually have you covered.

The steering isn't overly chatty, but feels reassuringy direct on turn-in. The wheel will also give abundant warning of any incipient understeer, a high-frequency vibe transmitting through the agreeably slim rim as the front treadblocks start to wave the white flag. Delivering all that power on the go can tax the traction control system, which is effective if a little coarse in its sound signature.

We've come to think of the Mustang as a bit of an affable lump that requires a slow hand to manage its relaxed body control. The R-Spec is a far more focused proposition. It sits flat and corners hard with a strong front end and enough travel in the throttle pedal not to make pouring on power after the apex a heart-in-mouth activity. Upping the anti-roll bar gauge can have the effect of neutering feedback, but the R-Spec

telegraphs its intentions clearly. It's a classy piece of chassis tuning.

On a typically gnarly Aussie B-road, it bumps, thumps and jostles, but will commit to a line and hold its poise doggedly. Only at genuinely inadvisable velocities does it start to feel a bit live, first getting up on its toes and, should you push still further, reminding you of the limits of its suspension travel. There's a tactile delight in slipping into the generously cut Recaros, peering down that long bonnet and teasing the car's limits of grip, brapping up and down the 'box just for the fun of it. Yes, you could identify all manner of cars that might well be going more quickly, but few that reward the driver with such big-hearted generosity. Certainly not at less than a hundred grand.

Our drive route takes us from Heathcote south to Mount Macedon. The roads here dive deep into shadowy eucalypt forests, tree roots putting massive bumps onto corner apexes. If anywhere can show up deficiencies in the R-Spec's corner carving ability, it's these raddled hairpins. Yet there's none of that tedious tapdance on the throttle that you get with a poorly set-up calibration. Even under severe provocation, you can ladle on just the right amount of power. Build your confidence and it's possible to nudge the back about on the gas fairly easily but you're always aware that 1700kg-plus can wield a considerable serving of angular momentum.

The Brembo brakes should also be singled out for special mention. They're carryover items from the Mustang GT but pedal feel is excellent and the 33.8m braking performance from 100km/h is wholly respectable for such a hefty beast.

About the biggest compliment it's possible to give the R-Spec is that it feels completely factory. It's an almost perfect interpretation of the Mustang V8 amplified. The slightly vague boofiness that afflicts the standard GT has been excised, replaced by a surgical steeliness. It's not perfect, though. It needs wider rubber at the back, as Ford Performance's recommended wheel and tyre for this car feels malnourished. Imagine a Mustang GT on a set of Michelin Primacy HPs from a Toyota 86 and you get the idea. The Pilot Sport 4S is a lovely tyre, but it's ultimately overmatched here, constrained by simple physics.

That aside, it's hard to find fault, especially at this price. Accept that it's no stoplight hero and there's a lot to love about the Mustang R-Spec. It's a vehicle that's been developed with care and ingenuity, and which credits its operator with a bit of nous. That's not always the case in a muscle-car market where the big number is often all that counts. In hindsight, I shouldn't have lost sleep over driving it. As Smy comes to relieve me of the keys a couple of days later, I'm preoccupied with a different anxiety. When do I get to drive the R-Spec again? It doesn't last, instead being replaced by an almost embarrassing sense of pride at a simple but grin-inducing fact: Australia might just have helped build the world's loveliest Mustang.

SPECS

OPEN WIDE, SAY R

FORD MUSTANG R-SPEC

$99,980/Tested $99,980

Drivetrain

Engine	V8 (90°), dohc, 32v, supercharged
Layout	front engine (north-south), rear drive
Capacity	5038cc
Power	500kW (estimated)
Torque	827Nm (estimated)
Trans.	6-speed manual

Chassis

Body	steel, 2 doors, 4 seats
L/W/H/W-B	4789/1916/1367/2720mm
Track (F/R)	1618/1636mm
Weight	1710kg
Boot	408 litres
Fuel/tank	91 octane/61 litres
Economy	15.9L/100km (test average)
Suspension	**Front:** struts, A-arms, adaptive dampers, anti-roll bar **Rear:** multi-link, coil springs, adaptive dampers, anti-roll bar
Steering	electric rack and pinion
Turn circle	12.2m (2.5 turns lock-to-lock)
Front brakes	ventilated discs (380mm)
Rear brakes	ventilated discs (330mm)
Tyres	Michelin Pilot Sport 4S
Tyre size	255/40ZR19 100Y (f) 275/40ZR19 105Y (r)

Safety

ANCAP rating	not tested (Aus)

Performance

Power-to-weight: 292kW per tonne (est)

Redline/cut-out: 7400/7400rpm

Speed at indicated 100km/h: 96

Standing-start acceleration

0-20km/h: 0.9sec
0-40km/h: 1.7sec
0-60km/h: 2.8sec
0-80km/h: 3.7sec
0-100km/h: 4.7sec
0-120km/h: 5.9sec
0-140km/h: 7.3sec
0-160km/h: 8.6sec
0-180km/h: 10.4sec
0-200km/h: 12.5sec
0-400m: 12.4sec @ 199.1km/h

Rolling acceleration

80-120km/h: 2.8sec

Braking distance

100km/h-0: 33.8m

Verdict 8.5/10

Track: Heathcote raceway, clear, windy. Temp: 18°C. Driver: Andy Enright. Warranty: 5yr/unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: N/A. AAMI Insurance: $N/A.

Mustang R-Spec is a car that's been developed with care and ingenuity, and which credits its operator with a bit of nous

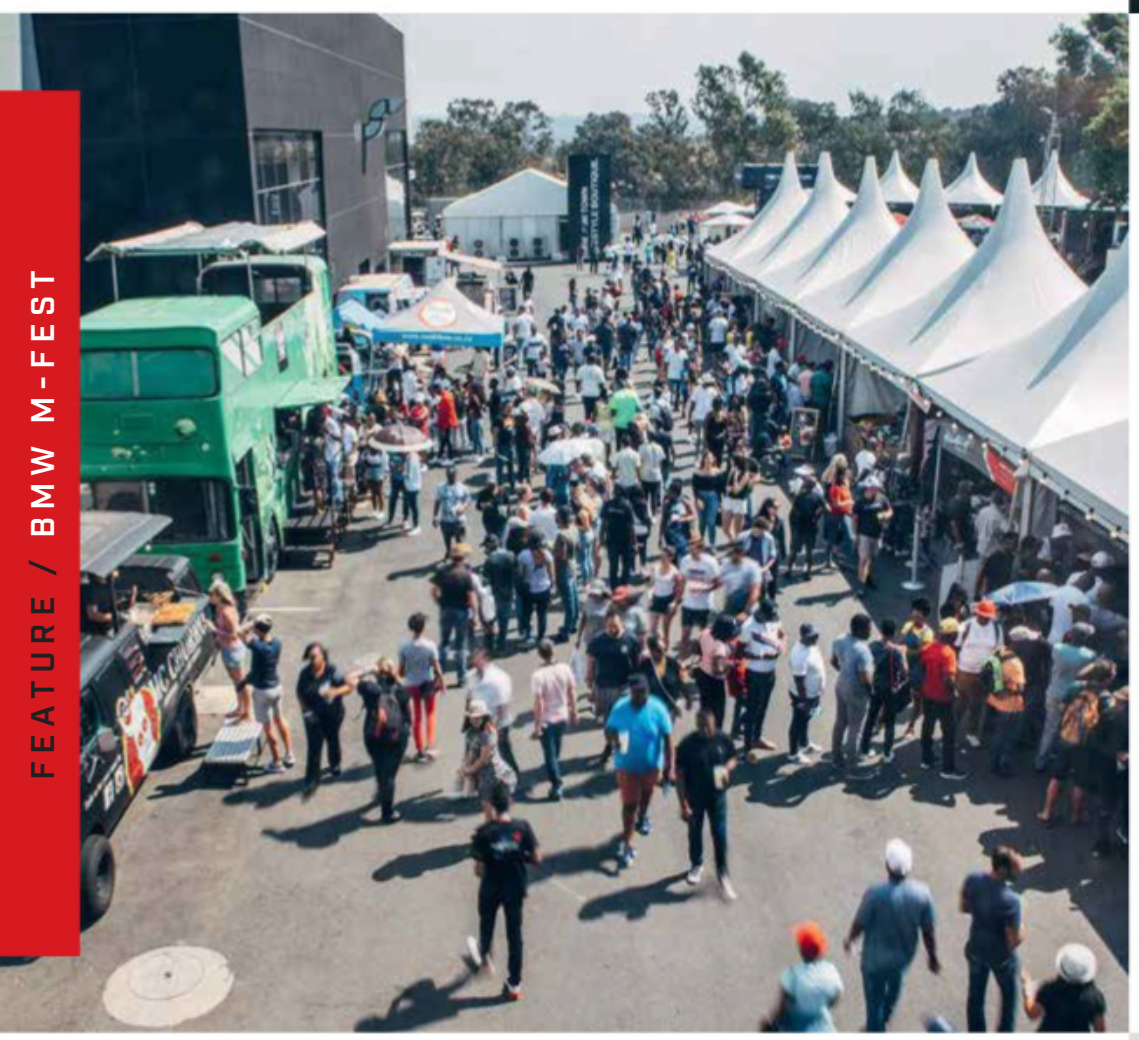
Postscript

THE HOT TAKE

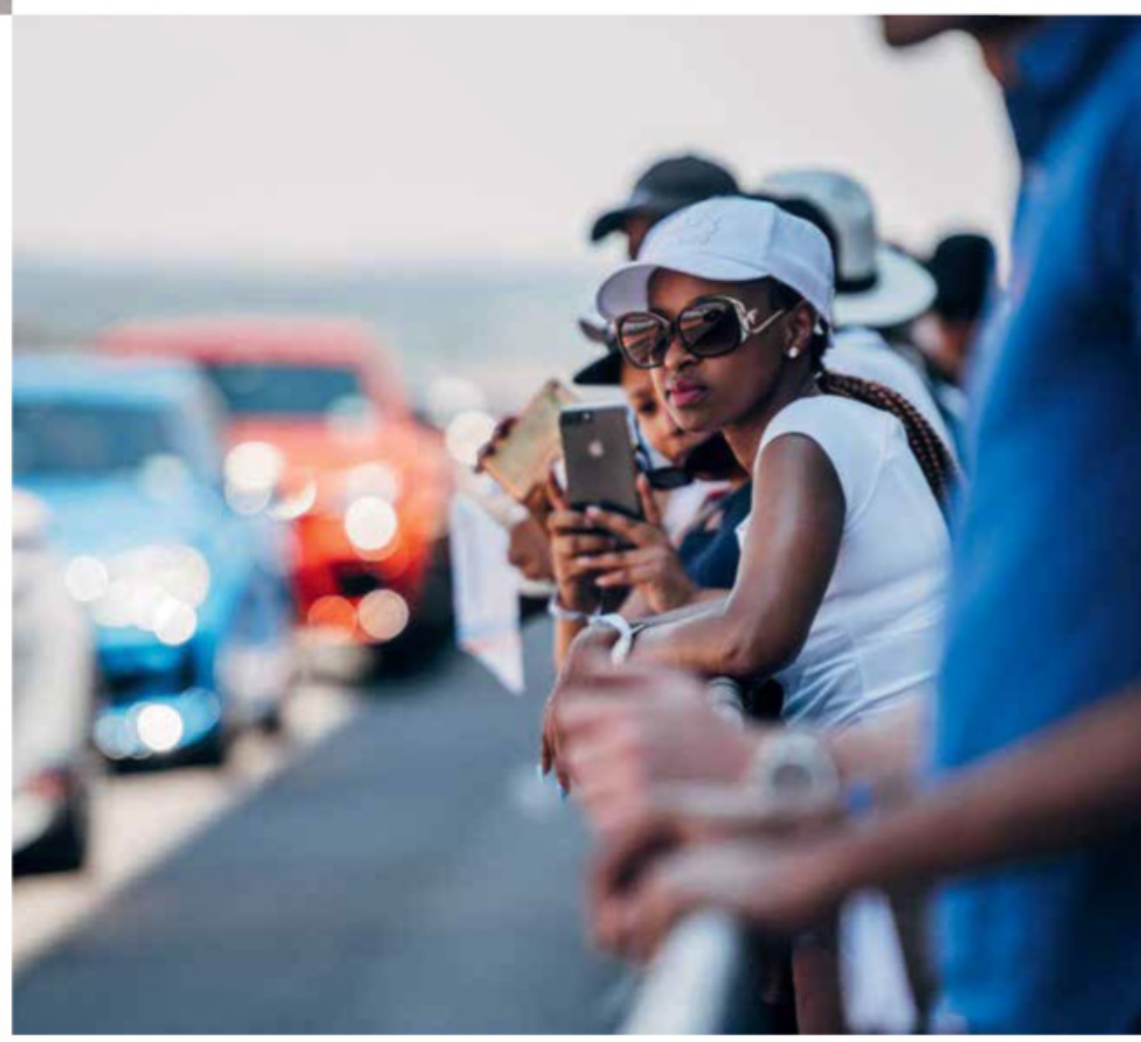
After we tested the R-Spec, our colleagues across the aisle at *MOTOR* had a crack. While they were able to emulate our 4.7sec 0-100 sprint on one aborted run, 400m trap speeds were about 10km/h down on ours. The reason? The ECU appeared to be protecting the engine by cutting peak power on a far hotter day. It seems the Aussie R-Spec prefers cool mornings.

DHL
HANKOOK
#RACETHELIMIT

S1000



1978
M1



Lap of Honour

SOUTH AFRICA HOLDS A SPECIAL SIGNIFICANCE FOR BMW, AND THE M FESTIVAL AT THE COUNTRY'S REVERED KYALAMI RACING CIRCUIT IS OUT TO CELEBRATE IT

WORDS ANDY ENRIGHT

Even Seal's M-loving brother was excited

The BMW 530 MLE, specific to the South African market, and precursor to the heroic M5

I'M ON A bus, sitting directly behind the driver, listening to him rant splenetically about a tent city that has materialised overnight on the freeway reservation. It's my first acquaintance with South Africa and it doesn't disappoint. As we pull up at a set of lights, the driver stops mid-sentence, looks in his rear-view mirror, yells "OH, FOKOFF!" and leaps out of the vehicle. An overweight gentleman is attempting to waddle off into the oncoming traffic with a suitcase he's liberated from the bus's luggage compartment. We're here to sample BMW's M Festival at Kyalami. Seems Johannesburg is here to sample us.

Truth be told, I didn't have a clue what the BMW M Festival even was. I was furnished with two pieces of information, namely that it would be held at the historic Kyalami racetrack and that the boss of BMW's M division, Markus Flasch, would be there, which was more than enough to pique my interest.

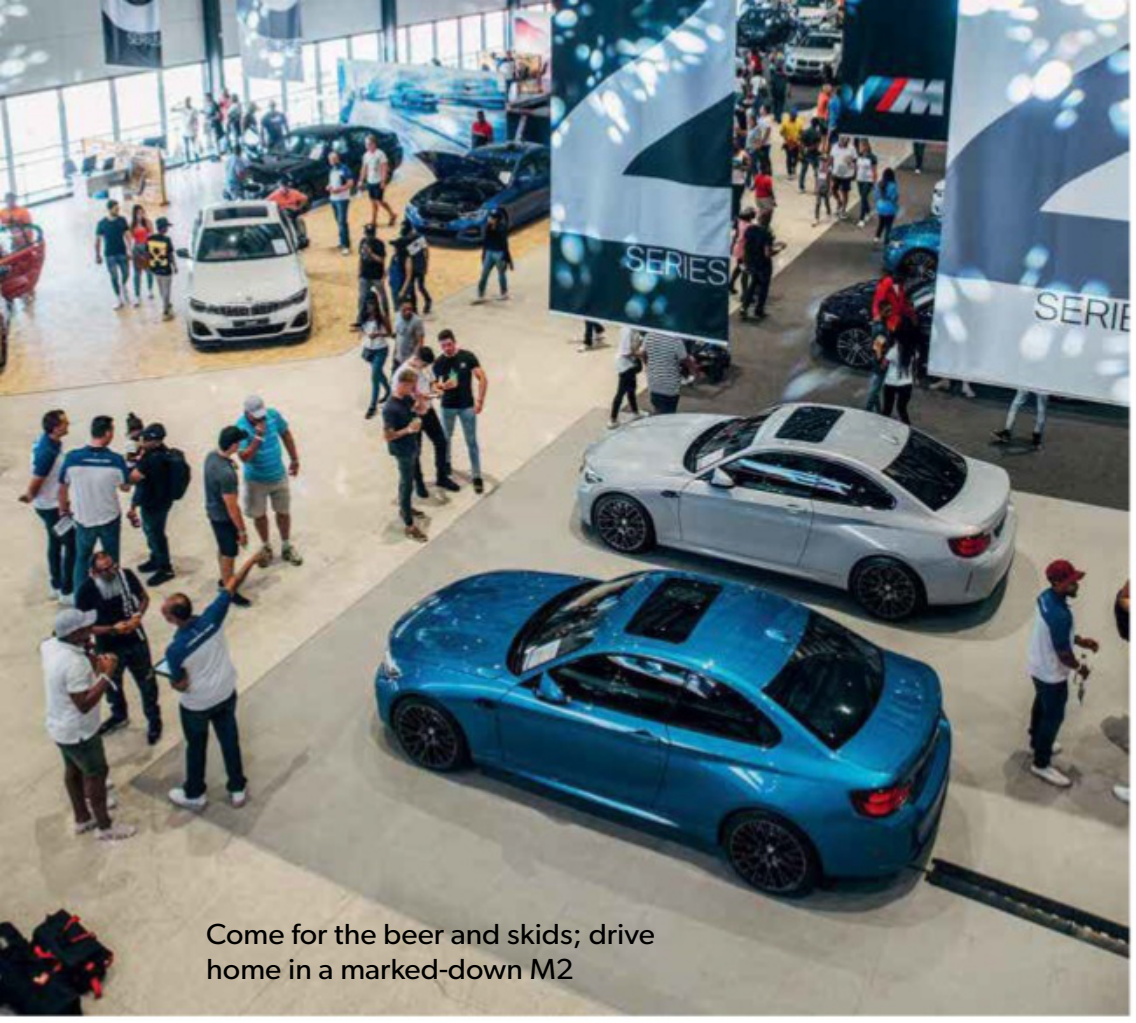
The program turned out to be relatively straightforward. There was a media day on the Friday, when we had the run of Kyalami, and then the festival opened to the public for the weekend and turned into a brand-building exercise the like of which I'd never witnessed. We arrived on Wednesday, drove a rather pedestrian off-road course in an X5 on the Thursday, and by Friday cabin fever had already set in at the off-world colony that is the Sandton Sun hotel.

Kyalami is an interesting place. It used to be bigger, but South Africa lost its grand prix in 1985 due to international pressure on apartheid policies. The track was rebuilt in the early 1990s, with sections like Leeukop Bend and the Kink eliminated, turning it from one of the fastest tracks on the calendar to a more technical affair. Formula 1 returned in 1992 but it was to be a short-lived dalliance, the 1993 season being the last grand prix in the Republic after Mr Ecclestone found the race promoter temporarily embarrassed for rands.

It's also a track with great resonance for BMW. In 1983, Nelson Piquet took a podium in the last race of the season at Kyalami in his BMW-powered Brabham, in the process pipping Alain Prost for the drivers' title. Despite massive investments since, that was the last time Munich muscle would find itself at the pinnacle of world motorsport.

South Africa has been BMW's quiet powerhouse for a long time, though. Plant Rosslyn near Pretoria was the company's first outside of Germany, building cars since 1973, often with charmingly obscure local names. The E30 3 Series was the Gusheshe, the E36 was the Dolphin, the E46 was the G-string and the E90 the Tweezer. You probably know of the Rosslyn-built E28 M5 and the lovely E30 333i.

It's hard to know quite where to look. Further along is an original 3.0 CSL Batmobile, and DTM cars are ripping huge wheelspins out of pit lane



Come for the beer and skids; drive home in a marked-down M2

You may even know the 2.7-litre Alpina-engined 325iS for the local market with its M3 suspension, Getrag dog-leg 'box and factory LSD. The 530 MLE might be a bit more of a mystery. It shouldn't be, though. This was BMW's first road car with a Motorsport designation and it occupies pole position in the Kyalami pit boxes.

Markus Flasch is sitting in it. I don't think many have twigged that the big boss of the M division is just mulling over the cabin, inhaling the unmistakable period thermoplastics and admiring the restorative work of four men. The badge stands for Motorsport Limited Edition, and this homologation special is one of 217 built to qualify it for the Modified Production Series in 1976. It won 15 of 15 consecutive races, wrapping up three championship titles in three years. Upon retirement, the 147kW/277Nm 530 MLE was the most successful racing BMW 5 Series in history.

This one was a wreck. It was rescued in 2018 and now looks absolutely perfect, restored at Plant Rosslyn by a team of veteran employees who originally built it. It's hard to know quite where to look, though. Further up the pit lane is an original 3.0 CSL Batmobile near a red M1, the only one of its type in South Africa, Then there's a magnificent 745i race car, and even a crazy home-built BMW V12 LMR tribute with a 750iL V12 engine amidships. The new X5M and X6M are unveiled, current M4 GT4 and DTM cars are ripping huge wheelspins out of pit lane, and there's every single one of BMW's current M car line-up to sample.

I jump into an M2 Competition for an orientation lap of Kyalami. What was once open veldt is now hemmed in by houses, business parks and the local Church of Scientology. It's an easy track to learn the fundamentals of, with no nasty surprises, but it's clear that extracting real speed here would require some fortitude. The most exhilarating part is a fast crest that momentarily obscures the run into a hairpin at the top of the hill, where the track used to veer off through what now looks to be L Ron's parking lot. You wouldn't want to get that corner wrong and send a thetan back to its landing station on Venus. I hear they're a litigious bunch.

"Aim for the tree up there on the hillside," comes the instruction from the romper suit sitting beside me. Sure enough, when you line up with the tree, you're cued straight onto the apex of the Leeukop hairpin, before careening back down the Mineshaft towards The Crocodiles, Cheetah and Ingwe, a set of challenging lefts and rights before the finish straight.

We sit through a press conference and product presentation from the local team and then start getting into the refreshments. Night falls and Johannesburg is spread out like a twinkling carpet ahead of us. Then an announcement that pit lane is open. We look at each other to check whether it's for real, but they are indeed serious. Things are clearly done rather differently in Gauteng province.

That's the background to finding myself blasting uphill, peering into the blackness at flat knacker in an M5 before realising that I have no hope in hell of picking the line into the hairpin. With both the seeing and stopping options off the table, guessing seems to be my least-worst course of action. Suddenly the red and white kerbing

The media preview is but the prelude for the real deal. The whole of Kyalami is turned into a massive entertainment and retail venue

Below: Wildly varying power outputs, design focus and even wheel counts are all celebrated at Kyalami's M Festival

bursts into view and we're not too far off course, maybe half a car's width. The tail swings wide a few degrees in lazy lift-off oversteer, squeeze the throttle gently and it gathers itself up without any real corrective lock required. Judging by the eavesdropped radio chatter, I'm not doing too badly compared to some of our Middle Eastern colleagues.

The media preview is but the prelude for the real deal. The whole of Kyalami is turned into a massive entertainment and retail venue, with a concert-quality live stage, open-air bars, merchandise shops, a fun fair and countless food trucks. BMW expects 30,000 paying punters, and judging from the throng, it's not a bad prediction. Queues snake out of the pits for the free on-track passenger rides, while those looking to buy can drive cars themselves on a smaller circuit. The most impressive aspect is that the entire upper section of the pit complex has been turned into a massive pop-up dealership with event discounts and an expectation that 200 cars will find new owners across the two days.

Be as cynical as you like about the branding, but it's genuinely encouraging to witness a new generation engage so immersively with cars. Kids with wide eyes cling to the fencing as a race car erupts from the pit lane, and gaze open-mouthed at the super-fit drivers with necks the same size as their waists. They're sporting M-branded caps before they even troop through the gates, and in the evening the laser show, fireworks and dance music festival cement an association that we've so often forgotten. Cars can be huge fun. There's a time for mobility solutions and environmental footprint, and today is not it. Right now, it's Bavarian beer, biltong, *braai* and BMWs. And it doesn't get much better.

LOUIS CORDONY
DYLAN CAMPBELL
EMMA NOTARFRANCESCO
DANIEL GARDNER
ANDY ENRIGHT
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FEATURING wheels MOTOR 4X4 UNIQUECARS Street MACHINE

SUBURBAN LEGENDS

WE'RE IN SEARCH OF JUNIOR GREATNESS AS THREE OF THE FINEST COMPACT SUVs GET PUT THROUGH THE ROAD-TEST WRINGER

WORDS ANDY ENRIGHT **PHOTOS** NATHAN JACOBS

VIC BCJ·106

So good is the C-HR's ride and handling that it leaves you crying out for more power

Cool runnings

Toyota claims the greatest thermal efficiency of any mass-produced petrol engine for the C-HR hybrid. Due to the large-volume exhaust-gas recirculation system, improvements in combustion efficiency and innovative ways of managing heat and reducing friction, the 1.8 hybrid lump registers a maximum 40 percent thermal efficiency. That betters the 37 percent of the first Prius's 1.5-litre unit and the 38.5 percent level of the 1.8-litre engine in the third-gen Prius.

"GOOD DESIGN is thorough down to the last detail. Nothing must be arbitrary or left to chance. Care and accuracy in the design process show respect towards the user." You may know this as one of Dieter Rams' 10 principles of good design. Rams, one of the 20th Century's great thinkers on industrial design, formulated these tenets in the 1980s but they're as valuable today as they ever were, all underpinned by one central commandment: "*Weniger, aber besser*" which translates to "Less, but better."

You can probably think of many cars that embody the polar opposite of this theme. "More, but worse" could apply to the wares of any number of mass-market manufacturers. Pile it high and sell it cheap. The inevitable consequence of this is a race to the bottom of ever-tightening margins. Premium manufacturers realised a long time ago that customers are willing to pay handsomely for good design, and those margins have been eyed enviously by the mainstream brands. Take these three small SUVs as prime examples. Mazda, Toyota and Kia all have certain limits to their brand equity, how far you can stretch upmarket, and yet the C-HR, CX-30 and Seltos models assembled here sit at or very near the top of their respective ranges.

The target customer in the circa-$40K bracket could certainly run to a bigger RAV4, a CX-5 or a Sorento but chooses not to. These downsizers embrace the notion of less but better, but which of the three best delivers that rare result of a small car that delivers big-car feel-good factor?

You're probably most familiar with the Toyota C-HR. It's been with us since 2014 but has recently been treated to a do-over. The big news is that a 90kW/142Nm 1.8-litre petrol-electric hybrid powertrain now sits atop the line-up, offering a more mature feel to the attention-deficit 1.2-litre fizzer that was the C-HR's sole choice of powerplant. Some additional interior spit and polish hasn't gone amiss either, most evident in this range-topping $36,440 front-wheel-drive Koba model. The other two cars represent a gentle step up in price, exacerbated by the fact that we don't get the Euro-spec 137kW 2.0-litre C-HR hybrid. The long-awaited Mazda CX-30 is tested here in $41,490 front-drive G25 Astina guise and powered by a punchy 2.5-litre atmo engine good for 139kW/252Nm. Is this beginning to look like a mismatch to you? Then keep reading.

Rounding out this upwardly mobile triumvirate is the Kia Seltos GT-Line. At $41,990 (driveaway), the 130kW/265Nm Korean is the biggest vehicle here, and the only one to sport a turbocharger and all-wheel drive. It's also notably the best equipped. None of the others have a Qi wireless charging pad, electric adjustment on both front seats, heated and cooled front seats or roof rails as standard. Jump in the back and it feels half a class bigger, with 70cm of rear passenger legroom versus 65cm for the Mazda and 62cm for the Toyota. Those positions are reflected in height from the rear seat cushion to the roof, whereby you get 98cm in the Seltos, 94cm in the CX-30 and 90cm in the C-HR, its nickel-metal hydride battery housed beneath the rear bench.

In almost every dimension that matters, the Kia is bigger. You sit higher too, the hip height of the front seat at its lowest setting being 65cm, compared to the 58cm of the C-HR and the 56cm of the Mazda. Therefore, it's surprising to learn that it runs on a wheelbase 10mm shorter than the Toyota and fully 25mm shorter than the Mazda.

Flip open the tailgate and it's advantage Kia again. The Seltos's 498-litre boot aces the paltry 317 litres of the Mazda and the Toyota's 318 litres. For family buyers, this comparison may be over at this point. Both the Seltos and the CX-30 feature electric tailgates, while it's good old biceps power for the Toyota.

Numbers only tell you so much, though. The C-HR counters by being the sharpest steer of the bunch. The old C-HR was good, but the hybrid drive system just adds an element of

C-HR's been with us since 2014 but the profile's still a dazzler

polish that makes the Toyota feel more slickly engineered. The CVT transmission means that it's hardly possessed of the most rewarding acoustics, but body control is excellent, the steering is crisp and its high-frequency bump absorption seems head-scratchingly good. In fact, so good is the ride and handling that it leaves you crying out for more power. Gazoo Racing, do the right thing and give us something with at least 150kW. The brakes, however, can feel awkward to modulate at crawling speeds, setting up a gentle nodding head action.

The CX-30 sits you low and hunkered, behind a near-perfect steering wheel; round, not too thick of rim, unobtrusive controls on its face and furnished with neat shift paddles. Power take-up is glossy and unfussed, the six-speed auto being the only torque-converter system here, and it shows in the way it easily slurs gears.

All of this lulls you into thinking that all aspects of the CX-30's dynamics are similarly burnished, but that's not always the case. The ride can be terse, with some suspension bump and thump entering the passenger cell and the front end is the vaguest of the three cars here on turn-in. It could perhaps benefit from a marginally heavier gauge anti-roll bar up front to prevent the feel of it leaning so heavily onto its outside tyre on corner entry. What's more, the Sport mode holds a gear for a very long time and the 2.5-litre engine can be vocal. Without the aid of forced induction, you will occasionally need to give the SkyActiv-G lump a good prod to hustle it along and it'll let you know it's there.

By contrast, the Seltos's turbocharged torque advantage means that at 1500rpm it's making its full complement of 265Nm whereas the Mazda CX-30 is, with the same number of revs on the board, generating around 200Nm, or 20 percent less. Small wonder that the Seltos feels so unflappable at everyday speeds. The seven-speed dual-clutch transmission is a sweet shifter, responding crisply when switching the drive modes between Eco, Normal and Sport, but up the pace and the Seltos's relaxed ride quality nevertheless conceals a pleasantly chuckable chassis.

It's the quickest of the bunch against the clock, just pipping the Mazda and easily gapping the relatively puny Toyota. That's despite the fact that trying to get it off the line cleanly is a frustrating exercise, the dual-clutch 'box feeling flaccid and doughy upon initial engagement. Once into its stride the Seltos pulls cleanly, but there's an inverse relationship between pace and fuel economy, the Kia drinking more than 50 percent more juice than the tardy but frugal Toyota on test.

The Seltos is the most practical and best equipped, while the Toyota is the most spirited through corners, the most adventurously styled, and easily the most economical. That leaves the Mazda CX-30, a car that could easily be dismissed as something of a compromise between these two extremes.

KITTED CARS

Useful on the inside

TRIO PUSH HARD ON FUNCTIONALITY

Seltos

1. SPEAK UP

The Bose door speakers on the Seltos divided opinion. Some thought the angular grilles looked pre-dented, while others thought they looked like a stealth fighter.

2. ALL OF THE LIGHTS

Kia's Sound Mood Lighting on this GT-Line activates ambient lighting to reflect the mood and pace of the audio. It'll impress the kids but you'll tire of it pretty quickly.

3. BABY GOT BACK

The back seats of the GT-Line are equipped with air vents, a fold-down armrest with cup holders and a USB port. Step down one trim grade and all that disappears.

CX-30

1. DO NOT TOUCH

The Mazda Connect infotainment is controlled by the rotary dial. Non-touchscreen works well within Mazda's ecosystem but CarPlay and Android Auto can be irksome.

2. SAY IT LOUD

Premium Bose amplifier sits in the centre of the space saver spare and drives through a dozen speakers. Sound fidelity assisted by Bose's AudioPilot noise compensation tech.

3. BOOT CAMP

Without the space-saver spare that the Astina gets, there's an underfloor aperture that lifts total boot space to 430 litres. Or you could just leave the spare at home. We wouldn't.

C-HR

1. SLOW LANE

Inclusion of CarPlay and Android Auto allows users to bypass Toyota's fiddly infotainment system. It's a shame that none of it can yet be accessed wirelessly.

2. BUTTON UP

Kia and Mazda do steering wheel controls really well. Toyota doesn't. Lopsided C-HR buttons will annoy neat freaks but once learned, functionality is generally good.

3. BRAKE CHECK

We had an issue with the brakes on our first test C-HR. A clamp bent in the pedal assembly during maximum braking pressure, causing the pedal action to become sticky.

In truth, the Mazda does something neither of the others can quite carry off. It's the only one of the three that feels comfortable in its own skin at $40,000. The Kia feels like a $30,000 vehicle with a lot of toys. The Toyota, despite its interior modernisation and slick hybrid drivetrain, still doesn't possess a cabin that looks or feels some way removed from the norm. Both offerings run out of breath at around $35,000 and you shouldn't be tempted to pay much more.

The CX-30 embodies another of Rams' principles: Good design is aesthetic. The aesthetic quality of a product is integral to its usefulness. But only well-executed objects can be beautiful.

No other manufacturer in the industry can surface a vehicle with the skill of Mazda. The way the light plays on the CX-30's flanks is a world apart from its rivals here and the black cladding on its body has the effect of lengthening and removing bulk from the painted sheetmetal.

The cabin execution is also leagues beyond its immediate rivals and the attention to detail isn't just meticulous. It's borderline obsessive and evidenced in the quality of materials, of stitching, of understanding why keen drivers want to push the shifter forward to downshift, of positioning the pelvis in the seat to allow the spine to act as a natural shock absorber, and a thousand other things.

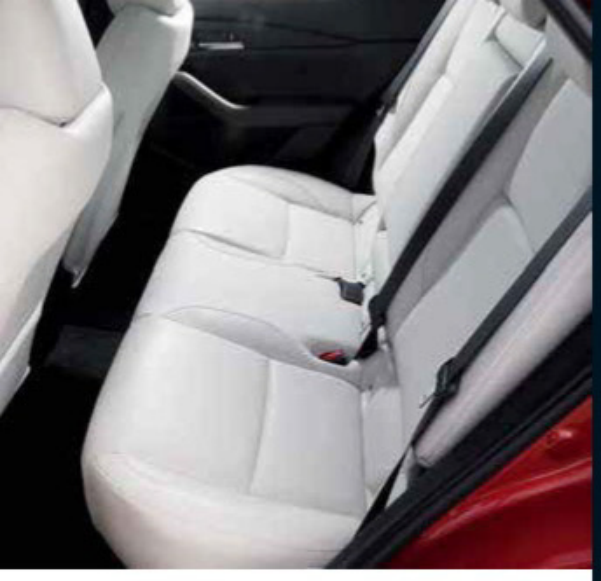
It's floating the head-up display nebulously on the windscreen with neither too much nor too little information, where the Seltos has you peering at a vibrating plastic shard virtually on the same visual plane as the main dials. Behind it are the visual clutter of wipers and bonnet swage lines. Mazda understands that a HUD shouldn't require you to refocus your eyes to take in the information.

Kia doesn't understand this, and there are many other examples where Mazda understands the use-case instances in this specific market sector better. For instance? The CX-30 feels comfortably the most luxurious of the three but tips the scales the lightest while delivering the most power. We like that combination.

It's not going to appeal to everyone, though. The Seltos's superior space, generous kit list, turbocharged grunt and the not inconsiderable factor of a seven-year warranty will make it a no-brainer for those comparing spec for spec against both the Japanese cars here. It's a well-rounded, fire-and-forget sort of proposition. What it's not is a car to find any great sensory delight in. Does that matter here? We'd argue that it does, and more acutely at the top end of the range than when doing the maths at the entry level.

Ultimately, you're buying a car in this class because you want something of a manageable size but without small-car compromises on quality. While there's a lot to be said for both the Kia and the Toyota, the vehicle here that best fulfils that brief is the Mazda CX-30. There's a delightful clarity in the way it understands its task. Less but better, if you like.

The CX-30's attention to detail isn't just meticulous. It's borderline obsessive



FAST FACT

Different strokes

You don't need a long memory to recall a decent finish for the Seltos in January's compact SUV megatest. That car had a 2.0-litre atmo engine, front-drive, a torsion-beam rear end and a CVT transmission. The one showcased here features a turbo 1.6, all-wheel drive, multi-link rear suspension and a dual-clutch gearbox. Although the sheetmetal looks similar, they're chalk and cheese.

SPECS

CX MARKS THE SPOT

	MAZDA CX-30 G25 ASTINA	KIA SELTOS 1.6 T-GDI GT-LINE	TOYOTA C-HR HYBRID KOBA
	$41,490/Tested $42,180*	**$41,990**/Tested $42,510*	**$36,940**/Tested $36,940
	Drivetrain		
Engine	in-line 4cyl, dohc, 16v	in-line 4cyl, dohc, 16v, turbo	in-line 4cyl, dohc, 16v, hybrid
Layout	front engine (east-west), front drive	front engine (east-west), AWD	front engine (east-west), front drive
Capacity	2488cc	1591cc	1798cc
Power	139kW @ 6000rpm	130kW @ 6000rpm	90kW @ 5200rpm
Torque	252Nm @ 4000rpm	265Nm @ 1500-4500rpm	142Nm @ 3600rpm
Trans.	6-speed automatic	7-speed dual-clutch	CVT
	Chassis		
Body	steel, 5 doors, 5 seats	steel, 5 doors, 5 seats	steel, 5 doors, 5 seats
L/W/H/W-B	4395/1795/1540/2655mm	4370/1800/1615/2630mm	4390/1795/1555/2640mm
Track (F/R)	1565/1565mm	1560/1568mm	1550/1540mm
Weight	1442kg	1500kg	1460kg
Boot	317 litres	498 litres	318 litres
Fuel/tank	91 octane/48 litres	91 octane/50 litres	91 octane/43 litres
Economy	7.5L/100km (test average)	9.1L/100km (test average)	5.9L/100km (test average)
Suspension	**Front:** struts, A-arms, anti-roll bar **Rear:** torsion beam, coil springs, anti-roll bar	**Front:** struts, coil springs, anti-roll bar **Rear:** multi-link, coil springs, anti-roll bar	**Front:** struts, coil springs, anti-roll bar **Rear:** double A-arms, coil springs, anti-roll bar
Steering	electric rack and pinion	electric rack and pinion	electric rack and pinion
Turn circle	10.6m (2.8 turns lock-to-lock)	10.6m (2.5 turns lock-to-lock)	10.4m (2.7 turns lock-to-lock)
Front brakes	ventilated discs (295mm)	ventilated discs (305mm)	ventilated discs (298.5mm)
Rear brakes	solid discs (265mm)	solid discs (284mm)	solid discs (281mm)
Tyres	Dunlop Sportmaxx 050	Kumho Ecsta HS51	Bridgestone Potenza RE050A
Tyre size	215/55R18 95H	235/45R18 94V	225/50R18 95V
	Safety		
ANCAP rating	***** (Aus)	***** (Aus)	***** (Aus)
	Performance		
	Power-to-weight: 87kW per tonne	Power-to-weight: 96kW per tonne	Power-to-weight: 61kW per tonne
	Redline/cut-out: 6400/6400rpm	Redline/cut-out: 6500/6500rpm	Redline/cut-out: no tacho
	Speed at indicated 100km/h: 98	Speed at indicated 100km/h: 96	Speed at indicated 100km/h: 94
	Standing-start acceleration	**Standing-start acceleration**	**Standing-start acceleration**
	0-20km/h: 1.2sec	**0-20km/h:** 1.4sec	**0-20km/h:** 1.5sec
	0-40km/h: 2.5sec	**0-40km/h:** 2.5sec	**0-40km/h:** 3.1sec
	0-60km/h: 4.1sec	**0-60km/h:** 4.1sec	**0-60km/h:** 5.2sec
	0-80km/h: 6.1sec	**0-80km/h:** 6.0sec	**0-80km/h:** 8.1sec
	0-100km/h: 7.7sec	**0-100km/h:** 8.3sec	**0-100km/h:** 11.7sec
	0-120km/h: 8.6sec	**0-120km/h:** 11.4sec	**0-120km/h:** 16.8sec
	0-140km/h: 15.7sec	**0-140km/h:** 15.4sec	**0-140km/h:** 24.2sec
	0-400m: 16.4sec @ 142km/h	**0-400m:** 16.2sec @ 143.5km/h	**0-400m:** 18.3sec @ 124.7km/h
	Rolling acceleration	**Rolling acceleration**	**Rolling acceleration**
	80-120km/h: 5.8sec	**80-120km/h:** 5.4sec	**80-120km/h:** 8.7sec
	Braking distance	**Braking distance**	**Braking distance**
	100km/h-0: 39.7m	**100km/h-0:** 37.5m	**100km/h-0:** 40.6m
Verdict	8.5/10	8.5/10	8.0/10
	Track: Heathcote raceway, drizzle, standing water. Temp: 16°C. Driver: Andy Enright. Warranty: 5yr/unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: N/A. AAMI Insurance: $883. * Premium paint ($495), floor mats ($195)	Track: Heathcote raceway, drizzle, standing water. Temp: 16°C. Driver: Andy Enright. Warranty: 7yr/unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: N/A. AAMI Insurance: $795. * Premium paint ($520)	Track: Heathcote raceway, drizzle, standing water. Temp: 16°C. Driver: Andy Enright. Warranty: 5yr/unlimited km. Service interval: 12 months/10,000km. Glass's 3-year resale: N/A. AAMI Insurance: $953.

'Take a nap, Your car: I've got this...

MEET AUDI'S HEAD OF AUTONOMY WHO'S OUT TO MAKE DRIVING AN OPT-IN ACTIVITY

WORDS ASH WESTERMAN **PHOTOS** PAUL SUESSE

THE CRYSTAL BALL that provides an insight into the future of autonomous driving is a weird sphere of deeply divisive properties. In fact, it would seem that clarity comes not from the ball itself, but from the eyes of whoever is gazing into it.

Some experts see nothing but a hazy point far into the future where humans are always going to be required behind the wheel. For others, the vision sparkles with complete clarity, where driverless taxis shuttle you seamlessly to your destination, or where you nap in the driver's seat of your car on the boring, traffic-snarled commute home.

No surprise that Audi's Head of Advance Development Automated Driving, Miklos Kiss, is very firmly in the latter camp. He's been a senior figure in this area for nearly a decade, but as he and I settle into an Audi A8 for the three-hour drive from Sydney to Canberra, my first line of questioning gets right back to basics: does the automotive world really *need* full autonomy? Are customers clamouring for this technology, or is it simply a case of having to pursue it for fear of being left behind?

"No question customers want it," he says unequivocally. "We see evidence of that each time we have introduced a feature that takes some of the chore away from the driver, like radar cruise or lane-keep assist. Customers keep optioning these features, and our research says they want more. The fact is, a lot of driving – long motorway journeys – is pretty mundane, and customers want to be able to use that time more productively."

Okay, but how feasible is it really? Plenty of well-placed

"We can't rely on the driver when the car is at Level 3 autonomy. His brain is off after a couple minutes"

industry senior heads, like Waymo's John Krafcik, have publicly said that full autonomy may never happen; that it's far harder to achieve than everyone originally thought.

Kiss smiles, and says, "I love John, and we agree on plenty of things, including the fact that reaching Level 5 is probably science fiction.

"But let's be clear on what the levels really mean: they refer to the driver's task, and that's it. Level 2 is where we are at currently. The move to Level 3 is the largest step: the driver is able to hand over full control to the car, but has to be ready and able to take back control within eight to 10 seconds. Level 4 means that under certain circumstances, the driver isn't needed at all – for example, as you arrive at a multi-story carpark, the driver can get out and the car goes off by itself and parks. And returns to pick you up. No driver is needed in the car.

"So Level 4 on a freeway, for example, you should be able to nap, or do things completely unrelated to driving. Off the freeway, yes, the driver will be needed in some situations."

Before we discuss time frames, Kiss explains that in development terms, there are two quite distinct projects in play: bringing Level 3 to market for passenger cars, and the target of Level 4 for driverless commercial vehicles, so-called robo-taxis operating in a geo-fenced urban environment.

"These cars can't leave the city confines, but they would not require wheel and pedals; I see that as realistic," he says.

"There are two very different games at play here. The initial part is for the private car, raising automation bit by bit, then one day the robo-taxi thing will step in. We can't say for sure what day that is, but perhaps within the decade."

So when will we see Level 3 offered on production cars? "Definitely within five years," he replies.

Okay, but if the driver still has to retain a level of attentiveness, is it really going to be worth the cost it will add to a premium vehicle? Isn't it a bit like having a personal assistant in your office, but you have to watch every email that's typed, and listen to every phone call?

Kiss tries hard not to scoff. "If you experience Level 3 on a long trip, you will never ask this question," he advises firmly. "Monitoring speed and distance, lane-keeping… the concentration required for this over a long journey is substantial. You remove this, you arrive fresh."

One of Kiss's primary areas of expertise is in the way humans interact with machines, and so-called machine learning. He explains that a huge amount of effort is going into making drivers completely comfortable with handing control over to the car, and retaking control when required.

"We do testing with people in the driver's seat where they don't know the expert in the passenger seat can take back control of the car. So we know that people trust the technology very quickly; they can relax and rely completely on the vehicle."

But that raises a converse issue. "So we can't rely on the driver in Level 3. His brain is off after a couple minutes. We must make sure there is no sudden handover; it has to be a comfortable handover of control when the car requires it. The average time needed for a driver to fully re-engage with his surroundings and the situation is around five to eight seconds. So we are aiming for worst-case handover of control of no less than 10 seconds."

What about the question of emergency? Who does the car choose to protect in the case of an inevitable accident? "That's a discussion for the next two hours," he says with a smile. "First up, an algorithm will never be able to predict the exact outcome of an accident." I push further, posing the scenario of a conventional car suddenly coming head-on to a car under Level 3 autonomy, but where swerving would cause its own catastrophic accident. I don't get a clear answer.

Instead, Kiss shifts to the net safety benefit he sees in the future when autonomy is mainstream. "The machine never gets in a hurry, never gets tired or distracted. Plus the leap in vehicle-to-vehicle technology [where the car ahead can alert others behind of an emergency or unforeseen conditions] will help this a lot. I see a huge net benefit in safety."

So which car companies would he suggest are currently leading the race to autonomy? Does he have deep knowledge as to how Audi is progressing compared to the other premium German brands, or Ford, GM, or the Japanese? "No question it will be a head-to-head race. Each of the premium brands has certain strengths. Let's see who will be first," he says.

So is he under immense pressure to not be among the late arrivals to deliver the technology?

"Previously there was pressure, yes, but over the last year or so the pressure has been reduced. The board realises the full depth of responsibility it is taking with a sign-off of this technology for production.

"From the vehicle development side, we can implement a Level 3 system that can follow a car in front very safely, stay mainly in the slow lane, drive quite conservatively. But the problem we have is from the marketing department. 'Oh, no-one wants that,' they say. We may explain that currently, our sensors can't see a motorcyclist approaching from behind at 300km/h and be able to supply information fast enough for the car to avoid a lane change. Marketing says, 'But no-one should be travelling that fast!' Then the legal department steps in; they are crucial to avoiding anything that could go wrong and damage the brand. These are the sort of conundrums we face."

Ultimately, though, victory in the race to autonomy may turn out to be won not just by the battle for technical superiority, but by navigating a global legal minefield.

"For sure, the legal side presents perhaps the biggest hurdle," Kiss concedes. "Most important for us is to have a homogenous legal framework; if we have state-by-state or country-specific laws, we're not going to be able to roll out these systems that will work on roads worldwide. In Europe, for example, we have Germany and Belgium moving quickly, they are the only two countries where Level 3 driving is allowed. The rest are taking more time than expected."

So a unified global position is required, yes?

"We're working on that very hard," he says.

But exactly how that stands to play out, well, not even Kiss's crystal ball can provide that answer.

The joy of DIY

RECREATIONAL DRIVING, SEALED WITH A KISS

It's possible you could assume that a man whose career revolves around the goal of making driving an opt-in activity must not be especially passionate about the involvement and satisfaction of being behind the wheel.

Well, you'd be wrong. Kiss is a proper driving and riding enthusiast, and the contents of his garage are testament to this. They include a much-loved Morgan, with the British roadster seeing plenty of action in the spectacular Alps region near his home in southern Germany.

His other cherished toy is a Swiss-made MonoTracer, which is most often described as a 'cabin motorcycle'; an enclosed, tandem-seat two-wheeler powered by a four-cylinder BMW motorcycle engine, and designed to give the rider the leaning, corner-carving thrill of a motorcycle, with the enclosed comfort of a car.

"It's brilliant," he says, "just as long as you remember to extend the outrigger wheels when coming to a stop..."

Isle of Sky

IT WAS AN OFFER WE COULDN'T REFUSE: A SCOTTISH ROAD TRIP TO CHECK UNDER THE SPORRAN OF MAZDA'S SKYACTIV-X ENGINE HEADING OUR WAY

WORDS STEPHEN CORBY **PHOTOS** THOMAS WIELECKI

I WAS ALWAYS FAIRLY SURE that Alastair Doak, Mazda's marketing director in Australia, hates me, but the enormity of the enmity is a surprise. Only someone with a deep dislike of you would force you to dress up like a walrus and then throw you into the frigid and frankly frightening waters of the North Atlantic Ocean off Scotland's icy Isle of Skye.

Alastair – who wears his Scottish heritage with every elongated vowel and gnurled "r" sound, and an inability to use the word "small" instead of "wee" – swears that I will love the 'coasteering' adventure he's taking me on as part of our Mazda 3 Isle of SkyActiv-X drive, but I know the truth.

The fact is he has never forgiven me for the day, way back in 2002, when I, imperilled by the impetuosity of youth, ruined the Very Important Mazda RX-8 initial launch drive in Japan for everyone, and embarrassed him personally as the Australian PR man, by spinning out, ever so slightly, during our track-based test, and causing the Japanese to shut the whole day down.

As I crept out of the barely damaged car in the pits, the pointedly polite Japanese asked me if I was okay, and whether I would like a drink. When I suggested arsenic, I swear Doak started trying to source some.

Years later, when I hear Doak has suggested the two of us take this trip across Scotland, putting Mazda's miserly new fuel technology to the test in the home of long pockets and short arms, I know what is coming: revenge.

While I assume he wants to punish me with Scottish weather – also known as water torture – and possibly whisky drinking, an activity I would put in a dead heat with effluent gargling, he has other surprises in mind.

What he doesn't know is that I haven't been to Scotland for 20 years, and yet my memories of it are almost entirely wonder-filled, so I'm willing to sign up for whatever wicked ways he wants to have with me.

I'm also very curious about the combination of the new 3 – a rare car in that it was both attractive enough and affordable enough for me to consider buying one – and the revolutionary-sounding SkyActiv-X.

Frankly, I've been disturbed at how excited some of my colleagues have been about Mazda's world-first petrol compression engine. As you've no doubt read, this car represents the company's attempt to save the world from emissions poisoning by reducing the CO_2 produced by internal-combustion engines, which everyone can buy right now, rather than planning for the unicorn-fairyland of tomorrow, where everyone drives EVs. And they're achieving this simple goal by adding complexity.

While every other car company around has engaged in downsizing paired with turbocharging, Mazda is blazing its own trail with a supercharged, mild-hybrid 2.0-litre engine that marries the compression-ignition tech, low-down torque and fuel efficiency of a diesel engine with the high-revving fun of a petrol unit. It's all intensely clever, and there's even a screen you can pull up that shows you when the SPCCI (Spark Plug Controlled Compression Ignition) is activating. But what does it feel like, and how much fuel does it use?

While the fuel-efficiency claims of 4.5 litres per 100km seem wildly optimistic, that's just par for the course with car companies, and at least we'll be able to test that. As we roll out of Edinburgh – a fantastic town that is basically a collection of perfect pubs scattered around a castle that seems to have grown, organically, out of a rocky mountain top – on our first day of driving, I'm keeping a cynical eye on the fuel gauge and the odometer.

Annoyingly, the gauge simply refuses to move, even as we engage for the first time with the fact that Scotland's government seems to be too tight to build any road with more than one lane in each direction. This means constant traffic, slow progress and plenty of rowing through the gears of the manual version I'm driving.

It takes 280km before we've used an indicated one eighth of a tank, and the distance-to-empty is still reading over 500km. Perhaps almost as important, from an

Good thing it's frugal, because Corby's been searching for a servo for hours…

Doak (left) and Corby debate who's got the better legs for when the kilts come out

That's one way to test the AEB system

IN FOCUS

How frugal?

Mid-6s appear to be the magic number

Wheels' own John Carey recently had a chance to test the efficiency of the SkyActiv-X engine, driving a six-speed manual 3 over 1000km in the UK. "There were plenty of short trips of 10km to 30km, longer cross-country expeditions that meant frequent crawling through congested town centres, and some quick motorway journeys," says Carey. "We saw 6.4L/100km, which is an impressive number, taking into account the mix of conditions and given the car was driven normally, avoiding fuel-saving strategies that would maximise economy."

environmental point of view, is the SkyActiv-X's claimed average CO_2 emissions of 96g/km, compared to 144g/km for an equivalent 2.0-litre petrol engine without the clever tech.

But what's it like to drive, and is 132kW (at a very non-diesel 6000rpm) and 224Nm at 3000rpm enough to impress? It's 18kW and 24Nm more than the conventional 2.0 from Mazda, but 7kW and 28Nm down on the 2.5-litre engine you can have in a 3.

It's a strange experience right from the start, driving a small car with a manual gearbox, because I so rarely get to do this in Australia (our two press cars are from Germany, and Doak pretends to be surprised they're left-hand drive, but I know it's all part of his plan).

The shift action is great, right up there with an MX-5, but acceleration feels ever-so-slightly doughy, and the much-touted low-down torque is not in great evidence. I find myself going foot flat to the boards regularly, as I wait for a build of revs to deliver. Still, it's an involving driving experience at least, and the good news is that the sound – described by some as being like a diesel engine running 200m away – isn't that bad. Indeed, I got back in a standard 3 when I returned home and found it less throaty and pleasant than the new one.

The big surprise comes when I switch to the six-speed automatic. which seems to invigorate the car's performance, keeping the engine spinning happily in its sweet spot, and making it feel like there's always enough grunt on tap to keep things interesting.

Even if we aren't driving through horizontal rain and clouds two feet off the ground, this would feel like a cold day in Hell, because I honestly find myself preferring an automatic over a manual.

Stranger things than this are happening to our snapper, Thomas Wielecki, however, who has never been to Scotland and is thus unprepared for just how much spectacular scenery it has, and, cruelly, how often it is hidden behind and beneath glowering skies and scudding rain.

As we drive into Glencoe, which for me is right up there with the Grand Canyon in terms of jaw-whopping scenery (and not just because I loved the movie *Highlander* so much that I named my son Connor MacLeod Corby), there are enough tiny breaks in the weather to at least hint at the majesty of the soaring yet soft mountains and the smooth valleys between them. We round one particularly picturesque bend to find ourselves confronted with a vast, ground-level rainbow, stretched over some of the most dramatically sparse yet colourful countryside you could ever see. At first I think the sound of weeping I hear is tears of joy from Wielecki as he surveys the scene, but I later realise it is the automatic windscreen wipers, begging for mercy.

Alastair was just 13 when his family left grungy Glasgow for tropical Turramurra in Sydney. After a brief detour into geology, which involved him almost roasting alive and being eaten by snakes in the Pilbara – an experience about as foreign to a Scotsman as wearing underwear – he fell into a kind of accidental career as a motoring journalist and thence into PR at Mazda in Melbourne.

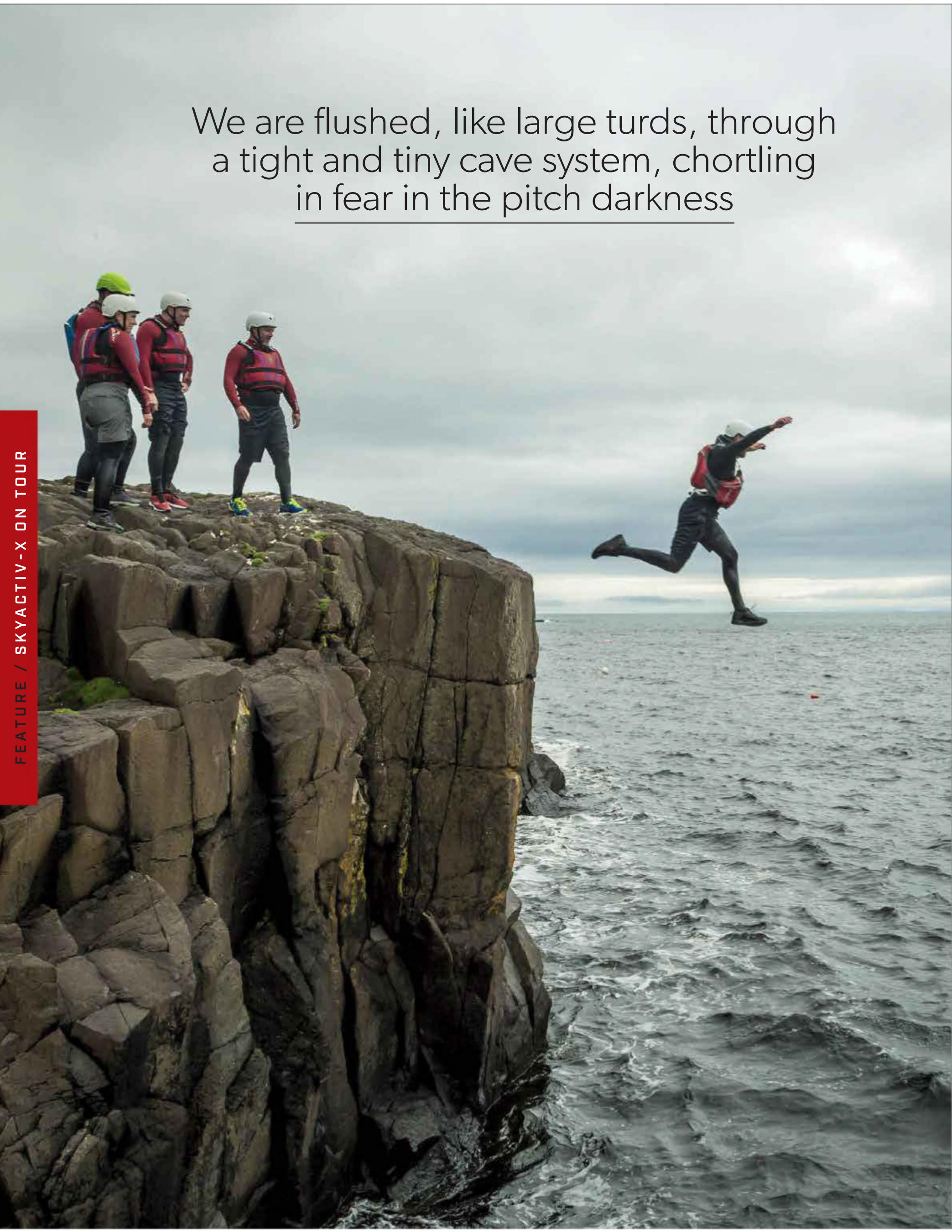
"I never wanted to be a journalist, for me it was just all about the cars. I've always loved cars and been fascinated by the industry, and being a journalist really got me that insight," Doak recalls.

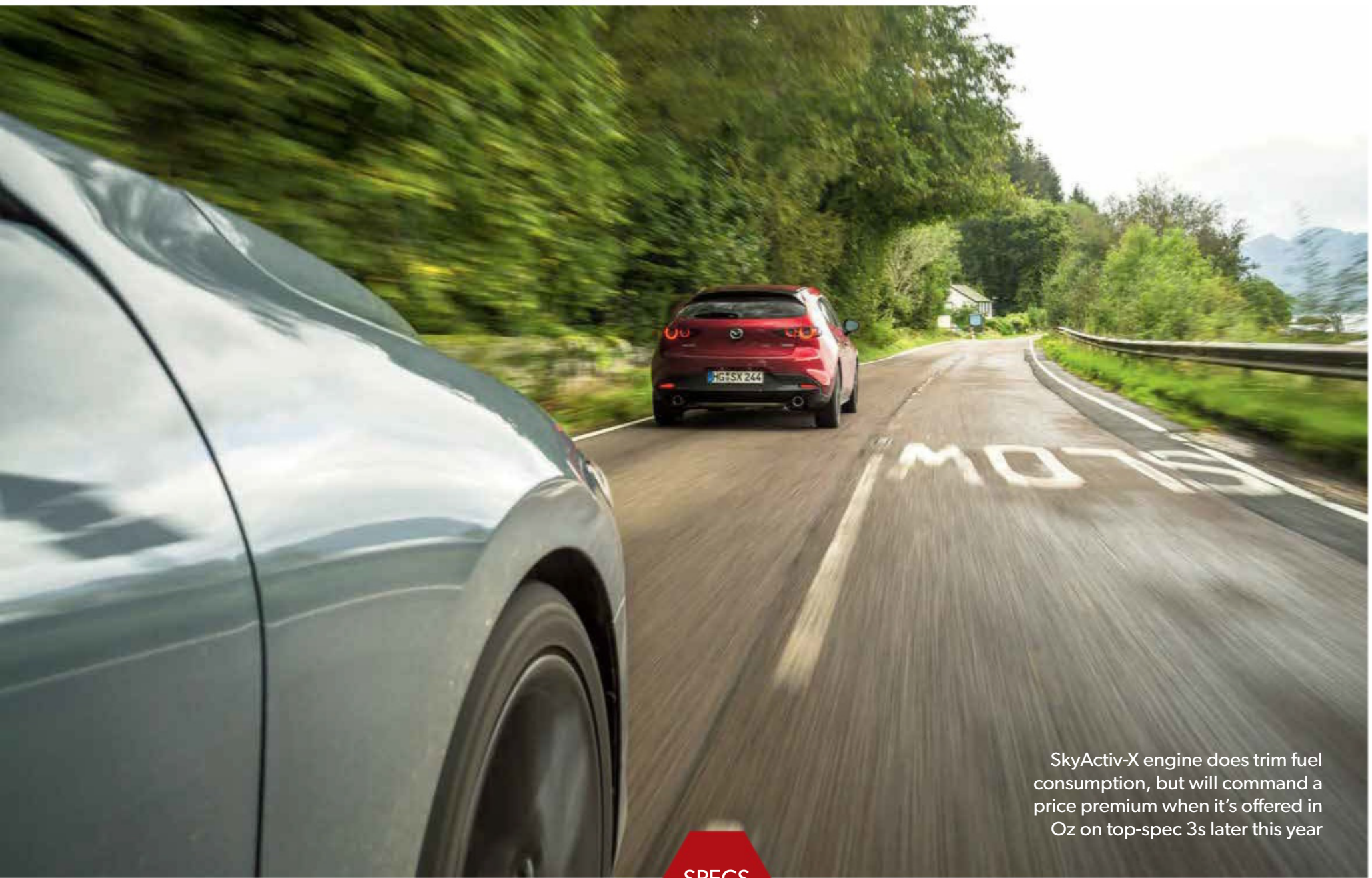
At our 1813th photo stop for the morning, I ask Alastair whether living in Melbourne helps him avoid being homesick for Scotland, because the weather seems quite similar, but he can't hear me, because the rain is at such a vicious angle that it quickly fills up our ears.

On the day that we drive to the north tip of the soaring, green-cliffed marvel that is the Isle of Skye – a mere six-hour drive from Edinburgh – I gave a lift to a willing participant in the coasteering Doak was forcing me to do. Bri Fischer, from Washington DC, was stunned that she was in a Mazda: "But it just looks so expensive," she said, pouring music into Doak's ears.

Plenty here for waterfall enthusiasts. Below: Edinburgh's cobblestone streets a test of the 3's much-improved NVH credentials

We are flushed, like large turds, through a tight and tiny cave system, chortling in fear in the pitch darkness





SkyActiv-X engine does trim fuel consumption, but will command a price premium when it's offered in Oz on top-spec 3s later this year

Coasteering is also known as tombstoning, and is a very Scottish practice that involves pouring yourself into a whale-blubber-thick wetsuit, pulling on rubber booties, a flotation vest and a helmet (but no gloves, sadly) and then hurling yourself off steep, tombstone-like cliffs into an ocean the colour of malignant evil.

"This is all your (expletive) fault, Alastair!" I shout, repeatedly, as we are smashed back into said cliffs by the clearly offended ocean, and told to cling on until the tide surges away and leaves us hanging.

I say it again later as we are flushed, like large turds, through a tight and tiny cave system, chortling in fear in the pitch darkness. All right, to be fair, by the time we get to our last leap, off a six-metre-high ledge, I find myself enjoying the whole thing immensely. But then, I'm not quite right in the head. Doak, who admits to being scared of heights, hurls himself at the activity with something approaching abandon.

Never have I loved a set of seat heaters so much. What also strikes me, over the next two days of non-stop photography, and hearing myself wow out the word "waterfall" a billion times (all that rain causes those massive mountains, which look a bit like Uluru if it had grass and moss all over it, to cover themselves in vast rivulets) is how smooth the start/stop system is in the 3; noticeably more so than the non-X-factored SkyActiv engines.

This, Doak explains, is one of the party tricks of the 24-volt, mild-hybrid system, which is a very slim preview of the EVs and plug-in hybrids that Mazda is about to start rolling out.

While it is packed with enough technology to make Elon Musk sit up and take notice, what impresses about the 3 over our 1500-odd kilometres together is just how normal it feels to drive. It can cruise effortlessly and economically, like a diesel, but without the unappealing diesel noise, and it can also, if you insist, rev and reward you with driver involvement.

As for fuel economy, the on-board computer insists we've been averaging around 6.0L/100km (and, in fact the auto does average 6.18L/100km over one 266km stretch), but overall, the manual manages 7.15 and the auto 6.86.

To be fair, there's been almost no freeway cruising, and there has been a lot of stopping, and no small number of mountains to climb. Our return journey takes us past many places that make my heart sing, particularly the spectacular Eilean Donan Castle, on Loch Alsh, which is where the original Connor MacLeod was memorably banished for being immortal/possessed by Satan.

On our final leg, we are fortunate enough to pass back through Glencoe during one of those rare, 10-minute periods each year where the rain pauses for a moment, and the clouds almost clear. As a result, I now know, unfortunately, what it's like to sit very close to another man while he has an orgasm, or a series of them. Wielecki may never, ever recover from the wondrousness overload that is the Scottish Highlands.

Rather more happily, by journey's end, I realise that I might have been wrong about Doak. He only made me drink one glass of whisky, and it was surprisingly tasty, and the coasteering was a hit, in the end. Perhaps all he really wanted was to show off his home country. I can certainly see why.

SPECS

Model Mazda 3 SkyActiv-X hatch
Engine 1998cc 4cyl, dohc, 16v, supercharged
Max power 132kW @ 6000rpm
Max torque 224Nm @ 3000rpm
Transmission 6-speed manual
L/W/H/W-B 4460/1795/1435/2725mm
Weight 1350kg
0-100km/h 8.0sec (claimed)
Economy 5.8L/100km
Price $32,000 (estimated)
On sale Q2 2020

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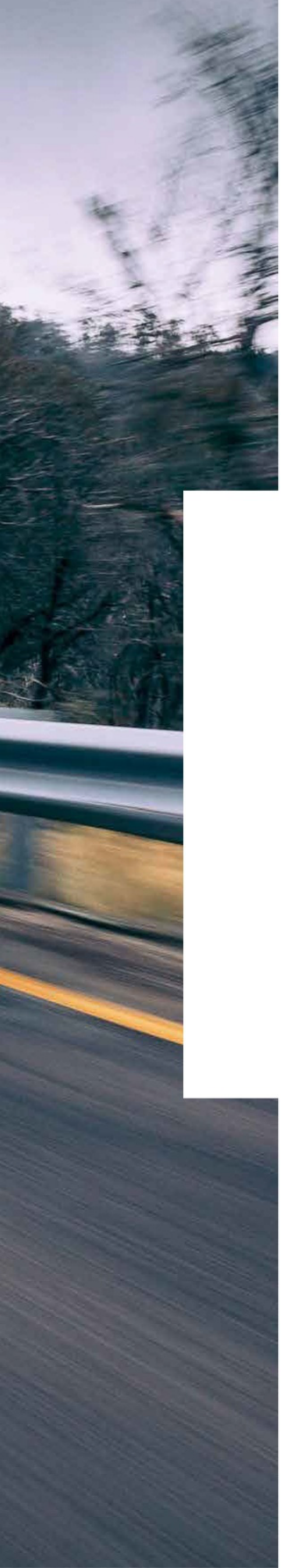
mercedes-benz.com.au



STREET FIGHTERS

AMG AND M SPORT'S MOST ACCESSIBLE WARES FACE OFF. A35 vs M135i: NEW GAME, NEW RULES, SAME BAD BLOOD

WORDS TRENT GIUNCO **PHOTOS** ELLEN DEWAR

IT'S ALMOST LUNCHTIME and only a handful of corners have been taken in anger. Storm clouds brood above as the boss man, editor Inwood, and I serve as lighting gofers. Our resident snapper, Ellen Dewar, captures it all through the camera lens. The storm is getting closer; single heavy drops start to fall. With key fobs in hand but no authorisation to use them, the skies above seem as agitated as us. Yet we're under strict orders to get the 'hero shot' before Mother Nature unleashes her fury.

The downtime allows a moment to consider this duelling pair. Both the Mercedes-AMG and BMW five-doors are among the premium hot hatches of the moment yet they already carry unique baggage. Simply put, the $69,300 A35 could be perceived as somewhat of a halfway house; a car built solely to plug the narrow gap between the A250 Mercedes and the unhinged A45 S from AMG. View it this way and you could write it off simply as a cash-grab concocted by cynical marketers. It takes all of two corners to realise this isn't the case. Throw the A35 at an apex and it's immediately apparent that we're dealing with an AMG-lite here, not a tarted up A250. Phew.

The allure of the BMW is less obvious. It too can be viewed more as a marketing exercise than an engineering one, given it seems to place so little weight on tradition. Where the previous M135i (and the 140i that followed it) stayed true to BMW's iconic formula of rear-drive with straight-six power, this new car is much more controversial. All-wheel drive and four cylinders is the new recipe, and there's also the sobering realisation that while AMG is still to offer the feral A45 S, BMW fans have no such hardcore variant to look forward to. When it comes to the M Performance-fettled 1 Series, this is it.

"All right, I'm done – have at it boys," says photographer Dewar. And there it is, the green light we'd been waiting for. After all, we're atop Lake Mountain in Victoria's Yarra Valley, an area adorned with great driving roads. If these hatches can't prove their worth here, then neither backstories will mean a thing. The threatening rain is mercifully holding off.

Slide into the heavily bolstered AMG Sports seats and the A35's sporting intent instantly comes into focus. Large screens consume your peripheral vision, while the perfectly formed steering wheel is festooned with useful controls. Press the starter button and the M260 powerplant comes to life with a raspy exhaust note. Keen aficionados will pick up on the fact that the engine code belongs to an A250, and not the unhinged M139 assigned to the incoming A45.

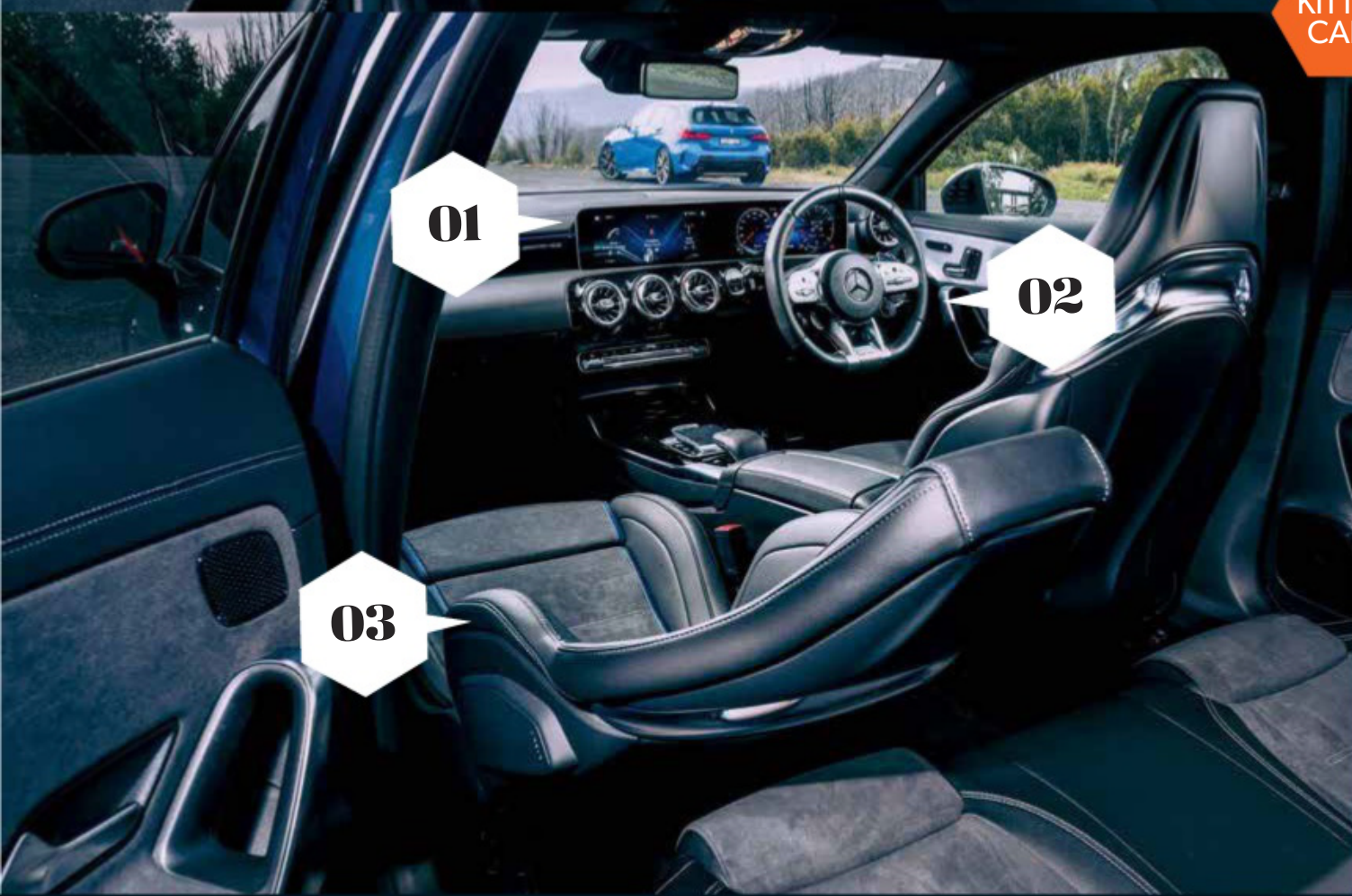
However, this is more than an A250 engine with the boost wound up. It's been significantly fettled with a freer-flowing exhaust, water-to-air intercooling, bigger valves and, crucially, a bigger twin-scroll turbo. So while the internals and block remain the same, it's a significant upgrade. And it's noticeable, too. After all, 225kW and 400Nm from a 2.0-litre four-cylinder turbo is nothing to be sneezed at. Nor is a 0-100km/h claim of 4.7 seconds, which feels utterly feasible. While peak power is made at 5800rpm, the strong 2.0-litre four-pot encourages you to search for the redline as it continues to make meaningful grunt throughout the rev range. There is a meaty mid-range torque window to access, too, between 3000-4000rpm.

Newton metres are where BMW's 2.0-litre four-cylinder turbo claims top trumps thanks to 450Nm, and also has a greater torque bandwidth of 1750-5000rpm to play with. However, despite equalling the Merc on power, the B48's identical 225 kilowatts (4500-6250rpm) don't feel as strong as the A35's. The party is over after 5000rpm, so shifting up a gear early provides the best results. While its 0-100km/h time of 4.8sec is a tenth behind the A35, option the $1900 Performance Pack (which includes an overboost function and lighter 18-inch alloys) and the marker falls to 4.7sec.

In terms of acoustics, the AMG takes the win. Its theatrical overrun and upshift blurts pervade the cabin, creating more aural excitement than the BMW, which has a soundtrack that can verge on artificial. So while these two are comparable in terms of on-paper performance and straight-line pace, the reality is their dynamic talents diverge.

The A35 has a serious demeanour, right down to the simple things like its lower driving position. The AMG is tied down, with the Michelin Pilot Sport 4S tyres offering high levels of grip. The front-end denies understeer vehemently and power-down traction past the apex is immense. There's a delicacy,

While there's more on the horizon from AMG, the M Performance-fettled 1 Series won't see a full-fat M car within its range – this is it



KITTED CARS

Inner sanctum

1. HEADS UP
The M135i has an informative head-up display, while the A35 doesn't. Wireless charging and Harman Kardon sound are standard. Powered tailgate is optional.

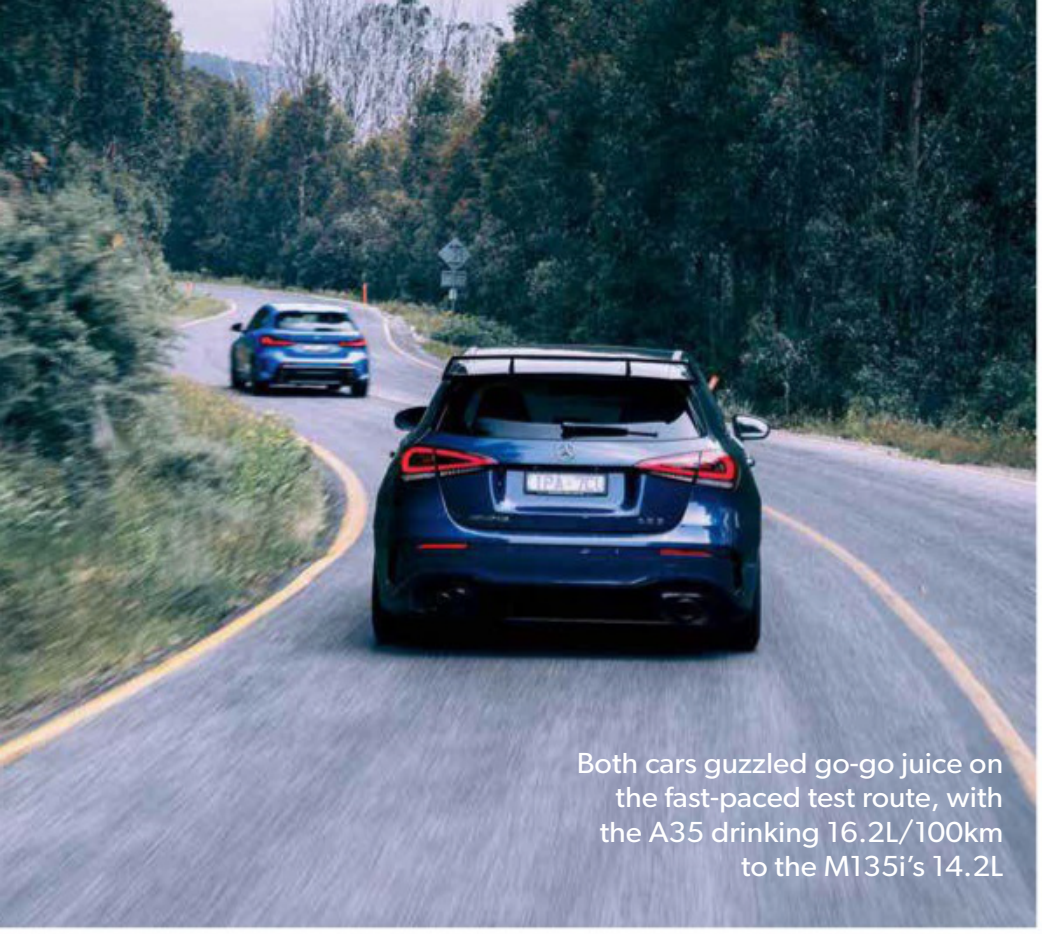
2. SMALL TALK
Like Merc's MBUX system, the M135i allows you to cheerily hail it to carry out tasks. Android Auto still isn't available, yet an Android phone can be used to unlock the car. Weird.

3. SPACE MATTERS
BMW's cabin isn't as roomy as the Benz. Legroom is tighter and the sunroof cuts into headroom. Plus there's no central arm rest in the rear like you get in the A35.

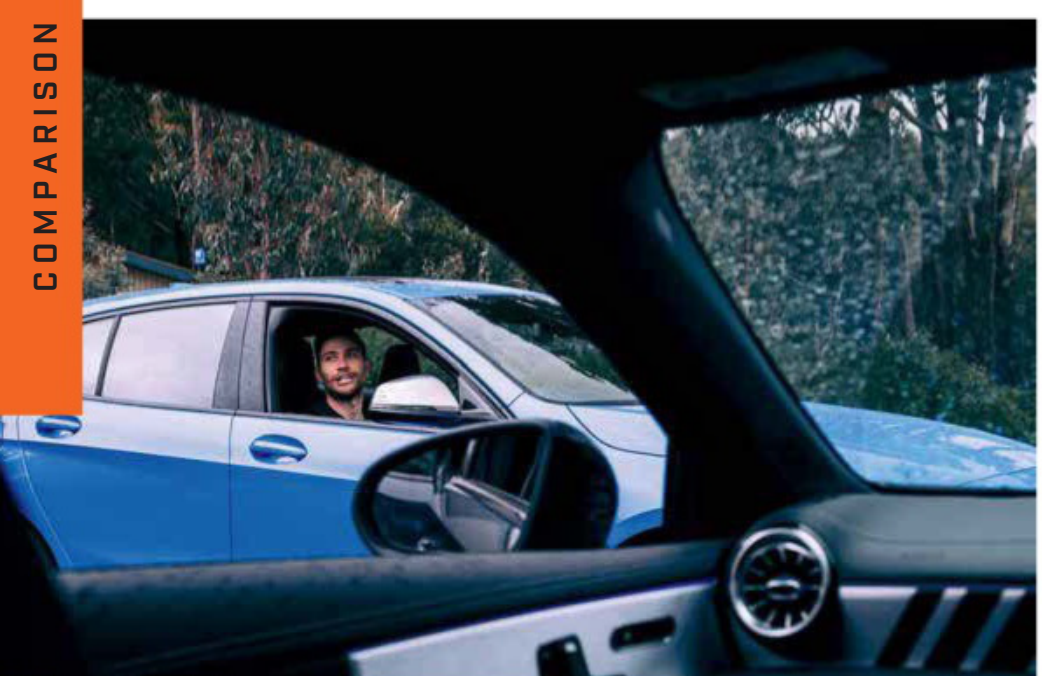
1. YOUR WAY
The fully digital 10.25-inch instrument cluster has three AMG interfaces allowing you to tailor the data you see. The central infotainment display is touchscreen.

2. GOOD STEER
Now fitted with additional LCD displays, the AMG steering wheel looks daunting at first, but all the controls are easy to use – the touchpads are especially handy.

3. BE SEATED
As part of the AMG Edition 1 package ($5377), the A35 gains body-hugging, but comfortable AMG Performance seats and polished aluminium trim with AMG motif.



Both cars guzzled go-go juice on the fast-paced test route, with the A35 drinking 16.2L/100km to the M135i's 14.2L



too, with an underlying neutral balance that affords a small, playful squirm from the rear as the razor-sharp front axle arrows into a corner. This is possible thanks to the beefed-up A250 chassis, which gains stiffened springs, dampers and anti-roll bars. The uprights have also been changed and the rear subframe is now solidly mounted. With the adaptive dampers set to Comfort mode, the ride quality is acceptable with only a slight body-control compromise. However, Sport and Sport+ need to be reserved for smooth roads given the taut nature of the A35's chassis tune.

The AMG also gets the nod over the BMW when it comes to its gearbox. While the BMW's eight-speed auto is smoother around town, it isn't as quick on the run as the seven-speed dual-clutch found in the A35. In its sportiest mode, the A35's shifts aren't only faster, but have a positivity and immediacy lacking in the BMW.

Despite both hot hatches being able to send up to 50 percent of drive to the rear wheels, it's the BMW that behaves distinctly more front-driven, even with its Torsen limited-slip differential. The M135i's nose pushes wide earlier under hard acceleration and the front wheels, wrapped in Continental PremiumContact 6 tyres, will tug at the thick-rimmed tiller. It isn't as willing to lock onto an apex, then rotate and fire out the other side of a corner as the AMG.

The fixed-rate suspension set-up does an impressive job in providing a ride quality advantage over the A35. However, you have to pay $400 on top of the Performance Pack, and cop smaller 18-inch wheels, to option adaptive dampers. The Merc is the most affected by road noise and tyre roar, which is quite intrusive, giving the BMW an edge in refinement levels.

In terms of steering, there is a vagueness on-centre that continues through to the initial stages of lock that makes the M135i hard to place on corner entry. Jump back into the A35 and the steering has a cohesive and meaty nature. The AMG's brakes also feel more positive, with an immediacy to the pedal that's reassuring in relation to the M135i's initially soft response.

Summiting Lake Mountain one last time, it's hard not to notice the M135i struggling to keep up. It's just not as confidence-inspiring or tactile enough near its limits to deliver a dynamic attack on the A35. The Merc carries more speed through corners with greater precision – it's the one you want to keep driving just for fun.

As we arrive at the cafe for a final debrief, the rain finally falls. And it's torrential. Both hatches remain in view through the window as Inwood and I muse over the exterior designs. Admittedly, the Misano Blue M135i looks better in the metal than it does in pictures, its subtle mongrel revealed in its finer details. But it's the A35 that makes the greater visual statement, especially in this bewinged Edition 1 guise (a $5377 premium). Yes, you can have an A35 sans the winged paraphernalia should you wish to live a more stealth-like existence, but shouldn't an AMG be a bit brash?

So the AMG is the better driver's car, but the return journey to Melbourne sees the BMW salvage some points on the practical front. Its cabin feels more tightly screwed together, and the AMG does display some lower-rent materials if you go looking for them. Plus the 1 Series' shift to the UKL2 front-wheel-drive platform has brought packaging advantages including a 380-litre boot that's 10 litres bigger than the A35. Strangely, though, it's the AMG that has greater rear seat knee- and headroom.

Ultimately, the F40 M135i isn't without newfound advantages. The problem is it will forever be haunted by what it once was to enthusiasts who champion the Bavarian brand. There's a sense there should be a rung above to come – but there isn't one. Therefore the AMG-honed A-Class claims the premium hot hatch honours here. It'll make you smile more when you really want it to. And the true revelation is that the A35 isn't a halfway house at all. Its credentials and performance render the A45 S's baby brother more than worthy of its Affalterbach address.

STILL TO COME

Level up

If the A35's not hardcore enough for you, you could keep your powder dry for the Mercedes-AMG A45 S due here in late March. Priced around $90K and packing 310kW/500Nm, the AWD 'hyper hatch' is claimed to reach 100km/h in just 3.9sec. Hardened BMW fan? The M2 Competition (302kW/550Nm; $104,900) is about the only variant that'll come close – or the upcoming M2 CS with outputs of 331kW/550Nm and a heftier price.

SPECS

IT'S NOT EVEN CLOSE...

	MERCEDES-AMG A35	BMW M135i
	$69,300/Tested $76,792*	**$64,990**/Tested $69,960*
	Drivetrain	
Engine	in-line 4cyl, dohc, 16v, turbo	in-line 4cyl, dohc, 16v, turbo
Layout	front engine (east-west), AWD	front engine (east-west), AWD
Capacity	1991cc	1998cc
Power	225kW @ 5800rpm	225kW @ 4500-6250rpm
Torque	400Nm @ 3000-4000rpm	450Nm @ 1750-5000rpm
Trans.	7-speed dual-clutch	8-speed automatic
	Chassis	
Body	steel, 5 doors, 5 seats	steel, 5 doors, 5 seats
L/W/H/W-B	4436/1797/1405/2729mm	4319/1799/1434/2670mm
Track (F/R)	1573/1570mm	1560/1563mm
Weight	1480kg	1525kg
Boot	370 litres	380 litres
Fuel/tank	95 octane/51 litres	95 octane/50 litres
Economy	16.2L/100km (test average)	14.2L/100km (test average)
Suspension	**Front:** struts, A-arms, adaptive dampers, anti-roll bar **Rear:** multi-link, coil springs, adaptive dampers, anti-roll bar	**Front:** struts, A-arms, coil springs, anti-roll bar **Rear:** multi-link, coil springs, anti-roll bar
Steering	electric rack and pinion	electric rack and pinion
Turn circle	11.5m (2.5 turns lock-to-lock)	11.4m (2.4 turns lock-to-lock)
Front brakes	ventilated discs (350mm)	ventilated discs (360mm)
Rear brakes	ventilated discs (330mm)	ventilated discs (330mm)
Tyres	Michelin Pilot Sport 4 S	Continental PremiumContact 6
Tyre size	235/35ZR19 91Y	235/35R19 91Y
	Safety	
ANCAP rating	***** (Aus)	***** (Aus)
Verdict	**8.5/10**	**6.5/10**

Warranty: 3yr/unlimited km. Service interval: 12 months/ 15,000km. Glass's 3-year resale: 53%. AAMI Insurance: $2446.42
* Edition 1 Package: Denim Blue metallic paint, AMG multi-spoke 19-inch alloys, AMG Performance seats ($5377); Driver Assistance Package ($1454); Vision Package: multi-beam active headlights, 360-degree camera ($761)

Warranty: 3yr/unlimited km. Service interval: 12 months/ 15,000km. Glass's 3-year resale: NA. AAMI Insurance: $2139.70
* Comfort Package: lumbar support for driver and front passenger, seat heating, steering wheel heating ($1200); Enhancement Package: Metallic paint, Panorama glass roof, active cruise control with stop & go function, automatic tailgate, luggage compartment package and storage net, through-loading system ($3770)

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GENESIS
G70

VOLVO
V60

TOYOTA
RAV4

MERCEDES
A35

04
NEW CARS GIVEN THE TIME OF OUR LIVES

PLUS

PAGE **108** **DATABANK**
The hard numbers and ultimate *Wheels* guide to every new passenger car on sale in Australia

PAGE **128** **RETRO**
Australia picked up the Mini Moke where the Brits left off and turned it into an export success

PAGE **130** **THREE WISHES**
TV host Grant Denyer has the racing bug. See what cars he'd want most in his dream garage

REPORT FOUR

GENESIS G70 ULTIMATE SPORT

Price as tested: $79,950
This month: 624km @ 11.6L/100km

PACK HACKS

SEDAN CONSTRAINTS MEAN GETTING LOADED IN THE G70 ISN'T AS SIMPLE AS IT COULD BE

IGNORE THE automotive application of the term 'parcel shelf' and it sounds like a terrific thing; the place you come home to and find the courier has left you the cool stuff you forgot you ordered after a boozy night on eBay, like that Porsche 911 barbecue apron and the nose-hair trimmer.

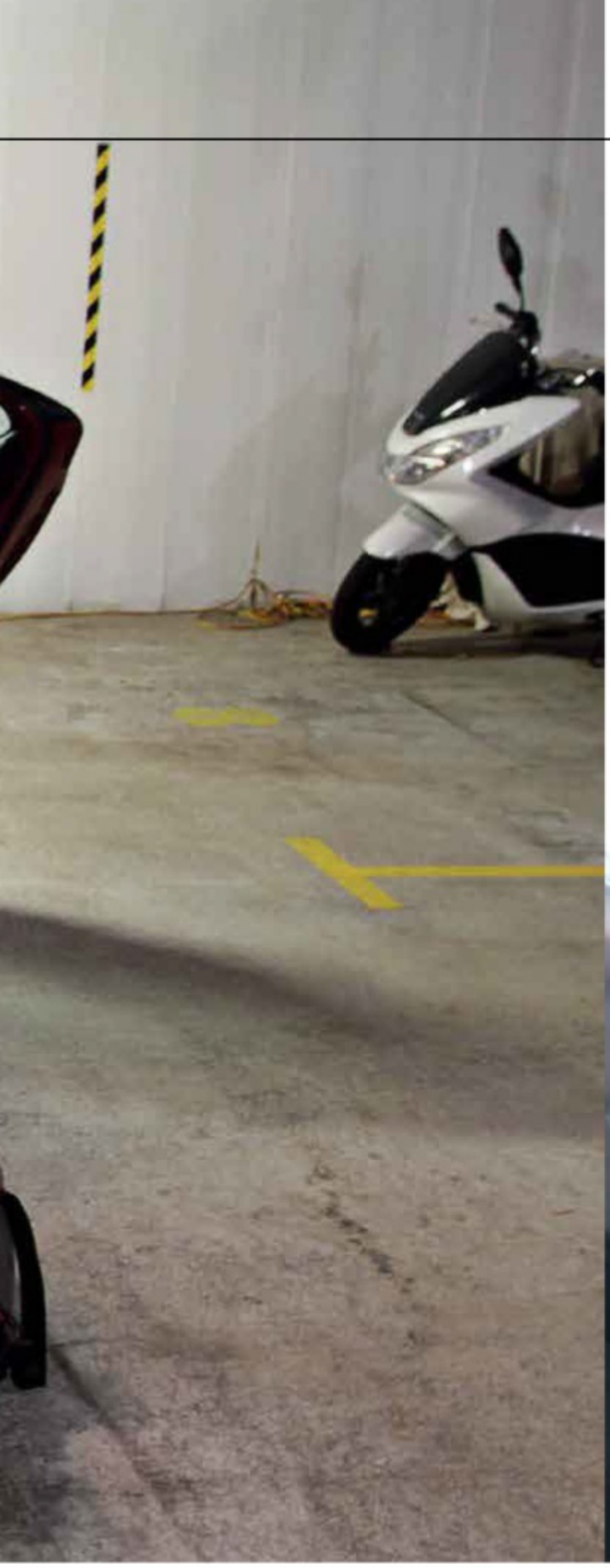
But really, in a car, who puts *anything* on the parcel shelf? Unless you're a Camry-owning Uber driver with a tissue box dressed up with a decorative doily back there, or you actively *want* to be hit in the back of the skull with a six-pack while under heavy braking, I'd say no-one.

I'll go a step further and declare the parcel shelf the work of Packaging Satan. It's a mostly useless impediment to making full use of folding rear seats, sitting there virtually mocking you as you attempt to load and then later access large items in the boot.

At least, that's how I've come to see the parcel shelf in the G70. Okay, it may justify its existence on the basis of structural rigidity and a place to house the rear audio speakers, but mostly it just sits there getting in the way.

I'm sure the Genesis product-planning gurus considered a sportback design at some point for the G70, but no doubt it was torpedoed by a clinic of Chinese customers who inexplicably think that a bootlid and fixed rear glass are automotive status symbols that show the world they've really made it.

Working as the parcel shelf's evil offsider in this dastardly double-act is the G70's small boot aperture. Recently I gave a friend a lift to the airport, and loading her full-sized suitcase required a technique usually reserved for a postman trying to stuff a parcel into a mailbox slot. First, get one end in, then shove, swear a little, then open the passenger door and drag the thing in over the folded rear-seat backrest. Similarly, transporting my bike



Left: At least the first-aid kit Velcros into the LH corner; unlike the other boot accessories, which lack a proper home. Below: Which slacker robot refused to paint the underside of the parcel shelf? Own up!

requires removal of the front wheel, and even then, surgical precision is needed to find the specific angle at which the frame and seat post can clear the rear inner wheelarches.

But the real kicking came the weekend I needed to drive to the other side of Sydney to save a few hundred bucks on a discounted washing machine. My partner saw the transportational outcome of this a mile away, and lit up brightly as she tossed me the keys to her Honda HR-V, saying, "Oooh, cool; car-swap day!"

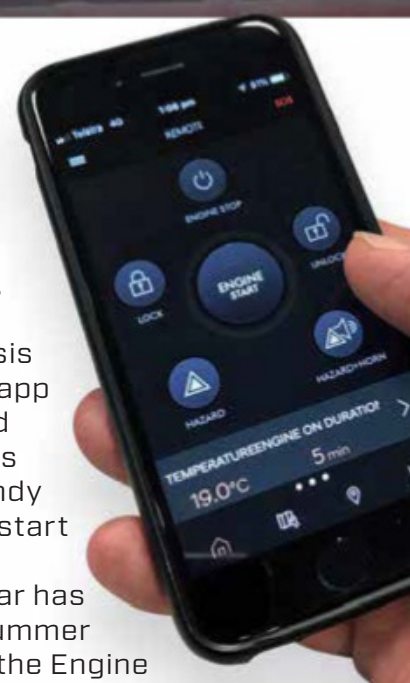
Here's my final gripe (I promise) regarding packaging. Genesis wants to be taken seriously as a premium brand, and I think we can all agree that one key element to being perceived as 'premium' lies with attention to detail. A car needs to imbue that feeling that the designers have considered every small aspect of how you use the vehicle, and have ensured that mantra of 'a place for everything, and everything in its place' has been resolutely applied. So it's disappointing – perplexing, actually – to first open the boot of the G70 and see that no specific cubby has been created for the first-aid and roadside-assistance kits, nor the warning triangle. All three appear as a complete afterthought, as if someone has gone, "Huh? I didn't know we needed to include this stuff! Um, throw me the Velcro..."

Seriously, these items really are attached with that magical micro hook-and-loop fastening system that adheres them to the boot carpet, meaning they sit right in the spot where you may want to load, I dunno, a suitcase or a bicycle…

ASH WESTERMAN

COOL IT, PAL

After a bit of faffing around with the registration process, I now have the G70 synched to the Genesis Connected Services app on my phone, and had a chance to assess its usefulness. Most handy for me is the remote start and 'cabin condition' function. When the car has been parked in the summer sun, the ability to hit the Engine Start button on the screen, and automatically set the HVAC to full Arctic Chill mode for five minutes before I actually return to the car, is great for making me (marginally) less sweaty than James Brown's jockstrap. Just a shame the G70's black dash acts as a major heat sink, and takes so long to cool after the car has been parked in the sun.



REPORT THREE

VOLVO V60 T5 INSCRIPTION

Price as tested: $72,390
This month: 933km @11.2L/100km

CONTROL FREAK

OUR RESIDENT KNOB JOCKEY GRUDGINGLY LEARNS THE ART OF THE SWIPE

GOING INTO the third month in my tenure of the Volvo V60, I can't help but feel a bit guilty whenever I approach the car. Possibly like a lotto winner who bought a mansion in a ritzy suburb, or a person who found an incredibly attractive partner who actually likes them for their personality, I really feel like I don't deserve this car. Realistically, I'm probably more suited to a beat-up VK Commodore.

From its handsome exterior, to its premium-feeling, well-thought-out interior, there's a real sense of occasion to every trip in this car.

There was one aspect had me concerned when I was handed the keys though – the infotaintment. Call me old-fashioned, but there's something I miss about having tactile buttons and knobs to control the most-used functions. Maybe it's a legacy of messing around on the old stereo EQs trying to find the perfect sound balance, or being able to type a text message without looking at the screen on my old Nokia 7110. Or instinctively finding the air-con controls on my old Mazda 3.

Having almost every control accessed via the touchscreen infotainment panel is not something I'm a massive fan of, so I approached the V60 with some apprehension. While the *Wheels* garage has hosted both the COTY-winning XC60 and XC40 SUVs, the latter was the only one I managed to spend some (limited) time with; not enough to fully get to grips with the Volvo system called Sensus.

I've got to say the Swedish boffins have done a stellar job in following the KISS ethos of Keep It Simple, Stupid. The HVAC controls are nicely spaced, and once you get used to their location, they're an, er, breeze to use. The sub-menus are easily accessed with sideways swipes and are logically structured.

But how does the V60 stack up against its rivals? In our February issue, we pitted the Volvo against the BMW 330i Touring and it fell just short – but I would argue that it's the better option for a family hauler. Why? Well, its main weaknesses, comparatively, were rear-seat space and the fact its all-wheel-drive system adds extra weight, making it less of a driver's car.

I'd contend that for most families, rear-seat passengers are less than five feet tall, and that the all-wheel-drive layout, which increases traction in the wet, provides greater peace of mind if you're sharing driving duties with your partner.

After three months, the only chink in the V60's equipment armour I can identify is its lack of auto windscreen wipers – a minor oversight, but with so much packed into such an attractive package, it seems like an odd exclusion.

FELIPE UBILLA

REPORT THREE

TOYOTA RAV4 GXL HYBRID
Price as tested: $42,934
This month: 2420km @ 5.3L/100km

THE SOFT PEDAL

ENRIGHT FINDS THAT HIS RAV HAS SPACE APLENTY

IS 580 LITRES a lot? What might once have been a stretching beer consumption target for David Boon on a long-haul flight takes on a very different meaning when converted to the amount of luggage space in your SUV. Nevertheless, that's what you can carry in a RAV4 Hybrid before you start folding the rear seats down.

And it is, indeed, a big number. Compare that to the Range Rover Velar I was running, ostensibly a car from a class or two up, and the RAV4 beats the Rangie by 22 litres with the seats in place. Drop the seats and you have 1690 litres to play with.

This is key because it means I can throw a mountain bike into the back of the car without having to remove the front wheel or drop the seat post. I couldn't do that in the Velar, and given that my resolution for 2020 is to get out more often on the treader, I can now keep the trusty Lapierre in the back of the car and hop out for a couple of laps of Lysterfield's Commonwealth Games MTB course on my way back from work.

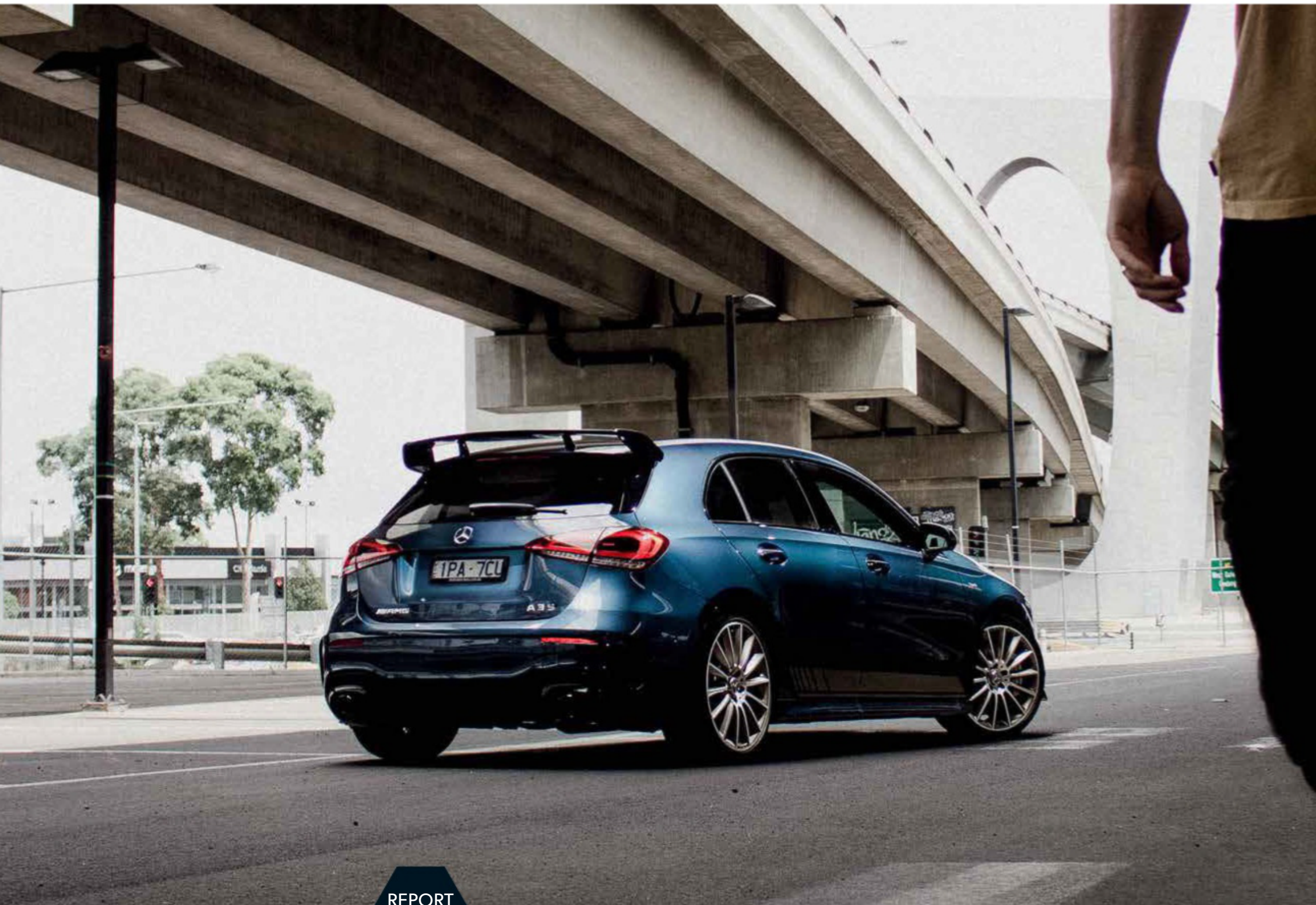
Now's probably the time to make an admission. There are a couple of parcel shelves in the *Wheels* garage, and identifying which cars they once belonged to is a level of car nerdery beyond my pay scale, but it's unlikely there will be any such issue with the RAV4.

Unfastening the roller blind is a one-handed job and it then stows in its own clip-in housing atop the space-saver spare below the artificial boot floor. That way you don't have to worry about it taking up residence in the garage nor bouncing around the rear footwell getting dirty and damaged. It's exactly this kind of consideration that makes the RAV4's such an easy everyday proposition.

It's not perfect, though. There are a few minor gripes. One is how slow the infotainment screen can be to boot up and respond to button presses. The small screen between the two main dials is also pretty hard to read in direct sunlight, and the adaptive cruise can run away when going downhill. The passenger seat isn't height-adjustable and sits too high. Also, on hot days it can take a little while for the RAV4 to figure out it needs to run the engine to charge the AC compressor, making the first minute or so a sweaty experience.

These are just quirks that will likely be ironed out by Toyota with the first facelift of the RAV4, and they do little to detract from an excellent family SUV. I'm starting to wonder how I'm going to replace it, and whether its eventual successor will be so small that it'll put the kybosh on the best-laid resolutions. Until then, I'm pedalling.

ANDY ENRIGHT



REPORT TWO

MERCEDES-AMG A35
Price as tested: $76,792
This month: 1589km @ 9.7L/100km

FANBASE: 'IT'S COOL!'

AS THE A35 GETS PASSED AROUND LIKE A SPLIFF AT A REGGAE FESTIVAL, ITS ADMIRERS INHALE DEEPLY AND SAY, "YEAH, MAN!"

D*ING*! Text message: "Bloody hell this A35 is nice!" *Ding*! "The right balance of fun performance and daily sensibilities." *Ding*! "It's almost a perfect long-termer…" So read the excited texts from *Wheels* online editor Cameron Kirby; a man clearly stoked that he'd managed to pry the AMG key fob from my grasp for his first proper steer in the A35.

They say sharing is caring, but until now, I'd managed to successfully dodge that most cliched of sentiments. Every one of the A35's 3000 or so kilometres as part of the *Wheels* garage had been at my hand, but that changed this month.

On top of Kirby's stint, the A35 also spent time in the care of Trent Giunco who'd successfully argued that in order to deliver an accurate and considered verdict in his A35 vs BMW M135i comparison on p94, he needed to spend some quality time in the AMG.

"It's much closer to the old A45 than I thought it would be," he said after a few days, reinforcing the notion that this is a proper AMG product and not just a lightly warmed-over A250. And that, more than anything, is likely to dictate whether the A35 is for you.

It's steelier in its focus compared to a Golf R, and much more overt in its performance intent than the BMW M135i. It's also not as comfortable or as refined as either of those rivals. The ride is firmer (though never harsh), surface changes and imperfections are transmitted into the cabin with greater clarity, the bucket seats have less padding, and the tyre roar from the (excellent) Michelin Pilot Sport 4S

Above right: Glitzy dash and complexity of controls haven't won unanimous acclaim, and nor has the rear-seat packaging, but otherwise the potent-but-pricey A35 is finding fans

rubber is more intrusive. Those are the compromises.

The positives are that this is easily the more engaging performance car. Throw all three up a challenging road and the A35 won't only be quicker, but it'll deliver a level of connection and confidence that the others can't match.

Trent's comparison test has already delivered a detailed description of the A35's dynamics, so I won't double up here, but the key takeaway is that this is an easy car to drive quickly. On dry tarmac the A35 is agile and tactile, with a neutral balance that seems to place the driver smack-bang between the axles. Slip angles are kept to a minimum, which only serves to boost your confidence, especially in the wet. And the seven-speed dual-clutch gearbox is a willing companion at enthusiastic speeds, thanks to crisp upshifts and a suitably addictive level of pops and bangs on the overrun when you downshift.

It's less gracious around town, where the usual DCT gremlins of jerkiness and frustrating moments of hesitation can rear their heads, but on balance, the A35's compromises in everyday driving are nicely judged. Is it, as Cameron suggests, "a perfect long-termer"? For me, it gets pretty close.

The cabin isn't for everyone (see panel above right), and why doesn't it have a head-up display when the lesser A250 does? The biggest question mark, however, surrounds its value proposition. Is it really worth $20K more than a Golf R? It certainly feels more special and has a greater depth of dynamic talent, though there's no escaping the fact that the A35 suffers from the law of diminishing returns.

I have a month left to ponder whether this means it represents poor value, but in terms of delivering on its core promise – ie, being an exciting hot hatch that you can use every day – the A35 rarely puts a foot wrong.

ALEX INWOOD

DIAL DOWN THE GLITZ

"The dash is an unsophisticated chintzy design mishmash with so many different materials (five) and textures (six)". *Wheels* reader Robert Ius didn't hold back in his opinion of the A35's cabin, offering further proof its design can be divisive. Personally, I like it. Except for the heavy use of piano black plastic.

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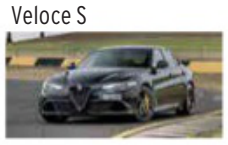
Alfa Romeo

5 years/150,000km

Giulietta

Circa-2011 front-drive Golf rival majors on rorty fun and oozes personality, but feels cramped and dated. Bigger wheels ruin ride
THE PICK: Base Super manual closest to Alfa's brio ethos

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuelcons.	RON	Resale %	Issue tested	Drive
	$29,900	L4T	1.4	110	250	M6	1269	8.2	5.5	95	44	10/15	F
Super TCT	$35,950	L4T	1.4	125	250	D6	1284	7.7	4.9	95	44		F
Veloce	$42,950	L4T	1.7	177	340	D6	1299	6.0	6.8	95	46		F
Veloce S	$45,400	L4T	1.7	177	340	D6	1299	6.0	6.8	95	47		F



Giulia

Quadrifoglio towers as an M3 terroriser while all soar dynamically, but dated dash and quality glitches keep Alfa's best from greatness
THE PICK: Remember: spend more and the more glorious the Giulia gets

	$60,900	L4T	2.0	147	330	A8	1394	6.6	6.0	95	51		R
Super	$65,900	L4T	2.0	147	330	A8	1394	6.6	6.0	95	51	10/17	R
Veloce	$72,900	L4T	2.0	206	400	A8	1490	5.7	6.1	95	52	06/17	R
Quadrifoglio	$145,900	V6TT	2.9	375	600	A8	1585	4.4	8.2	95	52	04/17	R

4C

Supermodel styling, focused dynamics and sexy carbon tub offset by charmless four-pot turbo, snappy handling and steep pricing
THE PICK: Spider at a stretch but Alpine and 718 do it better

Coupe	$89,000	L4T	1.7	177	350	D6	1025	4.5	6.8	95	55	02/15	R
Spider	$99,000	L4T	1.7	177	350	D6	1035	4.6	6.8	95	55	06/15	R

Stelvio

Takes Giulia's brilliance, and squanders it somewhat. Steering too fast for some, cabin quality poor. Ballistic Q the only real winner
THE PICK: Stelvio impasse? Join the Q

Petrol	$65,900	L4T	2.0	148	330	A8	1619	7.2	7.0	95	57	02/19	A
Diesel	$67,900	L4TD	2.2	154	470	A8	1620	6.6	4.8	D	57	10/18	A
Ti	$78,900	L4T	2.0	206	400	A8	1619	5.7	7.0	95	55	02/19	A
Q	$149,900	V6TT	2.9	375	600	A8	1830	3.8	10.2	95	59	03/18	A

Alpina

3 years/200,000km

B3/B4

If you reckon M stands for mainstream, here's your ride. Preference for torque over power makes this a highway monster
THE PICK: B4 for looks, B3 for practicality

B3 S Sedan	$116,990	L6TT	3.0	324	660	A8	1560	4.2	7.6	98	-		R
B4 S Coupe	$123,990	L6TT	3.0	324	660	A8	1537	4.2	7.6	98	-		R
B4 S Convertible	$159,900	L6TT	3.0	324	660	A8	1790	4.3	7.7	98	-		R

B5

Addresses our minor reservations about the latest M5. How does Alpina manage that with a staff of just over 100?
THE PICK: Touring wagon offers what no M5 sedan can

B5 Sedan	$210,000	V8TT	4.4	447	800	A8	1894	3.5	10.5	98	50		A
B5 Touring	$217,000	V8TT	4.4	447	800	A8	2120	3.7	11.1	98	50	10/19	A

XD3

While Australia misses out on the quad-turbo monster, diesel beast is powerful enough to make X3M nervous, but Macan is more compelling
THE PICK: Alpina's made the choice very easy

	$109,900	L6TTD	3.0	245	700	A8	2015	4.6	6.4	D	-		A

Alpine

3 years/100,000km

A110

A clear nod to the 1960s and '70s rally icon without resorting to retro pastiche. Extols the virtues of lightness and a well-sorted chassis
THE PICK: Whatever your budget allows, you lucky thing you

Pure	$97,000	L4T	1.8	185	320	D7	1080	4.5	6.2	95	55	05/19	R
Legende	$103,500	L4T	1.8	185	320	D7	1123	4.5	6.2	95	55		R
Premiere	$106,500	L4T	1.8	185	320	D7	1094	4.5	*10.1*	95	55	05/19	R

Aston Martin

3 years/unlimited

Vantage

A return to form for Aston, helped along in no small way by borrowing that outstanding twin-turbo V8 from Mercedes-AMG. A real gem
THE PICK: AdVantage: driver. V8 finally delivers

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuelcons.	RON	Resale %	Issue tested	Drive
V8 Coupe	$299,950	V8TT	4.0	375	685	A8	1530	3.7	10.3	98	-	09/18	R

DB11

A luxo grand tourer that emits pure sex appeal from its exhaust tips. Hefty weight hurts its dynamics, but those looks, right?
THE PICK: May as well go for the rockstar V12

V8 Coupe	$374,995	V8TT	4.0	375	675	A8	1760	4.0	9.9	98	-		R
V12 Coupe	$398,495	V12TT	5.2	447	700	A8	1825	3.9	11.4	98	-		R
V12 AMR	$428,000	V12TT	5.2	470	700	A8	1870	3.7	11.4	98	-		R

Rapide

Four-door 2+2 that's old and feeling it. There are better cars in the Aston Martin line-up. Pretty much all of them, in fact
THE PICK: Pretty but pretty useless as a sedan, still so striking

S	$382,110	V12	5.9	411	630	A8	1990	4.4	12.9	95	-		R
AMR	$459,950	V12	5.9	433	630	A8	1990	4.4	13.2	95	-		R

DBS Superleggera

Makes a convincing case as the world's most beautiful super GT. Stunning opulence and excessive torque, though it's no Ferrari 812SF
THE PICK: Aston's beguiling flagship true to the marque

	$517,000	V12TT	5.2	533	900	A8	1693	3.4	12.3	95	-	09/18	R

Audi

3 years/unlimited

A1

Audi's second-gen baby has grown and gained a higher-tech cabin and supermodel looks, but cheapo trim and high pricing undermine it
THE PICK: 35 TFSI for its slick performance – or related VW Polo GTI

30 TFSI	$32,350	L3T	1.0	85	200	D7	1125	9.4	5.4	95	59		F
35 TFSI	$35,290	L4T	1.5	110	250	D7	1165	7.7	5.8	95	59	02/20	F
40 TFSI	$46,450	L4T	2.0	147	320	D6	1260	6.5	6.4	95	61	13/19	F

A3

Avoid the torsion-beam 1.0 at all costs. Other A3s are covetable, S3 is enjoyable and RS3 is flat-out certifiable. New gen coming soon
THE PICK: Bonkers RS3 is a genuine supercar slayer

30 TFSI S	$36,600	L3T	1.0	85	200	D7	1200	9.9	4.8	95	53		F
35 TFSI S	$40,700	L4T	1.4	110	250	D7	1240	8.2	5.0	95	54		F
35 TFSI Sedan	$42,300	L4T	1.4	110	250	D7	1250	8.2	4.9	95	54		F
35 TFSI Cabriolet	$49,800	L4T	1.4	110	250	D7	1380	8.9	5.1	95	56		F
40 TFSI sport	$45,900	L4T	2.0	140	320	D7	1315	6.8	5.9	95	56		F
40 TFSI sport Sedan	$47,500	L4T	2.0	140	320	D7	1320	6.9	5.8	95	56		F
40 TFSI sport Cabriolet	$55,000	L4T	2.0	140	320	D7	1430	7.2	6.0	95	56		F
40 TFSI quattro sport	$49,500	L4T	2.0	140	320	D7	1385	6.2	6.2	95	55		A
40 TFSI quattro sport Sedan	$51,100	L4T	2.0	140	320	D7	1390	6.2	6.1	95	55		A
40 TFSI quattro sport C'let	$58,600	L4T	2.0	140	320	D7	1540	6.9	6.4	95	55		A
S3	$64,200	L4T	2.0	213	380	D7	1430	4.8	6.6	95	57		A
S3 Sedan	$65,800	L4T	2.0	213	380	D7	1460	4.8	6.5	95	57		A
S3 Cabriolet	$73,400	L4T	2.0	213	380	D7	1620	5.3	6.8	95	57		A
RS3	$80,611	L5T	2.5	294	480	D7	1555	4.1	8.4	98	67		A
RS3 Sedan	$84,611	L5T	2.5	294	480	D7	1560	4.1	8.4	98	67		A

A4

Interior sumptuous and the pragmatic yet fast RS4 is a corker. Facelift launch imminent, so now's the time for a great deal
THE PICK: Bargain S4 very nearly as real-world quick as RS4

35 TFSI	$56,100	L4T	1.4	110	250	D7	1450	8.5	5.5	95	51		F
40 TFSI	$61,400	L4T	2.0	140	320	D7	1480	*7.5*	*7.6*	95	51	10/17	F
40 TFSI Avant	$64,400	L4T	2.0	140	320	D7	1505	7.5	5.6	95	51		F
45 TFSI quattro	$70,300	L4T	2.0	185	370	D7	1585	6.3	6.3	95	52	04/16	A

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
45 TFSI q'ttro Avant	$73,300	L4T	2.0	185	370	D7	1610	6.0	6.6	95	52		A
45 TFSI	$74,800	L4T	2.0	185	370	D7	1580	*6.2*	*9.4*	95	46	04/17	A
S4	$99,900	V6T	3.0	260	500	A8	1630	4.7	7.7	98	48	05/17	A
S4 Avant	$102,900	V6T	3.0	260	500	A8	1675	4.9	7.8	98	48		A
RS4 Avant	$152,900	V6TT	2.9	331	600	A8	1790	4.1	8.9	98	46		A

A5

A quick car for those who've grown out of going quick. Design-led, slightly flabby dynamics, but ultimately indulgent
THE PICK: Satisfying S5 is surprising value, decently fast

40 TFSI Sportback	$70,100	L4T	2.0	140	320	D7	1565	7.5	5.6	95	64		F
40 TFSI Coupe	$70,100	L4T	2.0	140	320	D7	1420	7.3	5.5	95	64		F
40 TFSI Cabriolet	$83,600	L4T	2.0	140	320	D7	1600	7.9	5.9	95	56		F
45 TFSI quattro Coupe	$78,900	L4T	2.0	185	370	D7	1490	5.8	6.5	95	56		A
45 TFSI quattro S'back	$78,900	L4T	2.0	185	370	D7	1645	6.0	6.5	95	56		A
45 TFSI quattro C'let	$92,400	L4T	2.0	185	370	D7	1710	6.3	6.7	95	55		A
S5 Sportback	$105,400	V6T	3.0	260	500	D7	1745	4.7	7.7	98	64		A
S5 Coupe	$105,400	V6T	3.0	260	500	D7	1690	4.7	7.5	98	55		A
S5 Cabriolet	$118,940	V6T	3.0	260	500	D7	1840	5.1	7.9	98	53		A
RS5 Coupe	$156,600	V6TT	2.9	331	600	A8	1685	*3.7*	8.8	98	53	13/17	A
RS5 Sportback	$157,700	V6TT	2.9	331	600	A8	1720	3.9	8.9	98	53		A

A6

Fresh off the boat and ready to take on the E-Class and 5 Series, with loads of tech and Blue Steel looks. Four-wheel steer a must-tick option
THE PICK: 55 TFSI a fine fast grand tourer, FWD base now available

40 TFSI	$85,500	L4T	2.0	140	320	D7	-	-	-	95			F
45 TFSI quattro	$95,500	L4T	2.0	180	370	D7	1770	6.0	7.2	95	-		A
45 TFSI quattro S Line	$105,200	L4T	2.0	180	370	D7	1695	6.0	7.3	95	-	02/20	A
55 TFSI quattro S Line	$116,000	V6T	3.0	250	500	D7	1845	5.1	7.2	95	52		A

A7 Sportback

Ingolstadt took a punt pitching a hatch at this price point, and the niche-within-a-niche A7 offers little over its S5 sibling except exclusivity
THE PICK: Makes far more sense than the related A8 limo

55 TFSI quattro	$131,900	V6T	3.0	250	500	D7	1920	5.3	7.1	95	45		A

A8

Audi pours everything it knows into the mighty A8. The big billing for autonomous tech doesn't quite live up to the reality, though
THE PICK: L 50 TDI for its colossal, effortless torque

50 TDI quattro	$192,000	V6TD	3.0	210	600	A8	1975	5.9	5.6	D	47	02/19	A
55 TFSI quattro	$195,000	V6T	3.0	250	500	A8	1920	5.6	7.9	95	47		A
L 50 TDI quattro	$207,000	V6TD	3.0	210	600	A8	2000	5.9	5.8	D	47		A
L 55 TFSI quattro	$210,000	V6T	3.0	250	500	A8	1945	5.7	7.9	95	47	02/19	A

TT

Rock-solid coupe and roadster that's usually maligned on account of not being a Porsche. The multifaceted TT deserves a fairer go
THE PICK: S is one of the most competent sports cars in the real world

45 TFSI quattro	$79,900	L4T	2.0	169	370	D6	1335	5.3	6.4	95	53		A
S quattro	$99,900	L4T	2.0	210	380	D6	1385	*4.5*	*16.0*	98	53	11/19	A

R8

So Audi *can* build a great-looking car with a charismatic engine and near-perfect handling. You just need to pay more for the privilege
THE PICK: RWS a relative bargain, especially next to related Huracan

RWS	$299,500	V10	5.2	397	540	D7	1590	3.7	12.7	98	50	04/18	R
Coupe V10 quattro	$354,325	V10	5.2	397	540	D7	1640	3.5	11.4	98	50	09/10	A
Coupe V10 Plus qttro	$389,325	V10	5.2	449	560	D7	1580	3.2	12.3	98	50	04/16	A

R8 Spyder

Chopping the roof off the R8 may not do an enormous amount for its styling, but it does let your ears enjoy that wondrous V10
THE PICK: Go all-out quadraphonic with V10 quattro

RWS	$321,000	V10	5.2	397	540	D7	1680	3.8	12.9	98	50		R
V10 quattro	$388,500	V10	5.2	397	540	D7	1720	3.6	11.7	98	50	06/18	A

Q2

Small but near perfectly formed sub-SUV needs a stack of options to feel agreeably premium. Most buyers don't seem to mind
THE PICK: 40 TFSI quattro sport plus a few options every single time

35 TFSI design	$41,950	L4T	1.4	110	250	D7	1405	8.5	10.6	95	55	07/17	F
40 TFSI quattro sport	$49,400	L4T	2.0	140	320	D7	1430	6.7	6.5	95	56	07/18	A

Q3

Second-gen Q3 adopts Golf 7.5 architecture so is far more advanced, spacious and refined. Feels more premium than its VW Tiguan cousin
THE PICK: Launch Edition has extra kit for cheap if you got the dosh

35 TFSI	$49,900	L4T	1.4	110	250	D6	1470	9.3	7.2	95	-	12/19	F
35 TFSI Launch Edition	$56,450	L4T	1.4	110	250	D6	1470	9.3	7.2	95	-	02/20	F

Q5

If you're thinking of buying the pleasant Q5, stop being such a mealy mouthed milquetoast and keep saving for the SQ5. #yolo
THE PICK: SQ5 just to blow away base Macans at the 'lights

40 TDI design	$65,900	L4TD	2.0	140	400	D7	1845	*7.9*	5.4	D	-		A
45 TFSI design	$66,900	L4T	2.0	185	370	D7	1795	6.3	7.2	95	-		A
40 TDI sport	$71,600	L4TD	2.0	140	400	D7	1845	7.9	5.5	D	-		A
45 TFSI sport	$73,500	L4T	2.0	185	370	D7	1795	6.3	7.3	95	-		A

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
50 TDI sport	$94,700	V6T	3.0	210	620	A8	1945	5.8	6.3	D	-		A
SQ5 TFSI	$99,900	V6T	3.0	260	500	A8	1945	5.4	8.7	98	-		A

Q7

Spring for the air suspension to put that on-a-cloud float into your commute. Decent dynamically to boot. Facelifted versions on their way
THE PICK: Any Q7 with air suspension will do the business

3.0 TDI quattro	$96,855	V6TD	3.0	160	500	A8	2135	7.3	5.8	D	56		A
3.0 TDI quattro	$104,855	V6TD	3.0	200	600	A8	2135	6.5	5.9	D	63	02/16	A
etron	$139,900	V6TDH	3.0	300	664	A8	2445	5.7	1.9	D	-	13/18	A
SQ7	$153,327	V8TTD	4.0	320	900	A8	2330	4.9	7.2	D	63		A

Q8

A technological powerhouse that rivals the A8 for luxurious people moving. Diesel is coming eventually, along with a harder S version
THE PICK: Lush 55 TFSI makes for a convincing flagship luxo SUV

55 TFSI	$128,900	V6T	3.0	250	500	A8	2145	*5.7*	*13.3*	95	63	10/19	A

Bentley

3 years/unlimited

Continental GT

An undeniable sheen of bespoke Englishness and a focus on ride quality make this the pick of the Grand Touring coupes
THE PICK: W12 delivers on its promises with regal insouciance

V8	$393,000	V8	4.0	404	770	D8	-	4.0	-	98	-		A
V8 Convertible	$432,600	V8	4.0	404	770	D8	-	4.1	-	98	-		A
W12	$422,000	W12TT	6.0	467	900	D8	2244	3.7	12.2	98	-	02/19	A
W12 Convertible	$464,600	W12TT	6.0	467	900	D8	2414	3.7	12.3	98	-	12/19	A

Flying Spur

Stylishly crafted four-door with presence gives power to the people (of means). Achingly addictive torque that your driver will love
THE PICK: To paraphrase Holden, there's nothing quite like a W12

	$378,197	V8TT	4.0	373	660	A8	2350	5.2	10.9	98	-		A
Mulliner	$388,715	V8TT	4.0	373	660	A8	2350	5.2	10.9	98	-		A
	$423,160	W12TT	6.0	460	800	A8	2400	4.6	14.7	98	-		A
Mulliner	$448,820	W12TT	6.0	460	800	A8	2400	4.6	14.7	98	-		A

Mulsanne

Curious but intoxicating melange of tech and tradition. Feels like a throwback but delivers in all the areas that matter. In a class of its own
THE PICK: You may as well do it properly, so Speed it is

	$541,000	V8TT	6.8	377	1020	A8	2711	5.3	15.0	98	-		A
Speed	$553,600	V8TT	6.8	395	1100	A8	2711	4.9	15.0	98	-		A

Bentayga

Bentley's SUV effort is an expectedly serene, rapid, capable and classy machine. Dropped pork pie styling not everyone's cup of tea
THE PICK: W12 will crush any critics claiming this is just a Q7 in UK drag

V8	$333,700	V8TT	4.0	404	770	A8	2395	4.5	11.4	98	-		A
Diesel	$341,500	V8TTD	4.0	320	900	A8	2499	4.8	8.0	D	-		A
W12	$432,700	W12TT	6.0	447	900	A8	2440	4.1	13.1	98	-	10/16	A

BMW

3 years/unlimited

1 Series

All-new F40 '1' ditches RWD, but is better packaged and equipped. M135i a missile, though ride isn't great in standard M-Sport spec
THE PICK: M135i lacks fluency of old six-pot 1s, but it's still fiesty

118i	$42,990	L3T	1.5	103	220	D7	-	8.5	5.9	95	58		F
M135i	$64,990	L4T	2.0	225	450	A8	1525 -	4.8	7.5	95	60	03/20	A

2 Series

Is the M2 the best-value performance car on the road today? And don't you hate being asked rhetorical questions by a magazine?
THE PICK: Easy. M2 Competition. Future classic status guaranteed

220i	$54,900	L4T	2.0	135	270	A8	1373	7.2	5.8	95	57		R
220i Convertible	$62,200	L4T	2.0	135	270	A8	1540	7.7	6.1	95	57		R
230i	$65,500	L4T	2.0	185	350	A8	1398	5.6	5.9	95	57		R
230i Convertible	$75,800	L4T	2.0	185	350	A8	1570	5.9	6.2	95	57		R
M240i	$79,100	L6T	3.0	250	500	A8	1485	4.6	7.0	95	62		R
M240i Convertible	$88,500	L6T	3.0	250	500	A8	1630	4.7	7.4	95	62		R
M2 Competition Pure	$99,900	L6TT	3.0	302	550	M6	1550	4.4	9.8	98	51		R
M2 Competi tion Pure	$99,900	L6TT	3.0	302	550	D7	1575	4.2	9.0	98	51		R
M2 Competition	$104,900	L6TT	3.0	302	550	D7	1575	*4.4*	*13.4*	98	51	11/19	R

2 Active Tourer

One of the few European mini-MPVs to grace our shores. You're more likely to be poked in the eye by a unicorn than spot one on the road
THE PICK: 3 Series Touring and a trip to Specsavers

220i Luxury Line	$49,900	L4T	2.0	141	280	D7	1430	7.4	5.9	95	55		F

i3

Proud winner of *Wheels'* 2014 COTY, BMW's EV city car scores well for its drive and design, less so for its sky-high asking price
THE PICK: S's stiff ride means only slightly slower BEv is the go

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
BEv	$68,700	E	42	125	250	R1	1245	7.3	16.1	-	53	13/18	R
S	$69,900	E	42	135	270	R1	1245	6.9	16.1	-	53		R

3 Series

New 3 Series brings increased cabin space and tech injection. Full line-up finally in the country, save for hardcore M versions
THE PICK: 330i is the current top of class, M340i for speed geeks

320i	$65,900	L4T	2.0	135	300	A8	1460	7.2	6.3	95	51		R
320d	$67,900	L4TTD	2.0	140	400	A8	1450	6.8	4.5	D	52		R
330i	$71,900	L4T	2.0	190	400	A8	1490	*5.8*	*8.9*	95	52	02/20	R
330i Touring	$75,900	L4T	2.0	190	400	A8	1575	5.9	7.0	95	48	02/20	R
330e	$78,900	L4TH	2.0	215	420	A8	1740	5.9	6.4	95	52		R
M340i xDrive	$104,900	L6T	3.0	285	500	A8	1670	4.4	7.7	95	52	02/20	A

4 Series

Hard to hate in any guise – but particularly alluring in its many M4 forms – 4 Series remains a practical muscular masterpiece
THE PICK: M4 but all-new next-gen 4 Series isn't too far away, FYI

420i Gran Coupe	$70,900	L4T	2.0	135	270	A8	1480	*8.3*	*8.9*	95	46		R
420i	$72,300	L4T	2.0	135	270	A8	1465	7.3	5.8	95	54		R
420i Convertible	$90,900	L4T	2.0	135	270	A8	1660	8.2	6.2	95	54		R
430i	$82,500	L4T	2.0	185	350	A8	1470	*5.8*	5.8	95	54		R
430i Gran Coupe	$82,500	L4T	2.0	185	350	A8	1580	6.0	5.8	95	54		R
430i Convertible	$101,200	L4T	2.0	180	350	A8	1700	6.4	6.3	95	54		R
440i Gran Coupe	$103,200	L6T	3.0	240	450	A8	1615	5.1	6.8	95	54		R
440i	$103,200	L6T	3.0	240	450	A8	1525	5.0	6.8	95	51		R
440i Convertible	$121,200	L6T	3.0	240	450	A8	1750	5.4	7.2	95	51		R
M4 Pure	$139,529	L6T	3.0	331	550	D7	1537	*4.6*	8.8	98	49	13/17	R
M4 Competition	$156,529	L6TT	3.0	331	550	M6	1497	4.2	8.8	98	49		R
M4 Competition	$156,529	L6TT	3.0	331	550	D7	1537	4.0	8.3	98	49		R
M4 Competition Conv	$167,829	L6TT	3.0	331	550	M6	1750	4.3	9.1	98	49		R
M4 Competition Conv	$167,829	L6TT	3.0	331	550	D7	1790	4.1	8.7	98	49		R
M4 CS	$189,529	L6TT	3.0	338	600	D7	1580	3.9	8.4	98	49		R

5 Series

Big, brawny and perfectly constructed, the 5 Series mostly crushes the competition. Adding AWD has only helped the M recipe
THE PICK: M5 is one of today's all-time greats

520i	$90,990	L4T	2.0	135	290	A8	1540	7.8	6.2	95	36		R
520d	$95,900	L4TD	2.0	140	400	A8	1560	7.5	4.3	D	44		R
520d Touring	$95,900	L4TD	2.0	140	400	A8	1660	7.8	4.9	D	44		R
530i	$112,900	L4T	2.0	185	350	A8	1540	6.2	5.8	95	36		R
530i Touring	$112,900	L4T	2.0	185	350	A8	1640	6.5	6.5	95	40		R
530e	$112,900	L4TH	2.0	185	420	A8	1770	6.2	2.3	95	36		R
530d	$123,300	L6TD	3.0	195	620	A8	1640	5.7	4.7	D	36		R
540i	$142,900	L6T	3.0	250	450	A8	1595	5.1	6.7	95	45		R
M5 Competition	$234,900	V8TT	4.4	460	750	A8	1865	3.3	10.8	98	42	04/18	A

7 Series

Straight-six power for most of the range will please many, but it's the V12 you really want, as it is the last of the breed
THE PICK: All impress but 745e is an intriguing eco-oddball GT

730d	$199,900	L6TTD	3.0	195	620	A8	1825	6.1	5.7	D	42		R
740i	$199,900	L6TT	3.0	250	450	A8	1760	5.5	7.7	95	42		R
745e	$204,900	L6TTH	3.0	290	600	A8	1995	5.2	2.4	95	42		R
750i xDrive	$272,900	V8TT	4.4	390	750	A8	1965	4.0	10.1	95	42		A
740Li	$229,900	L6TT	3.0	250	450	A8	1805	5.6	7.9	95	42		R
M760Li xDrive	$378,900	V12TT	6.6	448	850	A8	2220	3.8	13.0	98	42		A

8 Series

Just when we thought the market for big, style-statement coupes had all but evaporated, BMW breathes in fresh life
THE PICK: V8 M50i is a deceptive and rapid thing

840i Gran Coupe	$199,900	L6T	3.0	250	500	A8	-	5.2	-	95	-		R
840i Coupe	$202,900	L6T	3.0	250	500	A8	1800	5.0	-	95	-		R
840i Convertible	$217,900	L6T	3.0	250	500	A8	1859	5.3	-	95	-		R
M850i Gran Coupe	$272,900	V8TT	4.4	390	750	A8	-	3.9	-	95	-		A
M850i	$275,900	V8TT	4.4	390	750	A8	1965	3.7	9.8	95	67	06/19	R
M850i convertible	$284,900	V8TT	4.4	390	750	A8	2024	3.9	9.9	95	-		R

Z4

Big engine, small car, no roof, it's an age-old recipe that works brilliantly in the new Z4. Ignore the four-pot and go the straight-six
THE PICK: M40i is BMW's best-ever Z roadster

sDrive20i	$84,900	L4T	2.0	145	320	M6	1405	6.6	6.5	95	55		R
sDrive20i	$84,900	L4T	2.0	145	320	A8	1405	6.6	6.5	95	55	02/20	R
sDrive30i	$104,900	L4T	2.0	190	400	A8	1415	5.4	6.5	95	55		R
M40i	$124,900	L6T	3.0	250	500	A8	1535	4.5	7.4	95	55	02/20	R

i8

Supercar looks, yet without the supercar speed. But you'll never tire of feeling like you've just driven off a sci-fi movie set
THE PICK: Coupe looks cooler, usefully less expensive

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$318,900	L3TH	1.5	275	570	A6	1535	4.4	2.1	95	50	02/16	R
Roadster	$348,900	L3TH	1.5	275	570	A6	1595	4.6	2.0	95	50		R

X1

A good-looking design hides some dynamic foibles, not least of which is the sharp and bumpy ride on the standard suspension
THE PICK: Stick to the petrol, an XC40, or consider the latest Audi Q3

sDrive18i	$44,500	L3T	1.5	103	220	A8	-	9.6	-	95	56		F
sDrive18d	$49,900	L4TD	2.0	110	350	A8	1495	9.2	4.7	D	56		F
sDrive20i	$48,500	L4T	2.0	141	280	A8	1510	7.6	5.9	95	56		F
sDrive25i	$62,900	L4TD	2.0	170	350	A8	1595	6.5	6.6	D	57		F

X2

A surprisingly uncompromised small SUV that is both stylish and spacious inside, despite the low-slung roofline. Clever
THE PICK: Turbo triple has appeal, but 20i is an extra $9K well spent

sDrive 18i	$47,400	L3T	1.5	103	220	D7	1415	9.6	6.3	95	56		F
sDrive 20i	$56,400	L4T	2.0	141	280	D7	1460	*7.2*	6.1	95	56	07/18	F
xDrive 20d	$60,400	L4TD	2.0	140	400	D7	1555	7.7	5.1	D	52		A

X3

Bigger, better version of one of BMW's most important cars. Oodles of space, but the options list could bring a tear to a statue's eye
THE PICK: Mid-spec xDrive30i, unless you want M Comp ball-tearer

sDrive20i	$65,900	L4T	2.0	135	290	A8	1660	8.2	9.6	95	63		F
xDrive 20d	$68,900	L4TD	2.0	140	400	A8	1745	8.0	5.7	D	63		A
xDrive 30i	$78,900	L4T	2.0	185	350	A8	1720	6.3	7.6	95	63		A
xDrive 30d	$85,900	L6TD	3.0	190	620	A8	1820	5.8	6.0	D	63		A
M40i	$105,900	L6T	3.0	265	500	A8	1885	4.8	8.9	95	58		A
M Competition	$157,900	L6TT	3.0	375	600	A8	1970	4.1	11.7	98	-	10/19	A

X4

Oh, you're paying $10K more than an equivalent X3 for a swoopier roofline? Can we interest you in some magic beans?
THE PICK: The X3 twin of whichever takes your fancy

xDrive20i	$76,900	L4T	2.0	135	290	A8	1678	8.3	7.8	95	61		A
xDrive20d	$79,900	L4TD	2.0	140	400	A8	1698	8.0	5.8	D	61		A
xDrive30i	$86,900	L4T	2.0	185	350	A8	1678	6.3	7.8	95	61		A
M40i	$113,900	L6T	3.0	265	500	A8	1783	4.8	9.2	95	58		A
M Competition	$164,900	L6TT	3.0	375	600	A8	1932	4.1	11.7	98	-		A

X5

Fourth time's a charm for X5. Advanced tech, smartly packaged, lovely dash and fun to punt around. Likeable 30d offers lag-free diesel punch
THE PICK: Tasty 40i since a straight-six petrol is what BMW's all about

xDrive25d	$99,000	L4TD	2.0	170	450	A8	2105	7.5	6.2	D	63		A
xDrive30d	$117,900	L6TTD	3.0	195	620	A8	2110	*6.6*	7.2	D	63	02/20	A
xDrive40i	$120,900	L6T	3.0	250	450	A8	2005	5.2	9.2	95	63	02/20	A
xDrive45e	$129,900	L6TH	3.0	290	600	A8	2435	5.6	2.0	95	63		A
M50i	$151,900	V8TT	4.4	390	750	A8	2345	4.3	10.5	95	63		A

X6

If you thought the X5 could do with a little less load-carrying ability and rear bheadroom, and a lot more grille, the X6 was built for you
THE PICK: An X5, or at least the V8 petrol

xDrive 30d	$121,900	L6TTD	3.0	195	620	A8	**2110**	5.5	-	D	63		A
xDrive 40i	$124,900	L6T	3.0	250	450	A8	**2005**	6.5	-	95	63		A
M50i	$155,900	V8TT	4.4	390	750	A8	2235	4.3	-	95	63	13/19	A

X7

US luxury seven-seater is built for space. Value V6 diesel eclipsed by stonking if exxy V8 petrol, but it's still outstandingly muscular
THE PICK: There's just the one X7... or you could have two CX-9 AWDs

xDrive 30d	$119,900	L6TTD	3.0	195	620	A8	2370	*6.7*	*9.7*	D	63	10/19	A
M50i	$171,900	V8TT	4.4	390	750	A8	2460	4.7	-	95	63		A

Caterham

2 years/50,000km

Seven

Developed from Colin Chapman's 1957 vision; a time when cigarettes were good for you. Ridiculously fast fun with unassisted steering
THE PICK: 355 is all the reborn Lotus 7 fun you'll ever need

275	$68,000	L4	1.6	100	160	M5	675	5.5	6.2	95	55	11/16	R
275 S	$73,000	L4	1.6	100	160	M5	675	5.5	6.2	95	55		R
355	$79,000	L4	2.0	127	177	M5	615	5.0	8.2	95	55		R
355 R	$95,000	L4	2.0	127	177	M5	675	5.0	8.2	95	55		R
485 S	$103,700	L4	2.0	177	206	M6	700	4.5	7.7	95	55		R
485 R	$119,000	L4	2.0	177	206	M6	700	4.5	7.7	95	55		R

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

Chrysler

3 years/100,000km

300

Ballin' on a budget, relatively speaking. Chassis' ability begs for big-V8 grunt, and top SRT worth a stretch for its adaptive dampers
THE PICK: SRT for your VF II SS or Falcon XR8 fix

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
C Luxury	$60,000	V6	3.6	210	340	A8	1724	7.7	9.7	91	35		R
SRT Core	$65,000	V8	6.4	350	637	A8	1946	4.5	13.0	98	35	09/19	R
SRT	$75,000	V8	6.4	350	637	A8	1965	4.5	13.0	98	36		R

Citroën

5 years/unlimited

C3

Fun, French and frugal, Citroën's stylish Mini rival is its most convincing supermini in years. Now with heaps more kit – but at a price
THE PICK: Shine at last specified to appeal to head as well as heart

Shine	$26,990	L3T	1.2	81	205	A6	1090	*10.7*	4.9	95	52	05/18	F

C3 Aircross

Six grand more than the C3 for an extra 100kg of weight and few millimetres of ride height. Value is in the eye of the beholder
THE PICK: Buy the C3 hatch and save, or stretch to the C5 Aircross

	$32,990	L3T	1.2	81	205	A6	1203	*10.4*	*8.4*	95	54	12/19	F

C5 Aircross

The SUV for those looking for a Goldilocks pick between the Peugeot 3008 and 5008. Divisive styling, amicable in most other areas
THE PICK: Plusher Shine keeps more with Citroën's comfort image

Feel	$39,990	L4T	1.6	121	240	A6	1402	9.9	7.9	95	56		F
Shine	$43,990	L4T	1.6	121	240	A6	1402	9.9	7.9	95	57		F

Ferrari

3 years/unlimited

Portofino

It's taken a while but Ferrari's entry-level effort is finally one to be proud of. Turbo engine suits Portofino's more supine edge
THE PICK: A massive leap over the California it replaces

	$399,888	V8TT	3.9	441	760	D7	1664	3.5	10.7	98	-		R

F8 Tributo

Ravishing styling and stupendous speed as expected, but Tributo's true triumph is just how everyday comfortable and user-friendly it is
THE PICK: There's blue, red, grey, black, white, yellow, orange or silver

F8 Tributo	$484,888	V8TT	3.9	530	770	D7	1435	2.9	12.9	98	-		R

GTC4Lusso

This happens when Ferrari engineers get on the turps. The Lusso makes no sense but it'd be in every one of our fantasy garages
THE PICK: What a 'crossover' from Ferrari should be. #noFerrariSUVs

T	$503,888	V8TT	3.9	442	760	D7	1840	3.5	11.6	98	-		R
	$578,888	V12	6.3	507	697	D7	1920	3.5	15.3	98	-	02/17	A

812 Superfast

Recipient of the greatest naturally aspirated production engine ever made. The rest of the package is almost as good. A landmark car
THE PICK: There's only one: a top-drawer supercar in GT clothing

	$610,000	V12	6.5	588	718	D7	1630	2.9	14.9	98	-	12/18	R

Fiat

3 years/100,000km

500

Ageing Italian icon still an artisitc, affordable runabout – but avoid robotised auto and buy a seat cushion for bonkers Abarth
THE PICK: Now too old so buy used or wait for an eventual replacement

Lounge	$19,250	L4	1.2	51	102	M5	885	12.9	4.9	95	-		F
Lounge Convertible	$25,250	L4	1.2	51	102	D5	935	12.9	4.8	95	-		F
Club	$23,250	L4	1.2	51	102	D5	920	12.9	4.8	95	-		F
Club convertible	$27,250	L4	1.2	51	102	D5	935	12.9	4.8	95	-		F
Abarth 595	$26,990	L4T	1.4	107	206	M5	1035	7.9	5.8	95	48	07/16	F
Abarth 595	$28,990	L4T	1.4	107	206	D5	1035	8.0	5.8	95	48		F
Abarth 595 Comp.	$31,990	L4T	1.4	132	250	M5	1045	6.7	5.7	95	51	13/17	F
Abarth 595 Comp.	$33,990	L4T	1.4	132	250	D5	1085	6.9	6.9	95	51		F

500 C

The least costly way to get rays on your noggin, but like all 500s, iffy ergonomics, robotised auto and spec holes undermine a great design
THE PICK: 500 too slow, 595 too hard, so try a used A3 Cabrio instead

Pop	$21,990	L4	1.2	51	102	M5	920	12.9	4.9	95	54		F
Pop	$23,490	L4	1.2	51	102	D5	935	12.9	4.8	95	54		F
Lounge	$23,990	L4	1.2	51	102	M5	920	12.9	4.9	95	54		F
Lounge	$25,250	L4	1.2	51	102	D5	935	12.9	4.8	95	54		F
Club	$27,250	L4	1.2	51	102	D5	935	12.9	4.8	95	54		F
Abarth 595C	$32,500	L4T	1.4	107	206	M5	1075	7.8	6.0	95	48	07/16	F
Abarth 595C	$33,500	L4T	1.4	107	206	D5	1035	8.0	5.8	95	48		F
Abarth 595C Comp.	$35,990	L4T	1.4	132	250	M5	1045	6.7	6.0	95	51		F
Abarth 595C Comp.	$37,990	L4T	1.4	132	250	D5	1085	6.9	5.8	95	51		F

500 X

Unrelated to the smaller 500, the Jeep Renegade-derived X offers charm, space, comfort and – surprise – value. Not a bad drive either
THE PICK: Pop Star brings with it loads of kit to offset that poop name

Pop	$26,000	L4T	1.4	103	230	M6	1295	9.8	6.0	95	52	02/16	F
Pop	$28,000	L4T	1.4	103	230	D6	1295	9.8	5.7	95	52		F
Pop Star	$32,000	L4T	1.4	103	230	D6	1295	*9.5*	5.7	95	52	02/16	F

124 Spider

Compared to atmo MX-5 that spawned it, the Japanese-made 124 is more toey than a Roman sandal and is saddled with a harder ride
THE PICK: The manual one, Mazda one or a rust-free '70s Fiat original

Abarth	$41,990	L4T	1.4	125	250	M6	1100	6.8	6.4	95	54	01/17	R
Abarth	$43,990	L4T	1.4	125	250	A6	1110	6.9	6.6	95	54		R

Ford

5 years/unlimited

Focus

Still the dynamic benchmark, but disappoints with patchy cabin, no manuals and Titanium's hard ride. A sophisticated Golf alternative
THE PICK: Go the ST-Line wagon or ace Active, as they regain lost IRS

Ambiente	$23,490	L3	1.5	90	150	A6	1261	-	6.9	91	46	-	F
Trend	$25,990	L3T	1.5	134	240	A8	1332	**8.1**	6.4	91	48		F
ST-Line Hatch	$28,990	L3T	1.5	134	240	A8	1347	*8.2*	6.4	91	48	05/19	F
ST-Line Wagon	$30,990	L3T	1.5	134	240	A8	1388	*8.2*	*7.5*	91	48		F
Active	$29,990	L3T	1.5	134	240	A8	1329	8.7	6.4	91	48	09/19	F
Titanium	$34,490	L3T	1.5	134	240	A8	1337	*8.7*	*9.5*	91	50		F

Mondeo

Surprisingly sharp handling meets truly cavernous and quiet cabin, while the high-output 2.0L petrol turbo provides plenty of squirt
THE PICK: Underrated Trend's refinement transcends its segment

Ambiente hatch	$33,190	L4	2.0	149	345	A6	1605	**10.0**	8.2	91	47	06/15	F
Ambiente wagon	$35,040	L4	2.0	149	345	A6	1649	**10.1**	8.5	91	48		F
Ambiente TDCi hatch	$37,490	L4TD	2.0	132	400	D6	1659	8.6	5.1	D	44		F
Ambiente TDCi wag	$38,990	L4TD	2.0	132	400	D6	1703	8.7	5.3	D	45	06/15	F
Trend hatch	$37,790	L4T	2.0	177	345	A6	1629	*7.5*	8.2	91	48	06/18	F
Trend TDCi hatch	$40,990	L4TD	2.0	132	400	D6	1683	8.6	5.1	D	48		F
Trend TDCi wagon	$42,840	L4TD	2.0	132	400	D6	1713	8.7	5.3	D	50		F
Titanium hatch	$44,790	L4T	2.0	177	345	A6	1690	*7.7*	8.5	91	49	09/16	F
Titanium TDCi hatch	$47,990	L4TD	2.0	132	400	D6	1744	8.6	5.1	D	50		F
Titanium TDCi wgn	$49,840	L4TD	2.0	132	400	D6	1782	*9.1*	5.3	D	50	07/15	F

Mustang

Muscle range now a whole lot beefier with the inclusion of the locally assembled R-Spec launched at the 2019 Bathurst 1000. Praise be
THE PICK: R-Spec for racing cred and the FOMO feel of a 500-car run

EcoBoost Fastback	$50,990	L4T	2.3	224	441	M6	1629	**6.3**	8.5	91	63		R
EcoBoost Fastback	$53,990	L4T	2.3	224	441	A10	1720	**6.2**	9.3	91	63		R
EcoBoost Convert.	$60,490	L4T	2.3	224	441	A10	1780	**6.4**	9.4	91	64		R
GT Fastback	$63,690	V8	5.0	339	556	M6	1701	4.6	13.0	98	67	07/19	R
GT Fastback	$66,690	V8	5.0	339	556	A10	1785	4.3	12.7	98	66		R
Bullitt	$73,688	V8	5.0	345	556	M6	1701	4.6	13.0	98	56	09/19	R
GT Convertible	$74,728	V8	5.0	339	556	A10	1855	4.5	12.7	98	67		R
R-Spec	$99,980	V8S	5.0	522	827	M6	**1701**	**4.0**	**16.0**	98	-	03/20	R

EcoSport

Though too old, too small and too cheapo inside, the terrific turbo-triple shines. Still, the competition has the Ford from India licked
THE PICK: Euro Puma should right EcoSport's wrongs – if it gets here

Ambiente	$22,790	L3	1.5	90	150	A6	1319	9.5	6.9	91	41		F
Trend	$24,490	L3T	1.0	92	170	A6	1368	9.2	6.7	91	41		F
Titanium	$28,990	L3T	1.0	92	170	A6	1368	9.2	6.7	91	43		F

Escape

Solid, spacious and engaging all-rounder, though heavy AWDs are thirsty. FWDs far more frugal. Striking all-new Escape almost here
THE PICK: Trend FWD or ST-Line if a taut, sporty SUV is your thing

Ambiente FWD	$28,990	L4T	1.5	110	240	M6	1559	9.6	6.3	91	54		F
Ambiente FWD	$30,490	L4T	1.5	134	240	A6	1590	9.6	7.2	91	54		F
Ambiente AWD	$33,490	L4T	1.5	134	240	A6	1668	9.6	7.5	91	56		A
Trend FWD	$33,490	L4T	1.5	134	240	A6	1607	*9.6*	*10.5*	91	56	06/17	F
Trend AWD	$36,490	L4T	2.0	178	345	A6	1719	9.4	8.6	91	56		A
Trend TDCi	$38,990	L4TD	2.0	132	400	D6	1746	9.5	5.5	D	57		A

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
ST-Line	$39,990	L4T	2.0	178	345	A6	1751	9.4	8.6	91	57		A
Titanium	$45,480	L4T	2.0	178	345	A6	1751	9.4	8.6	91	58		A
Titanium	$48,340	L4TD	2.0	132	400	D6	1779	9.5	5.6	D	58		A

Endura

Canadian-made Edge is spacious and pleasant to steer, but misses the mark with only five seats, laggy diesel, comedy pricing and daft name
THE PICK: The bigger the discount, the better sense Endura makes

Trend	$44,990	L4TD	2.0	140	400	A8	1933	8.2	6.7	D	60		F
Trend AWD	$48,900	L4TD	2.0	140	400	A8	1995	8.2	6.7	D	62		A
ST-Line	$53,900	L4TD	2.0	140	400	A8	1949	8.2	6.7	D	62		F
ST-Line AWD	$57,900	L4TD	2.0	140	400	A8	2012	8.2	6.7	D	61		A
Titanium	$63,900	L4TD	2.0	140	400	A8	1999	8.2	6.7	D	62		F
Titanium AWD	$67,990	L4TD	2.0	140	400	A8	2062	10.4	7.5	D	62	04/19	A

Everest

Ranger-derived SUV is a gun off-road and capable – for a truck – on it. The world's sole Aussie-designed, engineered and developed SUV
THE PICK: Bi-Turbo is the range (and Ranger) sweet spot

Ambiente 5-seat	$49,190	L5TD	3.2	143	470	A6	2239	11.0	8.4	D	57		A
Ambiente 7-seat	$50,190	L5TD	3.2	143	470	A6	2266	11.0	8.4	D	57		A
Ambiente 5-seat	$54,190	L5TD	3.2	143	470	A6	2343	11.0	8.5	D	57		A
Ambiente 7-seat	$55,190	L5TD	3.2	143	470	A6	2370	11.0	8.5	D	57		A
Trend Bi-Turbo RWD	$56,190	L4TTD	2.0	157	500	A10	2305	10.5	6.9	D	58		R
Trend 4WD	$59,990	L5TD	3.2	143	470	A6	2407	11.0	8.5	D	58		A
Trend Bi-Turbo 4WD	$61,190	L4TTD	2.0	157	500	A10	2444	10.5	7.1	D	58		A
Titanium	$73,990	L4TTD	2.0	157	500	A10	2494	10.5	7.1	D	58		A

Ranger

Final-ever Aussie-designed and engineered vehicle, Ranger remains a global benchmark, keeps Ford Oz relevant; MY20 update imminent
THE PICK: Raptor thanks to its coil-sprung rear end

XL	$48,090	L4TD	2.2	118	385	A6	2034	10.1	8.0	D	56		A
XL	$48,390	L5TD	3.2	147	470	M6	2068	10.3	8.7	D	56		A
XL	$50,590	L5TD	3.2	147	470	A6	2068	10.1	8.7	D	56		A
XLS	$49,690	L5TD	3.2	147	470	M6	2064	10.3	8.7	D	56		A
XLS	$51,890	L5TD	3.2	147	470	A6	2064	10.1	8.7	D	56		A
XLT	$56,640	L5TD	3.2	147	470	M6	2159	10.3	8.2	D	56		A
XLT	$58,840	L5TD	3.2	147	470	A6	2159	10.1	10.9	D	56	07/18	A
XLT	$60,340	L4TTD	2.0	157	500	A10	2198	9.7	7.4	D	56		A
Wildtrak	$61,490	L5TD	3.2	147	470	M6	2200	10.3	8.4	D	57		A
Wildtrak	$63,690	L5TD	3.2	147	470	A6	2200	10.1	8.4	D	58		A
Wildtrak	$65,190	L4TTD	2.0	157	500	A10	2239	9.8	7.4	D	58		A
Raptor	$76,290	L4TTD	2.0	157	500	A10	2332	9.9	8.2	D	58	08/19	A

Genesis

5 years/unlimited

G70

Hyundai needed G70 to be a 3 Series botherer. Lucky it's exactly that, aided by pace, handling and the right specs... cheapo m'media aside
THE PICK: 3.3T Ultimate has a proper diff. Nice

2.0T	$59,300	L4T	2.0	179	353	A8	1604	5.9	8.7	95	55	02/20	R
2.0T Sport	$63,300	L4T	2.0	179	353	A8	1604	5.9	9.0	95	55		R
2.0T Ultimate	$69,300	L4T	2.0	179	353	A8	1604	5.9	9.0	95	55		R
3.3T Sport	$72,450	V6TT	3.3	272	510	A8	1719	4.9	12.0	95	55	10/19	R
3.3T Ultimate	$79,950	V6TT	3.3	272	510	A8	1719	4.7	10.2	95	55		R
3.3T Ultimate Sport	$79,950	V6TT	3.3	272	510	A8	1719	4.7	10.2	95	55	02/20	R

G80

While we rate the G80 (nee Hyundai Genesis) for spec, space and smoothness, it's already old for a 'new' model. V6 needs revs to move
THE PICK: Ultimate has bags of limo lushness. Perfect for airport runs

3.8	$68,900	V6	3.8	232	397	A8	1890	6.5	11.2	91	53		R
3.8 Sport Design	$72,900	V6	3.8	232	397	A8	1890	6.5	11.2	91	53		R
3.8 Ultimate	$88,900	V6	3.8	232	397	A8	1890	6.5	11.2	91	53		R
3.8 Ultm Sport Dsgn	$92,900	V6	3.8	232	397	A8	1890	6.5	11.2	91	53		R

Haval

5 years/100,000km

H2

Spacious and reasonably equipped, the H2 trips due to sub-par performance, economy and steering. Better alternatives abound
THE PICK: Dated Mitsubishi ASX runs rings around H2

Premium	$22,990	L4T	1.5	110	210	A6	1529	11.8	9.0	95	44		F
Lux	$25,990	L4T	1.5	110	210	A6	1529	11.8	9.0	95	44		F

H6

Fairly handsome, undeniably roomy and with some zip, but sadly the H6's chassis sets an industry benchmark for peerless ineptitude
THE PICK: Any rival is currently preferable

Premium	$28,990*	L4T	2.0	145	315	A6	1715	10.0	9.8	95	50	06/17	F
Lux	$33,990*	L4T	2.0	145	315	A6	1715	10.0	9.8	95	52		F

H9

A Mazda CX-9 or Holden Acadia cost similar money. The three-row H9's ZF 'box isn't bad, but beyond that we're grasping at straws
THE PICK: Family planning

Lux	$41,990	L4T	2.0	180	350	A8	2236	11.0	10.5	95	52		A
Ultra	$45,990	L4T	2.0	180	350	A8	2236	11.0	10.5	95	52		A

Holden

5 years/unlimited

Astra

Opel's class act rewards with Holdenised dynamics, keen pricing and – as a 1.6 – real punch. Unlike wagon, departing sedan won't be missed
THE PICK: Loaded RS-V hatch is conspicuously good buying

R hatch	$21,490	L4T	1.4	110	240	M6	1283	7.8	5.5	91	50		F
R hatch	$22,490	L4T	1.4	110	240	A6	1304	8.0	5.5	91	50	01/17	F
LS+ sedan	$22,740	L4T	1.4	110	240	A6	1283	8.0	6.1	91	50		F
R+ hatch	$23,740	L4T	1.4	110	240	A6	1304	8.0	6.1	91	50		F
LT sedan	$25,790	L4T	1.4	110	240	A6	1294	8.0	6.1	91	52		F
RS hatch	$27,240	L4T	1.6	147	300	A6	1344	6.6	6.1	91	52	09/17	F
LTZ sedan	$29,790	L4T	1.4	110	240	A6	1318	8.0	6.1	91	52	08/17	F
RS-V hatch	$30,740	L4T	1.6	147	300	M6	1344	6.6	6.1	91	52		F
RS-V hatch	$31,740	L4T	1.6	147	300	A6	1363	6.7	11.3	91	52	05/19	F

Commodore

German midsizer delivers space, handling, oomph and choice galore, but low-key styling and dull cabin erode appeal. A likeable underdog
THE PICK: RS Sportwagon for sheer value, VXR for gravel-handling fun

LT	$33,690	L4T	2.0	191	350	A9	1515	6.5	7.4	95	36		F
LT	$36,690	L4TD	2.0	125	400	A8	1593	7.0	5.6	D	36		F
LT Sportwagon	$35,890	L4T	2.0	191	350	A9	1543	6.5	7.7	95	36		F
LT Sportwagon	$38,890	L4TD	2.0	125	400	A8	1617	7.0	5.7	D	36		F
RS	$37,290	L4T	2.0	191	350	A9	1534	6.5	7.6	95	36		F
RS Sportwagon	$39,490	L4T	2.0	191	350	A9	1569	6.5	7.9	95	36		F
RS V6	$40,790	V6	3.6	235	381	A9	1672	6.2	8.9	91	37		A
RS-V	$46,990	V6	3.6	235	381	A9	1676	6.2	8.9	91	38		A
RS-V Sportwagon	$49,190	V6	3.6	235	381	A9	1705	6.2	9.1	91	37		A
VXR	$55,990	V6	3.6	235	381	A9	1737	6.2	8.9	91	38	03/18	A
Calais	$40,990	L4T	2.0	191	350	A9	1535	6.5	7.6	95	40	06/18	F
Calais	$43,990	L4TD	2.0	125	400	A8	1613	7.0	5.8	D	40		F
Calais Tourer	$45,990	V6	3.6	235	381	A9	1715	6.2	9.1	91	41		A
Calais V	$51,990	V6	3.6	235	381	A9	1726	6.2	9.1	91	41		A
Calais V Tourer	$53,990	V6	3.6	235	381	A9	1772	6.2	9.1	91	41		A

Trax

Able handling, good auto calibration and keen pricing are plus points, but vocal 1.8, dud ride and ho-hum plastics sour popular baby SUV
THE PICK: LS 1.4 turbo if you must, or Astra every day of the week

LS	$23,990	L4	1.8	103	178	M5	1371	10.0	7.0	91	47		F
LS	$26,490	L4T	1.4	103	200	A6	1376	9.3	9.6	91	48	01/20	F
LT	$28,890	L4T	1.4	103	200	A6	1390	9.6	6.9	91	48		F
LTZ	$30,490	L4T	1.4	103	200	A6	1390	9.6	9.0	91	48	05/17	F

Equinox

Space, refinement, performance and slick nine-speed auto buried in an anonymous Chevy SUV marred by a less-than-premium interior
THE PICK: Despite big range only LS+ makes a strong-enough case

LS 2WD	$27,990	L4T	1.5	127	275	M6	1526	7.9	6.9	91	52	01/18	F
LS 2WD	$29,990	L4T	1.5	127	275	A6	1514	7.9	6.9	91	52		F
LS+ 2WD	$32,990	L4T	1.5	127	275	A6	1514	7.9	6.9	91	53		F
LS+ 2WD	$35,990	L4TD	1.5	100	320	A6	1593	8.0	5.6	D	52		F
LT 2WD	$36,990	L4T	2.0	188	353	A9	1585	7.3	8.2	91	53	01/18	F
LTZ AWD	$39,990	L4T	2.0	188	353	A9	1618	7.3	8.2	91	54		A
LT 2WD	$39,990	L4TD	1.5	100	320	A6	1602	8.0	5.6	D	53		F
LTZ AWD	$44,290	L4T	2.0	188	353	A9	1695	7.3	12.6	91	54	13/18	A
LTZ-V AWD	$46,290	L4T	2.0	188	353	A9	1732	7.3	8.4	91	55	13/17	A
LTZ AWD	$47,290	L4TD	1.5	100	320	A6	1741	8.0	5.7	D	54	01/18	A
LTZ-V AWD	$49,290	L4TD	1.5	100	320	A6	1778	8.0	5.9	D	55		A

Acadia

Butch, US-sourced Acadia brings space for seven, grunt, value and locally tuned dynamics. It's the best new Holden in ages. Yes, really*
THE PICK: *AVOID the torque-steering 2WD front-driver at all costs

LT 2WD	$42,490	V6	3.6	231	367	A9	1874	7.1	8.9	91	56		F
LT AWD	$46,490	V6	3.6	231	367	A9	1968	7.3	9.3	91	56		A
LTZ 2WD	$53,490	V6	3.6	231	367	A9	1881	7.1	8.9	91	57		F
LTZ AWD	$57,490	V6	3.6	231	367	A9	1975	7.3	9.3	91	58		A
LTZ-V 2WD	$63,490	V6	3.6	231	367	A9	1938	7.2	8.9	91	58		F
LTZ-V AWD	$67,490	V6	3.6	231	367	A9	2032	7.3	10.0	91	58	12/18	A

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

Trailblazer

Colorado ute-derived 4x4 family wagon delivers grunt, off-road chops and value, starting at less than $50K. Heaps better than old Colorado 7
THE PICK: LTZ for the extra kit but LT will do the job adequately, too

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
LT	$47,990	L4TD	2.8	147	500	A6	2194	9.8	8.6	D	53		A
LTZ	$52,490	L4TD	2.8	147	500	A6	2203	9.8	8.6	D	53		A

Colorado

Supremely better after top-down revamp that rounded rough edges and delivered driver-assist tech, new cabin, better mechanicals
THE PICK: Whichever, since Colorado scores a B overall but A for value

LS	$44,990	L4TD	2.8	147	440	M5	2019	9.5	8.6	D	55		A
LS	$47,190	L4TD	2.8	147	500	A6	2016	9.5	8.6	D	56		A
LSX	$46,990	L4TD	2.8	147	440	M5	2007	9.5	8.6	D	56		A
LSX	$49,190	L4TD	2.8	147	500	A6	2004	9.5	8.6	D	56		A
LTZ	$50,490	L4TD	2.8	147	440	M5	2056	9.5	8.6	D	56		A
LTZ	$52,690	L4TD	2.8	147	500	A6	2053	*9.5*	*9.8*	D	56	07/18	A
LTZ+	$51,520	L4TD	2.8	147	440	M5	2056	9.5	8.6	D	56		A
LTZ+	$53,720	L4TD	2.8	147	500	A6	2053	9.5	8.6	D	56		A
Z71	$54,990	L4TD	2.8	147	440	M5	2056	9.5	8.6	D	56		A
Z71	$57,190	L4TD	2.8	147	500	A6	2053	9.5	8.6	D	56		A

Honda

5 years/unlimited

Jazz

Extraordinary versatility makes most sense in bargain base VTi, excelling in space and ease if not refinement. Strong old engine, too
THE PICK: VTi. Spending more = diminishing returns

VTi	$14,990	L4	1.5	88	145	M5	1048	10.1	6.2	91	55		F
VTi	$16,990	L4	1.5	88	145	C	1053	*10.2*	5.8	91	53	03/15	F
VTi-S	$19,990	L4	1.5	88	145	C	1095	10.3	5.8	91	56		F
VTi-L	$22,990	L4	1.5	88	145	C	1130	10.3	5.8	91	57	10/14	F

City

If your favourite flavour is vanilla, the City has your name all over it. Truly does little wrong, but never excites. Oz's best B-segment sedan
THE PICK: VTi or, better still, a clean, low-mileage later Accord Euro

VTi	$15,990	L4	1.5	88	145	M5	1082	10.3	5.8	91	48		F
VTi	$17,990	L4	1.5	88	145	C	1103	*10.7*	5.7	91	48	10/14	F
VTi-L	$21,590	L4	1.5	88	145	C	1107	10.7	5.7	91	50	08/14	F

Civic

A comeback of sorts, led in part by the supernaturally gifted Type R, and aided by clever packaging, rorty turbo and sharp dynamics
THE PICK: Avoid 1.8 atmo. And reflections of the car while driving...

VTi hatch	$22,790	L4	1.8	104	174	C	1262	9.2	6.4	91	54		F
VTi sedan	$24,590	L4	1.8	104	174	C	1248	9.2	6.4	91	54	07/16	F
VTi-S hatch	$24,990	L4	1.8	104	174	C	1261	9.2	6.4	91	54	12/18	F
VTi-S sedan	$24,590	L4	1.8	104	174	C	1250	*9.2*	6.4	91	54	01/17	F
VTi-L hatch	$28,390	L4T	1.5	127	220	C	1322	7.5	6.1	91	54		F
VTi-L sedan	$27,990	L4T	1.5	127	220	C	1302	7.5	6.0	91	54	07/16	F
RS hatch	$33,540	L4T	1.5	127	220	C	1341	7.5	6.1	91	56		F
RS sedan	$31,990	L4T	1.5	127	220	C	1326	*7.4*	6.0	91	56	12/16	F
VTi-LX hatch	$34,090	L4T	1.5	127	220	C	1344	*7.6*	*8.3*	91	56	09/17	F
VTi-LX sedan	$33,690	L4T	1.5	127	220	C	1327	7.5	6.0	91	56	07/16	F
Type R	$51,990	L4T	2.0	228	400	M6	1396	*5.8*	*11.5*	95	55	04/18	F

Accord

With COTY wins ('77 original and '08 Euro), every Accord arrives with high hopes. Earth Dreams chassis, turbo and hybrid sound promising
THE PICK: It's gotta be a better steer than the previous snoozer

VTi-LX Turbo	$47,990	L4T	1.5	140	260	C	1504	**8.0**	6.5	91	-	02/20	F
VTi-LX Hybrid	$50,490	L4H	2.0	158	315	C	1591	**7.6**	4.3	91	-	-	F

NSX

A technological tour de force, hybrid NSX nails supercar speed and dynamics. Hand-built, exotically engineered, a tad emotionally aloof
THE PICK: If you can stomach the price, it's a rare cat

	$420,000	V6TTH	3.5	427	646	D9	1780	3.0	9.7	98	-	01/17	A

HR-V

Jazz-based 'Magic Seat' brings vast interior packaging configurations and 1.8 is gutsy, but handsome HR-V is loud, firm riding and a dull drive
THE PICK: VTi-S since its cabin doesn't feel quite as Bi-Lo as the base

VTi	$24,990	L4	1.8	105	172	C	1269	*9.9*	*8.1*	91	50	01/20	F
VTi-S	$27,990	L4	1.8	105	172	C	1274	10.2	6.9	91	50		F
RS	$31,990	L4	1.8	105	172	C	1294	10.2	6.9	91	50		F
VTi-LX	$34,590	L4	1.8	105	172	C	1319	10.2	6.9	91	52	05/15	F

CR-V

Designed for families, yet offers an able chassis and frugal turbo oomph, too. But Vi's 2.0L is slow and 7-seater's third row is kids-only
THE PICK: Generously equipped VTi-S delivers the best value

Vi	$28,290	L4	2.0	113	189	C	1504	-	7.6	91	57		F
VTi	$30,690	L4T	1.5	140	240	C	1536	7.2	7.0	91	52		F
VTi-E	$34,490	L4T	1.5	140	240	C	1642	7.2	7.3	91	54		F
VTi-S	$33,290	L4T	1.5	140	240	C	1540	7.2	7.3	91	54		F
VTi-S AWD	$36,490	L4T	1.5	140	240	C	1597	7.2	7.4	91	55		A
VTi-L	$38,990	L4T	1.5	140	240	C	1642	7.2	7.3	91	56	07/19	F
VTi-LX AWD	$44,290	L4T	1.5	140	240	C	1630	7.2	7.4	91	56	01/18	A

Odyssey

Our one-time COTY has morphed from a sleek three-row wagon to a charmless MPV minus the driver appeal or refinement it once had. Pity
THE PICK: VTi-L for the middle-row 'captain's chairs', or Kia Carnival

VTi	$37,990	L4	2.4	129	225	C	1734	12.0	7.6	91	58		F
VTi-L	$47,590	L4	2.4	129	225	C	1848	12.0	7.8	91	58		F

HSV

3 years/100,000km

Chevrolet Camaro

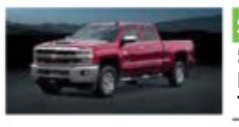
Rarer, prettier, faster and more focused than a Mustang, but can't touch the Ford's value proposition. RHD work a credit to the HSV crew
THE PICK: 2SS is plenty fast enough

2SS	$85,990	V8	6.2	339	617	M6	1684	4.5	11.5	98	56		R
2SS	$89,190	V8	6.2	339	617	A10	1710	4.0	11.5	98	56	07/19	R
ZL1	$159,990	V8S	6.2	477	881	M6	1761	5.0	15.6	98	56		R
ZL1	$161,190	V8S	6.2	477	881	A10	1789	4.9	15.3	98	56	07/19	R

SportsCat

More than a collection of aftermarket bits, this reworked Colorado shows there's still HSV engineering prowess at play here
THE PICK: Either represents good value but what's with the name?

	$60,790	L4TD	2.8	147	500	A6	2274	9.5	8.7	D	46		A
+	$66,790	L4TD	2.8	147	500	A6	2274	9.5	8.7	D	46	05/18	A



Silverado

Size dwarfs just about everything else on the road; could tow your house into a better suburb thanks to monster Duramax diesel
THE PICK: Too big for urban Oz so a one-way ticket to North America

2500 WT	$114,990	V8TD	6.6	332	1234	A6	3515	7.0	15.6	D	-		A
2500 LTZ	$134,990	V8TD	6.6	332	1234	A6	3616	7.1	15.6	D	-		A
2500 LTZ Midnight	$139,990	V8TD	6.6	332	1234	A6	3616	7.1	15.6	D	-		A
2500 LTZ Cst Sport	$139,990	V8TD	6.6	332	1234	A6	3616	7.1	15.6	D	-		A
3500 LTZ	$147,990	V8TD	6.6	332	1234	A6	3710	7.5	15.7	D	-		A

Hyundai

5 years/unlimited

i30

The more you spend, the better the attractive, well-packaged and sharp handling i30 gets, peaking at N. 1.6L turbo N-Line is a fine warm hatch
THE PICK: N-ything with a turbo attached, so bypass the atmo i30s

Go	$19,990	L4	2.0	120	203	M6	1357	8.0	7.3	91	54		F
Go	$22,290	L4	2.0	120	203	A6	1382	8.0	7.4	91	54		F
Go CRDi	$22,490	L4TD	1.6	100	280	M6	1418	7.8	4.5	D	55		F
Go CRDi	$24,990	L4TD	1.6	100	300	D7	1445	7.8	4.5	D	55		F
Active	$21,090	L4	2.0	120	203	M6	1357	8.0	7.3	91	52		F
Active	$23,390	L4	2.0	120	203	A6	1382	7.8	7.4	91	54	12/18	F
Active CRDi	$23,590	L4TD	1.6	100	280	M6	1418	7.8	4.5	D	54		F
Active CRDi	$26,090	L4TD	1.6	100	300	D7	1445	7.8	4.7	D	54		F
N Line	$26,490	L4T	1.6	150	265	M6	1407	7.5	7.5	91	54		F
N Line	$29,490	L4T	1.6	150	265	D7	1436	7.3	7.8	91	55		F
Elite	$27,790	L4	2.0	120	203	A6	1382	8.0	7.4	91	55		F
Elite CRDi	$30,490	L4TD	1.6	100	300	D7	1445	7.8	4.7	D	55		F
Premium	$32,790	L4	2.0	120	203	A6	1382	8.0	7.4	91	55		F
Premium CRDi	$35,490	L4TD	1.6	100	300	D7	1445	8.0	4.7	D	55		F
N Line Premium	$34,990	L4T	1.6	150	265	D7	1436	7.3	7.8	91	56	05/19	F
N	$39,990	L4T	2.0	202	353	M6	1429	*6.4*	*10.2*	95	58	10/18	F
Fastback N	$41,990	L4T	2.0	202	353	M6	1441	6.2	8.0	95	58		F

Elantra

Handling, equipment, space and value are highs; ride on torsion-beam versions not so much. Not as sophisticated as i30 hatch equivalents
THE PICK: Sport for turbo, IRS

Go	$21,490	L4	2.0	112	192	M6	1235	7.5	7.1	91	48		F
Go	$23,790	L4	2.0	112	192	A6	1255	*7.5*	7.2	91	49		F
Active	$25,990	L4	2.0	112	192	A6	1275	7.5	7.2	91	50		F
Sport	$28,990	L4T	1.6	150	265	M6	1385	*7.0*	7.1	91	48		F
Sport	$30,490	L4T	1.6	150	265	A6	1385	*7.0*	7.2	91	48		F
Sport Premium	$31,490	L4T	1.6	150	265	M6	1355	*7.0*	7.1	91	48		F
Sport Premium	$33,990	L4T	1.6	150	265	A6	1390	*7.0*	7.2	91	48		F

Ioniq

Mid-life update cuts the gap to Nissan's Leaf with more power, torque and range for Electric variants, but cheapest EV status at risk
THE PICK: Electric Elite, to keep bragging rights on Oz EV pricing, just

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Hybrid Elite	$34,790	L4H	1.6	104	265	D6	1375	10.8	3.9	91	52		F
Hybrid Premium	$39,990	L4H	1.6	104	265	D6	1375	11.1	3.9	91	54		F
PHEV Elite	$41,990	L4PH	1.6	104	265	D6	1495	10.6	1.1	91	54		F
PHEV Premium	$46,490	L4PH	1.6	104	265	D6	1495	10.6	1.1	91	54		F
Electric Elite	$48,490	E	38	100	295	R1	1527	9.9	14.5	-	54	13/19	F
Electric Premium	$52,490	E	38	100	295	R1	1527	9.9	14.5	-	55	10/19	F

Sonata

Strengths include road manners, grunty turbo and space, but Sonata feels old and so falls way short of Mondeo, Commodore competition
THE PICK: All-new successor is imminent so let's wait for that instead

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Active	$30,590	L4	2.4	138	241	A6	1587	8.5	8.3	91	44		F
Elite	$38,350	L4T	2.0	180	353	A8	1645	7.9	8.5	91	45		F
Premium	$45,490	L4T	2.0	180	353	A8	1645	*7.9*	*9.7*	91	46	06/18	F

Veloster

Built in right-hook guise especially for Australia, it's the sportier, funkier brother to the i30, and should be treated as such
THE PICK: Turbo or bust, and a welcome modern-day Honda Integra

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$29,490	L4	2.0	110	180	M6	1295	9.4	7.0	91	-		F
	$31,790	L4	2.0	110	180	D7	1315	9.6	7.1	91	-		F
Turbo	$35,490	L4T	1.6	150	265	M6	1320	7.7	7.3	91	-		F
Turbo	$38,990	L4T	1.6	150	265	D7	1350	7.1	6.9	91	-	12/19	F
Turbo Premium	$38,490	L4T	1.6	150	265	M6	1320	7.7	7.3	91	-		F
Turbo Premium	$41,990	L4T	1.6	150	265	D7	1350	7.1	6.9	91	-		F

Venue

Smart packaging includes plenty of space, great vision and excellent ergonomics. Plus, eco tyres hide a surprisingly engaging chassis
THE PICK: Based on Euro i20, Venue transcends its low pricing

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Go	$19,990	L4	1.6	90	151	M6	1140	11.2	7.0	91	-		F
Go	$21,990	L4	1.6	90	151	A6	1165	11.4	7.2	91	-		F
Active	$21,490	L4	1.6	90	151	M6	1200	11.2	7.0	91	-		F
Active	$23,490	L4	1.6	90	151	A6	1225	11.4	7.2	91	-	11/19	F
Elite	$25,490	L4	1.6	90	151	A6	1225	*10.4*	*9.5*	91	-	01/20	F

Kona

Unique styling makes for a rapid runabout in 1.6 turbo form, but lacks polish. 2.0s are gruff, bouncy. 2020 car brings safety enhancements
THE PICK: Anything with a turbo since it also brings welcome IRS

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Go	$24,000	L4	2.0	110	180	A6	1383	10.0	7.2	91	50		F
Go	$27,500	L4T	1.6	130	265	D7	1507	7.9	6.7	91	50		A
Active	$25,500	L4	2.0	110	180	A6	1383	*9.35*	*8.7*	91	50	01/20	F
Active	$29,000	L4T	1.6	130	265	D7	1507	7.9	6.7	91	50		A
Elite	$30,000	L4	2.0	110	180	A6	1383	10.0	7.2	91	50		F
Elite	$33,500	L4T	1.6	130	265	D7	1507	*7.3*	6.7	91	50	02/18	A
Highlander	$36,000	L4	2.0	110	180	A6	1383	10.0	7.2	91	52		F
Highlander	$39,500	L4T	1.6	130	265	D7	1507	7.9	6.7	91	52		A
Elite EV	$59,990	E	64	150	395	R1	1685	7.6	16.0	-	55		F
Highlander EV	$64,490	E	64	150	395	R1	1743	7.6	*14.7*	-	55	06/19	F

Tucson

Hyundai's popular mid-sizer adds AEB across the range. Decent handling and attractive, spacious interior offset by terse ride
THE PICK: Turbos much nicer than raucous 2.0 petrol front-drivers

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Active	$29,290	L4	2.0	122	205	M6	1596	**9.9**	7.8	91	50		F
Active	$31,790	L4	2.0	122	205	A6	1620	*10.2*	*10.0*	91	52	12/19	F
Active X	$32,290	L4	2.0	122	205	M6	1596	**9.9**	7.8	91	51		F
Active X	$34,790	L4	2.0	122	205	A6	1620	**9.9**	7.9	91	52		F
Active CRDi	$37,090	L4TD	2.0	136	400	A8	1820	**9.0**	6.4	D	53		A
Elite	$37,850	L4	2.0	122	205	A6	1620	**9.0**	7.9	91	52		F
Elite	$40,850	L4T	1.6	130	265	D7	1698	**9.5**	7.7	91	53		A
Active X CRDi	$40,090	L4TD	2.0	136	400	A8	1820	**9.0**	6.4	D	53		A
Elite CRDi	$43,150	L4TD	2.0	136	400	A8	1820	**9.0**	6.4	D	53		A
Highlander	$46,500	L4T	1.6	130	265	D7	1698	*8.4*	*12.3*	91	54	06/19	A
Highlander CRDi	$48,800	L4TD	2.0	136	400	A8	1820	**9.0**	6.4	D	54		A

Santa Fe

Upgrade adds 3.5-litre V6 petrols to seven-seater's potent diesel offerings. Big on kit, space, comfort, steering feel and handling
THE PICK: Breathless 2.4-litre petrol is no more. Elite the sweet spot

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Active	$43,000	V6	3.5	206	336	A8	1720	7.8	10.6	91	-		F
Active	$46,000	L4TD	2.2	147	440	A8	1995	9.5	7.5	D	57		A
Elite	$51,000	V6	3.5	206	336	A8	1720	7.8	10.6	91	-		F
Elite	$54,000	L4TD	2.2	147	440	A8	1995	9.5	7.5	D	58		A
Highlander	$57,500	V6	3.5	206	336	A8	1720	7.8	10.6	91	-		F
Highlander	$60,500	L4TD	2.2	147	440	A8	1995	*10.3*	*9.0*	D	58	12/18	A

Infiniti

4 years/100,000km

Q30

Mechanically all old A-Class, the UK-built Q30 is a striking/oddball mix of Germany and Japan, but suffers from a messy dash and harsh ride
THE PICK: Neither now the sweet old 1.6 GT has shuffled off

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.0t Pure	$44,900	L4T	2.0	155	350	A7	1455	7.3	6.3	95	49		F
2.0t Sport	$52,900	L4T	2.0	155	350	A7	1455	7.3	6.3	95	49		F

QX30

See above, except the 'X' adds a bit more height, weight and cladding. Now ageing and not long for this world. Strike one up for individuality!
THE PICK: If you like what you see then wait for next-gen Benz GLA

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.0t AWD Sport	$56,900	L4T	2.0	155	350	A7	1505	7.5	6.9	95	49		A

Q50

What happened to decades of Skyline-based dynamic athleticism? Awful steering is the final nail in wildly off-beam US-focused cruiser
THE PICK: Twin-turbo V6 is deliciously quick at least

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Pure	$54,900	L4T	2.0	155	350	A7	1682	7.2	7.3	95	34		R
Pure	$58,900	V6TT	3.0	224	400	A7	1784	**5.5**	9.2	95	35		R
Sport	$64,900	V6TT	3.0	224	400	A7	1784	**5.5**	9.2	95	35		R
Blue Sport	$70,900	V6H	3.5	268	546	A7	1832	5.1	7.2	95	36		R
Red Sport	$74,990	V6TT	3.0	298	475	A7	1784	**5.0**	9.3	95	36		R

Q60

Sleek coupe version of Q60 a rare head-turner, but again – speed and gadgets cannot make up for the dated interior, remote dynamics
THE PICK: Detached steering makes Red Sport feel alarmingly fast

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Pure	$63,900	L4T	2.0	155	350	A7	1698	5.9	7.7	95	48		R
Red Sport	$84,900	V6TT	3.0	298	475	A7	1784	5.0	8.9	95	53		R

QX70

Bolshie proto lux SUV coupe (b: 2008 as FX) is Infiniti's finest since it oozes muscle and attitude, but is comically dated and tight inside
THE PICK: Steve Tyler of SUVs has lived under three US presidents!

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
3.7 GT	$76,400	V6	3.7	235	360	A7	1893	6.8	12.1	98	50	11/12	A
3.7 S Premium	$86,400	V6	3.7	235	360	A7	1908	6.8	12.1	98	52		A
5.0 S Premium	$104,900	V8	5.0	287	500	A7	1992	5.8	13.1	98	52		A

QX80

A Patrol in formal finery, can conquer mountains while blasting a V8 soundtrack but is distractingly thirsty and ponderous back in civilisation
THE PICK: Remember, the ladder-frame Y62 Patrol lurks underneath

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$110,900	V8	5.6	298	560	A7	2783	8.0	14.5	98	58		A

Isuzu

6 years/150,000km

MU-X

Indestructible timing chain is its prime user benefit. Tough as old Blundstones and about as sophisticated. But less pretty to look at
THE PICK: Lots of 4x4 for the dough but a Ford Everest is heaps better

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
LS-M 2WD	$42,900	L4TD	3.0	130	430	A6	1992	-	8.0	D	52		R
LS-U 2WD	$45,200	L4TD	3.0	130	430	A6	2042	-	8.1	D	52		R
LS-M 4WD	$50,200	L4TD	3.0	130	430	A6	2092	-	8.1	D	54		A
LS-T 2WD	$48,900	L4TD	3.0	130	430	A6	2062	-	8.1	D	53		R
LS-U 4WD	$50,400	L4TD	3.0	130	430	A6	2142	-	8.1	D	53		A
LS-T 4WD	$56,200	L4TD	3.0	130	430	A6	2157	-	8.1	D	54		A

D-Max

Tough, torquey, cheap and yet modern inside, the chunky D-Max's appeal is clear but it's also crude, noisy, uncomfy and tiring to drive
THE PICK: No deal: in our '18 megatest the D came last on- and off-road

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
SX	$44,600	L4TD	3.0	130	430	M6	1915	-	8.1	D	47		A
SX	$46,700	L4TD	3.0	130	430	A6	1920	-	8.1	D	48		A
LS-M	$49,900	L4TD	3.0	130	430	M6	1990	-	7.7	D	48		A
LS-M	$49,000	L4TD	3.0	130	430	A6	1995	-	7.8	D	48		A
LS-U	$48,800	L4TD	3.0	130	430	M6	1935	-	7.7	D	48		A
LS-U	$50,900	L4TD	3.0	130	430	A6	1940	-	7.8	D	49		A
LS-T	$54,800	L4TD	3.0	130	430	A6	2026	10.9	7.9	D	49	07/18	A

Jaguar

3 years/unlimited

XE

Down from 14 to two, the best of the XE powertrains remains – slick, punchy 2.0t, blending beautifully with poised, supple, involving chassis
THE PICK: Either. Facelift brings XE right back into sharp contention

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
R-Dynamic SE	$65,670	L4T	2.0	221	400	A8	1633	5.9	6.9	95	51	10/19	R
R-Dynamic HSE	$71,940	L4T	2.0	221	400	A8	1665	5.9	6.9	95	52		R

XF

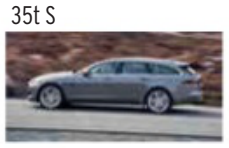
Classy Brit alternative delivers executive pillars of supple ride, space and driver appeal, but dull design and high prices mean Jag falls short
THE PICK: 30t offers best balance of performance and sophistication

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
20t Prestige	$79,800	L4T	2.0	147	320	A8	1635	7.5	6.8	95	41		R
20t R-Sport	$85,800	L4T	2.0	147	320	A8	1635	7.5	6.8	95	41		R

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
20d Prestige	$82,300	L4TD	2.0	132	430	A8	1595	8.1	4.3	D	41		R
20d R-Sport	$88,300	L4TD	2.0	132	430	A8	1595	8.1	4.3	D	41		R
25t Prestige	$83,300	L4T	2.0	184	365	A8	1635	6.6	6.8	95	41		R
25t R-Sport	$89,300	L4T	2.0	184	365	A8	1635	6.6	6.8	95	41		R
30t R-Sport	$94,500	L4T	2.0	221	400	A8	1660	5.9	6.8	95	41		R
30t 300 Sport	$99,800	L4T	2.0	221	400	A8	1660	5.9	6.8	95	42		R
30d S	$121,400	V6TTD	3.0	221	700	A8	1750	6.2	5.5	D	42		R
35t S	$128,528	V6S	3.0	280	450	A8	1710	5.3	8.3	95	42		R



XF Sportbrake

Wagon is the looker of the XF range while providing excellent practicality in a cosseting yet capable package. Hugely underrated
THE PICK: Shame there's no 30t so 25t is the Goldilocks zone

20d R-Sport	$94,800	L4TD	2.0	132	430	A8	1720	8.8	4.8	D	45		R
25t R-Sport	$95,800	L4T	2.0	184	365	A8	1705	7.1	7.1	95	45		R
30d S	$127,900	V6TTD	3.0	221	700	A8	1855	6.6	5.9	D	45		R

XJ

Counter-culture S-Class still way cooler than its contemporaries, and the sporty chassis is a treat, but XJ's dated and now no longer made
THE PICK: Charged V8s for warp-speed waft; 2021 XJ to be all-EV

Premium Lux SWB	$210,120	V6S	3.0	250	450	A8	1765	5.9	9.1	95	48		R
Premium Lux LWB	$210,120	V6S	3.0	250	450	A8	1775	5.9	9.1	95	48		R
Premium Lux SWB	$210,360	V6TTD	3.0	221	700	A8	1835	6.2	6.1	D	48		R
Premium Lux LWB	$210,360	V6TTD	3.0	221	700	A8	1860	6.2	6.1	D	48		R
Portfolio LWB	$235,565	V6S	3.0	250	450	A8	1775	5.9	9.1	95	48		R
R-Sport SWB	$236,295	V6S	3.0	250	450	A8	1765	5.9	9.1	95	48		R
Autobiography LWB	$303,855	V8S	5.0	375	625	A8	1885	4.9	11.1	95	48		R
R 575	$306,475	V8S	5.0	423	700	A8	1885	4.4	11.1	95	48		R

E-Pace

Steep pricing and shallow spec hurt an otherwise rapid, engaging and comfortable petite premium SUV – but don't ruin it with huge wheels
THE PICK: P250 models are the strong, silent type

D180 S	$58,730	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	62		A
D180 SE	$63,080	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	63		A
D180 R-Dynamic S	$62,730	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	63		A
D180 Chequered Flag	$67,380	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	63		A
D180 R-Dynamic SE	$67,080	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	63		A
P250 S	$58,730	L4T	2.0	183	365	A9	1832	7.0	7.7	95	62	07/18	A
P250 SE	$63,080	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		A
P250 HSE	$68,572	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		A
P250 R-Dynamic S	$62,730	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		A
P250 Chequered Flag	$67,600	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		A
P250 R-Dynamic SE	$67,432	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		A
P250 R-Dyn HSE	$74,012	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		A

F-Pace

Slick, impressive-looking big SUV brings brand-trademark steering slickness, and fine handling, with space and pace
THE PICK: 35t is understated compared to wild SVR

20d Prestige	$75,935	L4TD	2.0	132	430	A8	1775	8.7	5.3	D	61		A
20d R-Sport	$81,695	L4TD	2.0	132	430	A8	1775	8.5	5.1	D	61		A
20d R-Sport	$81,565	L4TD	2.0	132	430	A8	1760	8.7	5.3	D	61		A
25t Prestige	$73,252	L4T	2.0	184	365	A8	1760	6.8	7.1	95	61		A
25t Prestige	$76,027	L4T	2.0	184	365	A8	1760	6.8	7.4	95	61		A
25t R-Sport	$78,997	L4T	2.0	184	365	A8	1710	6.8	7.1	95	61		A
25t R-Sport	$81,787	L4T	2.0	184	365	A8	1720	6.8	7.4	95	61		A
25d R-Sport	$87,925	L4TD	2.0	132	430	A8	1720	8.5	5.1	D	61		A
25d Portfolio	$88,935	L4TTD	2.0	177	500	A8	1810	7.2	5.8	D	61		A
30t Prestige	$82,315	L4T	2.0	221	400	A8	1770	6.0	7.7	95	61		A
30t R-Sport	$88,075	L4T	2.0	221	400	A8	1770	6.0	7.7	95	61		A
30t Portfolio	$89,075	L4T	2.0	221	400	A8	1770	6.0	7.7	95	61		A
30d Prestige	$86,445	V6TTD	3.0	221	700	A8	1884	6.2	6.0	D	61		A
30d R-Sport	$92,205	V6TTD	3.0	221	700	A8	1884	6.2	6.0	D	61		A
30d Portfolio	$93,215	V6TTD	3.0	221	700	A8	1884	6.2	6.0	D	61		A
30d S	$101,795	V6TTD	3.0	220	700	A8	-	6.2	6.0	D	61		A
35t S	$104,827	V6S	3.0	280	450	A8	1861	5.5	8.9	95	61	02/18	A
SVR	$140,020	V8S	5.0	404	680	A8	1970	4.3	11.9	98	61	10/19	A

F-Type

A superb drive wrapped in stunningly styled all-aluminium sheetmetal. Four-pot pointy; RWD V6 the sweet spot; blown V8 immense. Gorgeous
THE PICK: P300 is just so beautifully balanced; redesign here in 2021

P300	$114,200	L4T	2.0	221	400	A8	1525	5.7	7.2	95	49		R
P300 R-Dynamic	$122,000	L4T	2.0	221	400	A8	1525	5.7	7.2	95	49		R
P300 Convertible	$125,712	L4T	2.0	221	400	A8	1545	5.7	7.2	95	49		R
P300 R-Dyn C'tible	$133,512	L4T	2.0	221	400	A8	1545	5.7	7.2	95	49		R
P340	$128,400	V6S	3.0	250	450	M6	1577	5.7	9.8	95	49		R
P340	$133,400	V6S	3.0	250	450	A8	1577	5.3	8.8	95	49		R
P340 R-Dynamic	$136,200	V6S	3.0	250	450	M6	1577	5.7	9.8	95	49		R
P340 R-Dynamic	$141,200	V6S	3.0	250	450	A8	1577	5.3	8.4	95	49		R
P340 Convertible	$139,912	V6S	3.0	250	450	M6	1587	5.7	9.8	95	49		R
P340 Convertible	$144,912	V6S	3.0	250	450	A8	1597	5.3	9.0	95	49		R
P340 R-Dyn C'tible	$147,712	V6S	3.0	250	450	M6	1587	5.7	9.8	95	49		R
P340 R-Dyn C'tible	$152,712	V6S	3.0	250	450	A8	1597	5.3	8.4	95	49		R
P380	$155,900	V6S	3.0	280	460	M6	1584	5.5	9.8	95	49		R
P380	$160,900	V6S	3.0	280	460	A8	1594	4.9	8.6	95	49		R
P380 AWD Coupe	$176,700	V6S	3.0	280	460	A8	1674	5.1	8.9	95	49		A
P380 R-Dyn	$163,700	V6S	3.0	280	460	M6	1584	5.5	9.8	95	49		R
P380 R-Dyn	$168,700	V6S	3.0	280	460	A8	1594	4.9	8.6	95	49		R
P380 AWD R-Dyn	$184,500	V6S	3.0	280	460	A8	1674	5.1	8.9	95	49		A
P380 Convertible	$167,412	V6S	3.0	280	460	M6	1604	5.5	9.8	95	49		R
P380 Convertible	$172,412	V6S	3.0	280	460	A8	1614	*4.8*	9.1	95	49		R
P380 AWD C'tible	$188,212	V6S	3.0	280	460	A8	1694	5.1	8.9	95	49		A
P380 R-Dyn C'tible	$175,212	V6S	3.0	280	460	M6	1604	5.5	9.8	95	49		R
P380 R-Dyn C'tible	$180,212	V6S	3.0	280	460	A8	1614	4.9	8.6	95	49		R
P380 AWD R C'tible	$196,012	V6S	3.0	280	460	A8	1694	5.1	8.9	95	49		A
R AWD Coupe	$253,200	V8S	5.0	405	680	A8	1730	4.1	11.0	95	49		A
R AWD C'tible	$264,712	V8S	5.0	405	680	A8	1745	4.1	11.0	95	49		A
SVR AWD Coupe	$297,600	V8S	5.0	423	700	A8	1705	*3.7*	*14.7*	98	49	08/19	A
SVR AWD C'tible	$309,212	V8S	5.0	423	700	A8	1720	3.8	11.3	98	49	02/17	A

I-Pace

A breathtaking first electric car from Jaguar. Intriguing to behold and fun to pedal hard, it shows Tesla a thing or two about build quality
THE PICK: EV400 as landmark a Jag as original XK, E-Type, XJ

EV400 S	$124,100	E	90	294	696	1R	2058	4.8	22.3	-	61		A
EV400 SE	$135,400	E	90	294	696	1R	2058	4.8	22.3	-	61		A
EV400 HSE	$146,000	E	90	294	696	1R	2058	4.8	22.3	-	61	13/18	A

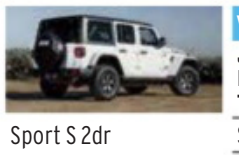
Jeep

5 years/100,000km

Compass

Bigger but duller than Renegade, AEB safety is AWOL and quality isn't class-best. Very disappointing given Compass was all-new in 2018
THE PICK: *Meh*, though Trailhawk 4x4 can go places a CX-5 cannot

Sport	$28,850	L4	2.4	129	229	M6	1424	9.7	8.6	91	48		F
Sport	$30,750	L4	2.4	129	229	A6	1446	9.3	7.9	91	48		F
Longitude	$33,750	L4	2.4	129	229	A6	1446	9.3	7.9	91	48		F
Limited	$41,250	L4	2.4	129	229	A9	1503	10.1	9.7	91	51		F
Limited	$43,750	L4TD	2.0	125	350	A9	1501	9.7	5.7	D	51		F
Trailhawk	$44,750	L4TD	2.0	125	350	A9	1621	9.7	5.7	D	51		A



Wrangler

JL redesign brings more room, refinement, tech and on-road control, but iffy ergonomics, high prices, less choice and one-star safety grate
THE PICK: Rubicon might be world's most able off-roader

Sport S 2dr	$48,950	V6	3.6	209	347	A8	1897	7.5	9.6	91	59		A
Sport S 4dr	$53,450	V6	3.6	209	347	A8	2031	7.9	9.7	91	59		A
Overland 2dr	$58,450	V6	3.6	209	347	A8	1897	7.5	9.6	91	61		A
Overland 4dr	$62,950	V6	3.6	209	347	A8	2031	7.9	9.7	91	61		A
Rubicon	$63,950	V6	3.6	209	347	A8	2129	7.9	10.3	91	61	10/18	A
Rubicon	$68,950	L4TD	2.2	147	450	A8	2215	9.6	7.5	91	61	01/20	A

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Cherokee

Facelift brought blander nose but upgraded dash, and Cherokee still is one of the better Jeeps to drive on-road, but quality isn't brilliant
THE PICK: V6s, but, again, Trailhawk annihilates all rivals off-road

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Sport	$35,950	L4	2.4	130	229	A9	1738	10.0	8.3	91	53	08/14	F
Longitude	$41,950	V6	3.2	200	315	A9	1834	8.0	10.0	91	54		A
Limited	$46,950	V6	3.2	200	315	A9	1834	8.0	10.0	91	55		A
Trailhawk	$48,450	V6	3.2	200	315	A9	1862	8.0	10.0	91	56	08/14	A

Grand Cherokee

Big and brassy, feels its weight around town; rear-seat packaging iffy; getting on but still handsome and always great off the beaten track
THE PICK: Limited, unless you're unhinged enough to handle Trackhawk

Laredo 2WD	$47,500	V6	3.6	213	347	A8	1998	8.5	9.9	91	54		R
Laredo	$52,950	V6	3.6	213	347	A8	2084	8.5	10.0	91	55		A
Laredo CRD	$57,950	V6TD	3.0	184	570	A8	2267	8.0	7.5	D	56		A
Limited	$63,950	V6	3.6	213	347	A8	2169	8.5	10.0	91	56		A
Limited CRD	$69,950	V6TD	3.0	184	570	A8	2281	8.0	7.5	D	56		A
Trailhawk	$75,950	V6TD	3.0	184	570	A8	2340	8.0	7.5	D	56		A
Overland	$79,450	V6TD	3.0	184	570	A8	2327	8.0	7.5	D	56		A
Summit	$85,950	V6	3.0	184	570	A8	-	-	7.0	D	58		A
SRT	$92,450	V8	6.4	344	624	A8	2289	5.0	14.0	98	58		A
Trackhawk	$134,950	V8S	6.2	522	868	A8	2399	3.7	16.8	98	58	07/19	A

Kia

7 years/unlimited

Picanto

Scores for packaging, agility, fun (especially GT) and industry-best warranty. Kia builds a quality baby hatch that punches above its weight
THE PICK: S or GT as manual Picantos shine (though the auto isn't bad)

S	$14,990*	L4	1.2	62	122	M5	976	**12.0**	*5.0*	*91*	*46*		*F*
S	$16490*	L4	1.2	62	122	A4	995	*11.7*	*6.9*	*91*	47	08/17	F
X-Line	$16,990*	L4	1.2	62	122	M5	995	12.0	5.8	91	47		F
X-Line	$17,990*	L4	1.2	62	122	A4	995	12.0	5.8	91	47		F
GT-Line	$17,290*	L4	1.2	62	122	M5	995	12.0	5.8	91	47		F
GT	$17,990*	L3T	1.0	74	172	M5	1007	*12.1*	*7.3*	91	47	08/19	F

Rio

Old 1.4/four-speed auto does base Rio S no favours. But big cabin space and warranty are persuasive and Sport and GT-Line look great
THE PICK: GT-Line, even with turbo lag, hard ride and highish price

S	$17,490	L4	1.4	74	133	M6	1112	**12.0**	5.6	91	46		F
S	$19,590	L4	1.4	74	133	A4	1137	**12.0**	6.2	91	48		F
Sport	$18,290	L4	1.4	74	133	M6	1112	**12.0**	5.6	91	48		F
Sport	$20,590	L4	1.4	74	133	A6	1132	**12.0**	6.0	91	50		F
GT-Line	$23,590	L3T	1.0	88	172	D7	1176	11.5	5.4	91	50		F

Cerato

Compelling value thanks to a leading warranty, space, practicality and spec, but lacks sophistication and polish of its better rivals like Mazda 3
THE PICK: GT a little ragged dynamically but fast, fun and keenly priced

S	$20,990	L4	2.0	112	192	M6	1339	8.0	7.1	91	47		F
S	$23,790	L4	2.0	112	192	A6	1362	8.0	7.1	91	47		F
S hatch	$20,990	L4	2.0	112	192	M6	1301	8.0	7.1	91	47		F
S hatch	$23,790	L4	2.0	112	192	A6	1332	8.0	7.1	91	47		F
Sport	$22,990	L4	2.0	112	192	M6	1339	8.0	7.1	91	48		F
Sport	$25,790	L4	2.0	112	192	A6	1362	8.0	7.1	91	48		F
Sport hatch	$22,990	L4	2.0	112	192	M6	1301	8.0	7.1	91	48		F
Sport hatch	$25,790	L4	2.0	112	192	A6	1332	8.0	7.1	91	48		F
Si	$24,290	L4	2.0	112	192	A6	1362	8.0	7.1	91	48		F
Si hatch	$24,290	L4	2.0	112	192	A6	1332	8.0	7.1	91	48		F
Sport+	$28,840	L4	2.0	112	192	A6	1362	8.0	7.1	91	48		F
Sport+ hatch	$28,840	L4	2.0	112	192	A6	1332	8.0	7.1	91	48		F
GT	$32,990	L4T	1.6	150	265	D7	1395	6.9	6.8	91	48		F
GT hatch	$32,990	L4T	1.6	150	265	D7	1370	6.9	6.8	91	48	05/19	F

Optima

Sleek styling and decent interior somewhat let down by the wheezy 2.4 engine. Step up to the GT and then you lose ride quality, sadly
THE PICK: Neither are terrible, but save for a Stinger instead and smile

Si	$33,390	L4	2.4	138	241	A6	1540	**8.0**	8.3	91	44	02/16	F
GT	$43,290	L4T	2.0	180	350	A6	1605	*6.9*	8.3	91	46	09/16	F

Stinger

2020 update brings fresh splash of colour, but kills mid-tier Si models. Seriously rapid, if a little unresolved at ten-tenths. How hard do you go?
THE PICK: We could live without the extra kit of the GT and go 330S

200S	$47,190	L4T	2.0	182	353	A8	1693	*7.1*	8.8	95	39	06/18	R
GT-Line	$56,290	L4T	2.0	182	353	A8	1731	*6.9*	*10.7*	95	40	13/19	R
330S	$50,190	V6TT	3.3	272	510	A8	1780	5.1	10.2	95	40		R
GT	$60,790	V6TT	3.3	272	510	A8	1818	*5.1*	*12.3*	95	40	03/18	R

Carnival

Huge 5.1m bus has no right to look this good. Drives pretty decently too. Easily the class benchmark and soaring value in Si trim
THE PICK: V6 is thirsty, so consider the frugal, torquey diesel

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
S	$42,990	V6	3.3	206	336	A8	2048	*8.3*	10.8	91	52	10/16	F
S CRDi	$45,490	L4TD	2.2	147	440	A8	2092	8.5	7.6	D	52		F
Si	$48,490	V6	3.3	206	336	A8	2048	8.3	10.8	91	52		F
Si CRDi	$50,990	L4TD	2.2	147	440	A8	2092	8.5	7.6	D	53		F
SLi	$52,990	V6	3.3	206	336	A8	2048	8.3	10.8	91	53		F
SLi CRDi	$55,490	L4TD	2.2	147	440	A8	2092	8.5	7.6	D	53		F
Platinum	$60,790	V6	3.3	206	336	A8	2048	8.3	10.8	91	54		F
Platinum CRDi	$63,290	L4TD	2.2	147	440	A8	2092	8.5	7.6	D	54		F

Sportage

Rates for family-focused cabin, easy controls, equipment, handling, warranty and design, but 2.0L petrol struggles and ride isn't settled
THE PICK: Why no turbo-petrol, Kia? Go diesel every time

Si	$29,990	L4	2.0	114	192	A6	1559	10.4	7.9	91	52		F
Si	$35,390	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	54		A
Si Premium	$32,290	L4	2.0	114	192	A6	1559	10.4	7.9	91	52		F
Si Premium	$37,690	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	54		A
SLi	$36,790	L4	2.0	114	192	A6	1532	10.4	11.2	91	54	06/17	F
SLi	$42,190	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	55		A
GT-Line	$44,790	L4	2.4	135	237	A6	1559	10.4	8.5	91	53		A
GT-Line	$47,690	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	53		A

Seltos

Kia's first crossover brings turbo AWD, oodles of boot space and a price to keep Hyundai cousin Kona, which shares its platform, honest
THE PICK: Sport+ turbo for range-best outputs at 5K less than GT-Line

S	$25,990	L4	2.0	110	180	C	1355	*8.7*	*8.0*	91	-	01/20	F
Sport	$29,490	L4	2.0	110	180	C	1355	**9.0**	6.8	91	-		F
Sport+	$32,990	L4	2.0	110	180	C	1355	**9.0**	6.8	91	-		F
Sport+	$36,490	L4T	1.6	130	265	D7	1470	**8.5**	7.6	91	-		A
GT-Line	$41,990	L4T	1.6	130	265	D7	1470	**8.5**	7.6	91	-	03/20	A

Sorento

More core Kia virtues with well-sorted dynamics, strong safety, ample space and intelligent seven-seater layout; next-gen out overseas soon
THE PICK: Gutsy petrol is front-drive only, so we'd go SLi AWD diesel

Si	$42,990	V6	3.5	206	336	A8	1921	8.2	10.0	91	54		F
Sport	$44,990	V6	3.5	206	336	A8	1921	8.2	10.0	91	54		F
Si	$45,490	L4TD	2.2	147	441	A8	2036	8.5	7.2	D	54		A
SLi	$46,990	V6	3.5	206	336	A8	1921	8.2	10.0	91	52		F
SLi	$50,490	L4TD	2.2	147	441	A8	2036	8.5	7.2	D	53		A
Sport	$48,490	L4TD	2.2	147	441	A8	2036	8.4	7.2	D	54		A
GT-Line	$58,990	L4TD	2.2	147	441	A8	2036	8.4	7.2	D	54		A

Lamborghini

2 years/unlimited

Huracan

Sure, rear vision is rubbish and it ain't cheap, but the engine is aural sex, it's fantastic to drive and the Performante is next-level wild
THE PICK: We're fans of the base rear-driver, but partial to Performante

LP 580-2	$378,900	V10	5.2	426	540	D7	1389	3.4	11.9	98	-	12/16	R
LP 580-2 Spyder	$429,000	V10	5.2	426	540	D7	1509	3.6	12.1	98	-		R
LP 610-4	$428,000	V10	5.2	449	560	D7	1422	3.2	12.5	98	-	08/14	A
LP 610-4 Spyder	$470,800	V10	5.2	449	560	D7	1524	3.4	12.3	98	-		A
Evo	$459,441	V10	5.2	470	600	D7	1422	2.9	13.7	98	-	12/19	A
Performante	$483,866	V10	5.2	470	600	D7	1382	2.9	13.7	98	-	07/17	A
Performante Spyder	$532,635	V10	5.2	470	600	D7	1507	3.1	14.0	98	-		A

Aventador

Probably the last deafening roar of the natmo supercar. Updates to suspension and fabulous V12 have lifted its game. Could be collectible
THE PICK: Hey, it's only (your) money, so go set a 'Ring PB in the SVJ

S	$788,914	V12	6.5	544	690	S7	1575	2.9	16.0	98	-	05/17	A
S Roadster	$825,530	V12	6.5	544	690	S7	1625	3.0	16.9	98	-		A
SVJ	$949,640	V12	6.5	566	720	S7	1525	2.8	17.9	98	-		A

Urus

Doesn't look like anything else in the Lambo line-up, but retains Raging Bull in a china shop spirit. Shockingly quick for an SUV
THE PICK: This, or a Cayenne Turbo *and* a secondhand 997 911

	$390,000	V8TT	4.0	478	850	A8	2200	3.6	12.7	98	-		A

Land Rover

3 years/100,000km

Range Rover Discovery Sport

Perfect sizing, ace proportions, strong (fresh) engines, eager chassis and the right badge, plus updated styling inside and out. Winner
THE PICK: P250 or D240, then pick a trim that suits

P200 S	$60,500	L4T	2.0	147	320	A9	1947	9.2	8.1	95	61		A
D150 S	$62,450	L4TD	2.0	110	380	A9	2028	11.8	5.7	D	61		A

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
P250 SE	$67,852	L4T	2.0	184	365	A9	1985	*7.8*	*8.1*	95	61		A
D180 SE	$67,910	L4TD	2.0	132	430	A9	2028	10.1	5.9	D	61		A
D240 HSE	$79,700	L4TD	2.0	177	500	A9	2090	7.9	6.6	D	61		A
P200 R-Dynamic S	$63,100	L4T	2.0	147	320	A9	1947	9.2	8.1	95	61		A
D150 R-Dynamic S	$65,050	L4TD	2.0	110	380	A9	2028	11.8	5.7	D	61		A
P250 R-Dynamic SE	$71,232	L4T	2.0	184	365	A9	1985	7.8	8.1	95	62		A
D180 R-Dynamic SE	$70,510	L4TD	2.0	132	430	A9	2028	10.1	5.9	D	61		A
D240 R-Dynamic HSE	$82,900	L4TD	2.0	177	500	A9	2090	*7.9*	6.6	D	61		A

Range Rover Evoque

Behind samey, softer styling is a roomier, richer, comfier, higher-tech experience worthier of the brand, so a big step forward. Pricey though
THE PICK: P300 HSE feels properly posh and grown-up

D150*	$64-73K	L4TD	2.0	110	380	A9	**1891**	11.2	5.7	D	61	02/20	A
D180*	$67-76K	L4TD	2.0	132	430	A9	**1891**	9.3	5.8	D	61		A
D240*	$85-96K	L4TD	2.0	177	500	A9	**1955**	7.7	6.3	D	61		A
P200*	$62-71K	L4T	2.0	147	320	A9	**1845**	8.5	8.1	95	61	10/19	A
P250*	$66-75K	L4T	2.0	183	365	A9	**1893**	7.5	8.1	95	61	02/20	A
P300*	$83-94K	L4T	2.0	221	400	A9	**1925**	6.6	8.2	95	61		A

Discovery

What it loses in looks it more than makes up for in ability. Sumptuous comfort and real all-terrain ability at not-crazy money
THE PICK: Slick SD4 HSE makes a Prado appear Neanderthal

SD4 S	$69,900	L4TTD	2.0	177	500	A8	2184	8.3	6.4	D	61		A
SD4 SE	$83,450	L4TTD	2.0	177	500	A8	2184	8.3	6.4	D	61	04/17	A
SD4 HSE	$93,550	L4TTD	2.0	177	500	A8	2184	8.3	6.4	D	61		A
SD4 HSE Luxury	$107,350	L4TTD	2.0	177	500	A8	2184	8.3	6.4	D	61		A
TD6 S	$76,611	V6TD	3.0	190	600	A8	2298	8.1	7.2	D	61		A
TD6 SE	$90,161	V6TD	3.0	190	600	A8	2298	8.1	7.2	D	61		A
TD6 HSE	$100,261	V6TD	3.0	190	600	A8	2298	8.1	7.2	D	61		A
TD6 HSE Luxury	$114,061	V6TD	3.0	190	600	A8	2298	8.1	7.2	D	61		A

Velar

Land Rover finally saw sense and refined the Velar range. Special, opulent, athletic. The stylish Velar is lofty in more ways than one
THE PICK: Style and substance throught the range, especially V8

P250 S	$82,012	L4T	2.0	184	365	A8	**1804**	6.7	7.6	95	61		A
D180 S	$83,340	L4TD	2.0	132	430	A8	**1829**	8.9	5.4	D	61		A
P250 S R-Dynamic	$88,012	L4T	2.0	184	365	A8	**1804**	6.7	7.6	95	61		A
D180 S R-Dynamic	$89,340	L4TD	2.0	132	430	A8	**1829**	8.9	5.4	D	61		A
P300 SE	$95,422	L4T	2.0	221	400	A8	**1813**	6.0	7.8	95	61		A
D240 SE	$98,350	L4TD	2.0	177	500	A8	**1841**	7.3	5.8	D	61		A
P300 SE R-Dynamic	$101,422	L4T	2.0	221	400	A8	**1813**	6.0	7.8	95	61		A
D240 SE R-Dynamic	$104,350	L4TD	2.0	177	500	A8	**1841**	7.3	5.8	D	61		A
P380 HSE	$122,172	V6S	3.0	280	450	A8	**1884**	5.7	9.4	95	61		A
D300 HSE	$122,000	V6TD	3.0	221	700	A8	**1959**	6.5	6.4	D	61		A
P380 HSE R-Dynamic	$128,172	V6S	3.0	280	450	A8	**1884**	5.7	9.4	95	61		A
D300 HSE R-Dynamic	$128,000	V6TD	3.0	221	700	A8	**1959**	6.5	6.4	D	61		A
P550 SVAutobiography	$176,412	V8S	5.0	405	680	A8	**2000**	4.5	11.7	95	61		A

Range Rover Sport

The SDV6 remains the pick in what is still a classy and astonishingly competent luxury SUV. Ensure you spec Terrain Response
THE PICK: Petrol V8 tempting, if you own an oil well. Otherwise SDV6

V6 SC HSE	$130,000	V6S	3.0	250	450	A8	2059	6.5	11.3	95	53		A
SD4 S	$95,100	L4TD	2.0	177	500	A8	2111	8.3	6.5	D	53		A
SD4 SE	$98,400	L4TD	2.0	177	500	A8	2111	8.3	6.5	D	53		A
SDV6 A'bio Dynamic	$176,400	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53		A
SDV6 HSE	$134,700	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53		A
SDV6 HSE Dynamic	$141,600	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53		A
SDV6 SE	$114,900	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53		A
SDV8 HSE	$150,200	V8TD	4.4	250	740	A8	2443	7.2	8.4	D	53		A
SDV8 HSE Dynamic	$157,500	V8TD	4.4	250	740	A8	2443	7.2	8.4	D	53		A
Si4 HSE	$146,600	L4TH	2.0	221	400	A8	2471	7.3	2.8	95	53		A
Si4 S	$97,100	L4TH	2.0	221	400	A8	2471	7.3	2.8	95	53		A
Si4 SE	$100,400	L4TH	2.0	221	400	A8	2471	7.3	2.8	95	53		A
TDV6 SE	$105,400	V6TD	3.0	190	600	A8	2134	7.9	6.9	D	53		A
5.0 A'Bio Dynamic	$204,300	V8S	5.0	386	625	A8	2323	5.3	12.8	95	53		A
5.0 HSE Dynamic	$173,000	V8S	5.0	386	625	A8	2323	5.3	12.8	95	53		A
SVR	$238,200	V8S	5.0	423	700	A8	2323	4.5	12.8	95	53		A

Range Rover

Berserk pricing reflects headroom in this market, but there's not a duff pick here. If you have the means, congrats. All-new Mk5 out in 2020
THE PICK: Huge weight deserves the low-rpm shove of the V8 diesel

TDV6 Vogue	$190,000	V6TTD	3.0	190	600	A8	2160	7.9	6.9	D	61		A
3.0 SC Vogue	$200,200	V6S	3.0	280	450	A8	2330	7.4	11.5	95	61		A
Si4 PHEV	$210,000	L4TH	2.0	297	640	A8	-	6.4	2.8	95	61		A
SDV8 Vogue	$211,000	V8TTD	4.4	250	740	A8	2360	6.9	8.7	D	61		A
SDV8 Vogue SE	$229,600	V8TTD	4.4	250	740	A8	2360	6.9	8.7	D	61	05/13	A
SDV8 A'biography	$256,000	V8TTD	4.4	250	740	A8	2360	6.9	8.7	D	61		A
SDV8 A'biog LWB	$266,000	V8TTD	4.4	250	740	A8	-	7.2	8.7	D	61		A
4.4 SVA'biog LWB	$372,400	V8TTD	4.4	250	740	A8	-	-	-	D	61		A
5.0 A'biography	$268,900	V8S	5.0	375	625	A8	2330	5.4	13.8	95	61		A
5.0 A'biog LWB	$279,100	V8S	5.0	405	680	A8	2413	5.5	13.8	95	61		A
5.0 SVA'biography	$315,711	V8S	5.0	405	680	A8	2413	5.5	12.8	95	61		A
5.0 SVA'bio dynamic	$341,100	V8S	5.0	405	680	A8	2413	5.5	12.8	95	61		A
5.0 SVA'biog LWB	$398,900	V8S	5.0	405	680	A8	2413	5.5	12.8	95	61		A

Lexus

4 years/100,000km

CT200h

Previous Corolla-based CT200h a total fail, with excessive drone, dud steering, bouncy ride, noisy cabin and tight packaging. Please avoid
THE PICK: UX or latest Corolla ZR Hybrid are light-years ahead

Luxury	$40,900	L4H	1.8	100	142	C	1465	10.3	4.1	95	51	06/11	F
F-Sport	$50,400	L4H	1.8	100	142	C	1465	10.3	4.1	95	53		F
Sports Luxury	$56,900	L4H	1.8	100	142	C	1465	10.3	4.1	95	54		F

IS

Scores for sorted chassis, keen pricing and superb quality, but rear seat is tight, dash is a mess and hybrid's CVT sucks the life out of it
THE PICK: Though getting on, stylish 300 F-Sport remains an ace drive

300 Luxury	$59,340	L4T	2.0	180	350	A8	1620	7.0	7.5	95	50		R
300 F-Sport	$66,820	L4T	2.0	180	350	A8	1650	7.0	7.5	95	50		R
300 Sports Luxury	$77,380	L4T	2.0	180	350	A8	1680	*8.9*	7.5	95	51	04/16	R
300h Luxury	$61,890	L4H	2.5	164	221	C	1720	8.5	4.9	95	50	05/19	R
300h F-Sport	$70,310	L4H	2.5	164	221	C	1720	8.5	4.9	95	51		R
300h Sports Luxury	$81,160	L4H	2.5	164	221	C	1720	8.5	4.9	95	51		R
350 Luxury	$65,100	V6	3.5	233	378	A8	1645	5.9	9.7	95	51		R
350 F-Sport	$72,880	V6	3.5	233	378	A8	1665	*6.6*	9.7	95	51	09/13	R
350 Sports Luxury	$83,500	V6	3.5	233	378	A8	1685	5.9	9.7	95	51		R

RC

Lots to savour, like the arresting design, craftsmanship and brutal V8, though rear seat is snug and four-pot turbo is somewhat vanilla
THE PICK: Go the V8-powered F and enjoy the real duality of character

300 Luxury	$65,329	L4T	2.0	180	350	A8	1675	7.5	7.3	95	56		R
350 Luxury	$68,029	V6	3.5	233	378	A8	1680	6.1	9.4	95	56		R
300 F-Sport	$74,329	L4T	2.0	180	350	A8	1700	7.5	7.3	95	56		R
350 F-Sport	$77,329	V6	3.5	233	378	A8	-	6.1	9.4	95	56	02/16	R
300 Sports Luxury	$84,529	L4T	2.0	180	350	A8	1725	7.5	7.3	95	56		R
350 Sports Luxury	$87,900	V6	3.5	233	378	A8	1740	6.1	9.4	95	56		R
F	$137,729	V8	5.0	351	530	A8	1780	4.5	10.9	98	53	07/19	R
F Carbon	$151,929	V8	5.0	351	530	A8	1860	4.5	10.9	98	53		R
F Track Edition	$165,690	V8	5.0	351	530	A8	1715	4.2	11.2	98	53		R

LC

The V8 has the presence, power and poise while the hybrid is spoilt by droning CVT and dull soundtrack. Both have dud touchpad controller
THE PICK: The V8, no question. Go big or go home

500	$189,629	V8	5.0	351	550	A10	1970	4.5	10.7	98	67	10/19	R
500h	$189,626	V6H	3.5	264	348	C	1970	5.0	5.5	95	67		R

ES

Old one was for retired Americans or those who'd given up on life. All-new Mk7, with its accomplished platform, revolutonises the concept
THE PICK: Heaven's waiting room renovated for the 2020s

300h Luxury	$60,488	L4H	2.5	151	213	C	1685	8.5	5.5	95	51	01/14	F
300h Sports Luxury	$75,488	L4H	2.5	151	213	C	1705	8.5	5.5	95	51		F
300h F Sport	$69,755	L4H	2.5	151	213	C	**1705**	8.5	5.5	95	51		F

GS

A case of excellent engines and improved dynamics being undermined by lifeless steering and dated design. A surprising amount of character
THE PICK: M5-sized F is a roomier, better-equipped M3 alternative

300 Luxury	$75,560	L4T	2.0	180	350	A8	-	7.3	8.0	95	52		R
300 F-Sport	$83,720	L4T	2.0	180	350	A8	-	7.3	8.0	95	52	03/16	R
350 F-Sport	$94,940	V6	3.5	233	378	A8	1740	*6.3*	9.7	95	46		R
350 Sports Luxury	$106,670	V6	3.5	233	378	A8	1740	6.0	9.7	95	46		R
450h F-Sport	$108,080	V6H	3.5	254	-	C	1910	5.9	6.3	95	46		R
450h Sports Luxury	$119,810	V6H	3.5	254	-	C	1910	5.9	6.3	95	46		R
F	$155,940	V8	5.0	351	530	A8	1865	*4.9*	11.3	95	52	06/16	R

LS

Lexus flagship finally returns to form with formidable engineering, luxury, tech, hushness, oomph and agility, though steering has zero life
THE PICK: Air-sprung 500 embarrasses Germans on many fronts

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
500 F-Sport	$190,129	V6TT	3.4	310	600	A10	2240	5.0	9.5	95	-		R
500 Sports Lux	$195,129	V6TT	3.4	310	600	A10	2235	5.0	9.5	95	-		R
500h F-Sport	$190,129	V6H	3.5	264	350	C	2280	5.4	6.6	95	-		R
500h Sports Lux	$195,129	V6H	3.5	264	350	C	2295	5.4	6.6	95	-		R

UX

First model to switch to advanced TNGA platform, so is Lexus's most resolved SUV, but it's essentially a Corolla in (effective) heels and drag
THE PICK: Base Luxury is sweetest riding, the rest are far too harsh

200 Luxury	$44,450	L4	2.0	126	205	C	1490	9.2	5.8	95	56		F
200 Sports Luxury	$53,000	L4	2.0	126	205	C	1515	9.2	5.8	95	56		F
200 F Sport	$53,450	L4	2.0	126	205	C	1540	9.2	5.8	95	56		F
250h 2WD Lux	$47,950	L4H	2.0	131	205	C	1575	8.5	4.5	95	57		F
250h 2WD Sports Lux	$56,500	L4H	2.0	131	205	C	1600	8.5	4.5	95	57		F
250h F Sport	$56,950	L4H	2.0	131	205	C	1625	8.5	4.5	95	57		F
250h AWD Sports Lux	$61,000	L4H	2.0	131	205	C	1635	8.7	4.7	95	57		A
250h AWD F Sport	$61,450	L4H	2.0	131	205	C	1680	8.7	4.7	95	57		A

NX

While eye-catching and punchy with a quality interior, underneath it's an old RAV4, with a hard ride, too much noise and little finesse
THE PICK: 300's punchy turbo good ... but a new RAV4 Hybrid is better

300 Luxury	$55,400	L4T	2.0	175	350	A6	1700	7.3	7.7	95	53		F
300h Luxury	$57,900	L4H	2.5	147	210	C	1740	9.1	5.6	95	56		F
300 Luxury	$59,900	L4T	2.0	175	350	A6	1755	7.1	7.9	95	56		A
300h Luxury	$62,400	L4H	2.5	147	210	C	1800	9.1	5.7	95	56		A
300 F-Sport	$61,400	L4T	2.0	175	350	A6	1755	7.1	7.9	95	57		F
300h F-Sport	$63,900	L4H	2.5	147	210	C	1800	*8.9*	5.7	95	59	08/15	F
300 F-Sport	$65,852	L4T	2.0	175	350	A6	1860	7.1	7.9	95	53		A
300h F-Sport	$68,400	L4H	2.5	147	210	C	1895	9.1	5.7	95	56		A
300 Sports Luxury	$74,029	L4T	2.0	175	350	A6	1860	7.1	7.9	95	56		A
300h Sports Luxury	$76,900	L4H	2.5	147	210	C	1895	9.1	5.7	95	59		A

RX

Love or hate the design, it grabs attention, as does the lack of steering feel and busy ride. But it is spacious, and leaves little on the options list
THE PICK: Turbo four is a peach, so consider a 300 F-Sport. Or XC60...

RX 300 Luxury	$71,920	L4T	2.0	175	350	A6	1890	9.2	8.1	95	61		F
RX 300 F Sport	$86,800	L4T	2.0	175	350	A6	1890	9.2	8.1	95	61		F
RX 300 Sports Luxury	$92,700	L4T	2.0	175	350	A6	1890	9.2	8.1	95	61		F
RX 350 Luxury	$81,890	V6	3.5	221	370	A8	1980	8.0	9.6	95	61		A
RX 350 F Sport	$93,970	V6	3.5	221	370	A8	1980	8.0	9.6	95	61		A
RX 350 Sports Luxury	$99,870	V6	3.5	221	370	A8	1980	8.0	9.6	95	61		A
RX 450h Luxury	$91,090	V6H	3.5	230	335	C	2150	7.7	5.7	95	61		A
RX 450h F Sport	$103,440	V6H	3.5	230	335	C	2150	7.7	5.7	95	61		A
RX 450h Sports Luxury	$109,340	V6H	3.5	230	335	C	2150	7.7	5.7	95	61		A
RX 350L Luxury	$85,000	V6	3.5	221	370	A8	2105	8.0	10.6	95	61		A
RX 350L Sports Luxury	$101,600	V6	3.5	221	370	A8	2105	8.0	10.6	95	61		A
RX 450hL Luxury	$94,470	V6H	3.5	230	335	C	2275	8.0	6.0	95	61		A
RX 450hL Sports Luxury	$111,070	V6H	3.5	230	335	C	2275	8.0	6.0	95	61	12/19	A

LX

Massive and truck-like to drive, LX can't hide its LandCruiser bones, making it an off-road dynamo. But Land Rover has this turf covered
THE PICK: Go the diesel to avoid making oil companies even richer

450d	$134,129	V8TD	4.5	200	650	A6	-	-	9.5	D	-		A
570	$142,789	V8	5.7	270	530	A8	2510	7.7	14.4	95	61		A

Lotus

2 years/unlimited

Elise

You don't get very much for your money but that's the point. This or a McLaren 600LT for best steering in the business? Probably this
THE PICK: Unless you're prepping for Targa Tassie, you don't need the Cup

Sport 220	$87,990	L4S	1.8	162	250	M6	904	4.6	7.5	95	55		R
Cup 250	$107,990	L4S	1.8	181	250	M6	917	4.3	7.5	95	55		R

Exige

Even the Sport 350 feels as if the scenery speed's been jacked to 11. Utterly analogue, richly rewarding, wickedly uncompromising. Brilliant
THE PICK: No-cost Roadster option makes weird and wonderful sense

Sport 350	$139,500	V6S	3.5	258	400	M6	1125	3.9	11.1	95	55		R
Sport 350 Roadster	$139,500	V6S	3.5	258	400	M6	1115	4.0	11.1	95	55		R
Cup 410	$159,900	V6S	3.5	305	420	M6	1017	*3.9*	*11.1*	98	55	08/19	R
Cup 430	$199,900	V6S	3.5	321	440	M6	1093	3.3	10.8	95	55		R

Evora

Felt dated a decade ago and throwing more grunt at it won't solve that. Fast and furious but Geely money ought to spawn a successor
THE PICK: Even the chassis' brilliance isn't enough to convince us

GT410 Sport	$209,990	V6S	3.5	306	420	M6	1320	4.2	9.7	95	55		R

Maserati

3 years/unlimited

Ghibli

Finally a beautiful, properly Italian alternative to the usual German luxo sedans. But it is heavy, and lacking in safety tech and V8 noise
THE PICK: You want the higher-output engine, so the S at a minimum

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
GranLusso	$163,990	V6TT	3.0	243	500	A8	1810	5.6	8.9	98	55		R
GranSport	$163,990	V6TT	3.0	243	500	A8	1810	5.6	8.9	98	55		R
S	$175,990	V6TT	3.0	301	550	A8	1810	5.0	9.6	98	55		R
S GranLusso	$184,990	V6TT	3.0	301	550	A8	1810	5.0	9.6	98	55		R
S GranSport	$184,990	V6TT	3.0	301	550	A8	1810	5.0	9.6	98	55		R

Quattroporte

While the GTS remains the pinnacle of luxury Italian motoring, only two variants provide V8 operatics. Chassis balance eases pain
THE PICK: If you can handle the flawed ride, it's got to be V8 GTS

GranSport	$224,990	V6TT	3.0	243	500	A8	1860	6.2	9.1	98	-		R
GranLusso	$224,990	V6TT	3.0	243	500	A8	1860	6.2	9.1	98	-		R
S GranSport	$274,990	V6TT	3.0	321	580	A8	1860	5.0	9.6	98	-		R
S GranLusso	$274,990	V6TT	3.0	321	580	A8	1860	5.0	9.6	98	-		R
GTS GranSport	$299,990	V8TT	3.8	390	650	A8	1900	4.7	10.7	98	-		R
GTS GranLusso	$299,990	V8TT	3.8	390	650	A8	1900	4.7	10.7	98	-		R

Levante

So big you'd never drive one in Italy, but interior is classy, engines strong, and handles like a Maserati SUV should
THE PICK: Now is not the time for economising. Go for an S Gran Lusso

Turbo Diesel	$129,990	V6TD	3.0	202	600	A8	2205	6.9	7.2	D	-		A
Gran Sport	$144,990	V6TD	3.0	202	600	A8	2205	6.9	7.2	D	-		A
Gran Lusso	$144,990	V6TD	3.0	202	600	A8	2205	6.9	7.2	D	-		A
S	$164,990	V6TT	3.0	321	580	A8	2034	5.2	10.9	98	-		A
S Gran Sport	$179,990	V6TT	3.0	321	580	A8	2034	5.2	10.9	98	-		A
S Gran Lusso	$179,990	V6TT	3.0	321	580	A8	2034	5.2	10.9	98	-		A

GranTurismo

Now over a dozen years old and feels it behind the wheel. But still so sensual to look at, seats four comfortably and oozes charisma
THE PICK: Stradale is cool, but robotised auto is clunky. Go Sportline

MC Sportline	$295,000	V8	4.7	338	520	A6	1880	4.7	15.5	95	48		R
MC Auto Shift	$319,000	V8	4.7	338	520	A6	1880	4.8	14.3	95	48		R
MC Stradale	$345,000	V8	4.7	338	520	S6	1880	4.5	15.5	95	48	06/14	R

GranCabrio

More of a cruiser than a bruiser, it still sounds the business with the roof down and that fabulous V8 kissing the sky. But she is pricey
THE PICK: In for a penny, in for pound, as they say. Has to be the MC

Sport	$335,000	V8	4.7	338	520	D6	1980	5.0	14.5	95	50		R
MC	$355,000	V8	4.7	338	520	D6	1973	4.9	14.5	95	49		R

Mazda

5 years/unlimited

2

Facelift brings the axe to the previous entry model, meaning an end to cheap 'n' cheerful. Full safety suite plus engine tweaks help compensate
THE PICK: Suddenly a manual Pure hatch starts to look like smart money

G15 Pure hatch	$20,990	L4	1.5	82	144	M6	1035	10.8	4.9	91	52		F
G15 Pure hatch	$22,990	L4	1.5	82	144	A6	1047	10.8	5.4	91	54		F
G15 Pure sedan	$20,990	L4	1.5	82	144	M6	1045	10.8	4.9	91	54		F
G15 Pure sedan	$22,990	L4	1.5	82	144	A6	1060	10.8	5.4	91	54		F
G15 Evolve hatch	$24,490	L4	1.5	82	144	A6	1047	*10.9*	5.5	91	54		F
G15 GT hatch	$25,990	L4	1.5	82	144	A6	1047	10.8	5.4	91	54		F
G15 GT sedan	$25,990	L4	1.5	82	144	A6	1060	10.8	5.5	91	54		F

3

New 3 rushes to the top of its class. Elegant interior a highlight and now one of, if not the, quietest in the segment. Bring on SkyActiv-X!
THE PICK: Pure manual is a peach, but G25's extra torque welcome

G20 Pure sedan	$24,990	L4	2.0	114	200	M6	1316	9.0	6.3	91	51		F
G20 Pure sedan	$25,990	L4	2.0	114	200	A6	1339	9.0	6.1	91	52		F
G20 Pure hatch	$24,990	L4	2.0	114	200	M6	1317	9.0	6.4	91	52		F
G20 Pure hatch	$25,990	L4	2.0	114	200	A6	1338	9.0	6.2	91	52	02/20	F
G20 Evolve sedan	$26,690	L4	2.0	114	200	M6	1316	9.0	6.3	91	52		F
G20 Evolve sedan	$27,690	L4	2.0	114	200	A6	1339	9.0	6.1	91	52		F
G20 Evolve hatch	$26,690	L4	2.0	114	200	M6	1317	9.0	6.4	91	52		F
G20 Evolve hatch	$27,690	L4	2.0	114	200	A6	1338	**10.0**	6.2	91	52	06/19	F
G20 Touring sedan	$28,990	L4	2.0	114	200	M6	1316	9.0	6.3	91	52		F
G20 Touring sedan	$29,990	L4	2.0	114	200	A6	1339	9.0	6.1	91	52		F
G20 Touring hatch	$28,990	L4	2.0	114	200	M6	1317	9.0	6.4	91	52		F
G20 Touring hatch	$29,990	L4	2.0	114	200	A6	1338	9.0	6.2	91	52		F
G25 Evolve sedan	$29,490	L4	2.5	139	252	M6	1350	8.6	6.2	91	52		F
G25 Evolve sedan	$30,490	L4	2.5	139	252	A6	1376	8.6	6.5	91	52		F

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
G25 Evolve hatch	$29,490	L4	2.5	139	252	M6	1339	8.6	6.3	91	52		F
G25 Evolve hatch	$30,490	L4	2.5	139	252	A6	1368	8.6	6.6	91	52		F
G25 GT sedan	$33,490	L4	2.5	139	252	M6	1350	8.6	6.2	91	52		F
G25 GT sedan	$34,490	L4	2.5	139	252	A6	1376	8.6	6.5	91	52		F
G25 GT hatch	$33,490	L4	2.5	139	252	M6	1339	8.6	6.3	91	52		F
G25 GT hatch	$34,490	L4	2.5	139	252	A6	1368	8.6	6.6	91	52		F
G25 Astina sedan	$36,990	L4	2.5	139	252	M6	1362	8.6	6.2	91	52		F
G25 Astina sedan	$37,990	L4	2.5	139	252	A6	1388	8.6	6.5	91	52	02/20	F
G25 Astina hatch	$36,990	L4	2.5	139	252	M6	1351	8.6	6.2	91	52		F
G25 Astina hatch	$37,990	L4	2.5	139	252	A6	1380	*8.6*	*8.8*	91	52	05/19	*F*

6

Delightfully elegant, understated. 17-inch alloys are the smarter pick; a wagon even more so. Bordering on premium but rear entry is tight
THE PICK: Turbo torque impossible to resisit, so GT spec worth the spend

Sport sedan	$34,490	L4	2.5	140	252	A6	1536	8.2	7.0	91	48		F
Sport wagon	$35,790	L4	2.5	140	252	A6	1553	8.2	7.0	91	48		F
Touring sedan	$38,690	L4	2.5	140	252	A6	1536	*7.6*	7.0	91	48		F
Touring wagon	$39,990	L4	2.5	140	252	A6	1533	*8.2*	7.0	91	48		F
GT sedan	$45,990	L4T	2.5	170	420	A6	1607	**7.0**	7.6	91	50	08/19	F
GT wagon	$47,290	L4T	2.5	170	420	A6	1613	-	7.6	91	50		F
Atenza sedan	$49,890	L4T	2.5	170	420	A6	1620	-	7.6	91	50		F
Atenza wagon	$51,190	L4T	2.5	170	420	A6	1627	-	7.6	91	50		F

MX-5

The 1.5L makes up five percent of Aussie sales. deserves better. 2.0L update now revs with real zeal, matching brilliant, balanced chassis
THE PICK: 1.5L if city bound, 2.0L everywhere else, RF for the ghetto

1.5 Roadster	$35,390	L4	1.5	97	152	M6	1021	8.3	6.2	95	52		R
1.5 Roadster	$37,390	L4	1.5	97	152	A6	1038	8.3	6.4	95	52		R
2.0 RF	$40,700	L4	2.0	135	205	M6	1087	-	6.9	95	54		R
2.0 RF	$42,700	L4	2.0	135	205	A6	1112	-	7.2	95	54		R
2.0 Roadster GT	$43,320	L4	2.0	135	205	M6	1035	7.3	6.8	95	54	09/19	R
2.0 Roadster GT	$45,320	L4	2.0	135	205	A6	1061	7.3	7.0	95	54		R
2.0 RF GT	$47,400	L4	2.0	135	205	M6	1087	7.1	6.9	95	54	05/17	R
2.0 RF GT	$49,400	L4	2.0	135	205	A6	1112	-	7.2	95	54		R

CX-3

A stunning success in Oz due to great design, huge choice, sporty chassis. Poor side vision and road noise intrusion are only real minuses
THE PICK: All manuals are fun, but auto-only AWDs handle even better

Neo Sport	$22,710	L4	2.0	110	195	M6	1266	9.0	6.6	91	50		F
Neo Sport	$24,710	L4	2.0	110	195	A6	1297	9.0	6.3	91	50		F
Maxx Sport	$24,650	L4	2.0	110	195	M6	1266	9.0	6.6	91	52		F
Maxx Sport	$26,650	L4	2.0	110	195	A6	1297	*9.2*	*8.7*	91	50	01/20	F
Maxx Sport AWD	$28,650	L4	2.0	110	195	A6	1360	9.0	6.3	91	52		A
Maxx Sport Diesel	$29,050	L4TD	1.8	85	270	A6	1304	9.5	4.7	D	52		F
sTouring	$28,840	L4	2.0	110	195	M6	1266	9.0	6.6	91	52		F
sTouring	$30,840	L4	2.0	110	195	A6	1297	9.0	6.3	91	52	02/18	F
sTouring AWD	$32,840	L4	2.0	110	195	A6	1360	9.0	6.7	91	54		A
sTouring AWD Diesel	$35,240	L4TD	1.8	85	270	A6	1409	9.5	5.1	D	52		A
Akari	$33,950	L4	2.0	110	195	M6	1278	9.0	6.6	91	54		F
Akari	$35,950	L4	2.0	110	195	A6	1360	*9.1*	*8.4*	91	54	05/17	F
Akari AWD	$37,950	L4	2.0	110	195	A6	1371	9.0	6.7	91	54		A
Akari AWD Diesel	$40,350	L4TD	1.8	85	270	A6	1421	9.5	5.1	D	52		A

CX-30

Built in response to customer demand, the CX-30 slots in-between the CX-3 and CX-5. Mechanically familiar, should sell like crazy
THE PICK: We are yet to drive one locally, but the G25 Touring looks ace

G20 Pure FWD	$29,990	L4	2.0	114	200	A6	1339	10.2	6.5	91	-		F
G20 Evolve FWD	$31,490	L4	2.0	114	200	A6	1339	10.2	6.5	91	-		F
G20 Touring FWD	$34,990	L4	2.0	114	200	A6	1339	10.2	6.5	91	-		F
G20 Astina FWD	$38,990	L4	2.0	114	200	A6	1376	10.2	6.5	91	-		F
G25 Touring FWD	$36,490	L4	2.5	139	252	A6	1376	8.7	6.6	91	-		F
G25 Touring AWD	$38,490	L4	2.5	139	252	A6	1376	9.1	6.8	91	-		A
G25 Astina FWD	$41,490	L4	2.5	139	252	A6	1388	8.7	6.6	91	-	03/20	F
G25 Astina AWD	$43,490	L4	2.5	139	252	A6	1388	9.1	6.8	91	-		A

CX-5

2017 redesign addressed refinement and rear-seat issues, but you'll need to go turbo to explore the chassis magic. AWD worth the extra
THE PICK: Not a dud in the range, but 2.5L turbo is worth the stretch

Maxx FWD	$30,880	L4	2.0	115	200	M6	1511	10.4	6.9	91	56		F
Maxx FWD	$32,880	L4	2.0	115	200	A6	1556	10.4	6.9	91	57		F
Maxx	$35,880	L4	2.5	140	252	A6	1633	9.5	7.5	91	57		A
Maxx Sport FWD	$36,090	L4	2.0	115	200	A6	1556	*10.3*	*10.0*	91	57	12/19	F
Maxx Sport	$39,090	L4	2.5	140	252	A6	1633	9.5	7.5	91	59		A
Maxx Sport	$42,090	L4TD	2.2	140	450	A6	1708	8.5	6.0	D	59		A
Touring	$40,780	L4	2.5	140	252	A6	1633	*9.3*	*9.5*	91	59	11/18	A
Touring	$43,780	L4TD	2.2	140	450	A6	1708	8.5	6.0	D	59		A
GT	$45,890	L4	2.5	140	252	A6	1670	9.5	*11.5*	91	59	13/17	A
GT	$48,390	L4T	2.5	170	420	A6	1720	*7.5*	*11.9*	91	59	06/19	A
GT	$48,890	L4TD	2.2	140	450	A6	1744	8.5	6.0	D	59		A
Akera	$48,130	L4	2.5	140	252	A6	1670	9.5	7.5	91	59		A
Akera	$50,630	L4T	2.5	170	420	A6	1720	8.0	8.2	91	59		A
Akera	$51,130	L4TD	2.2	140	450	A6	1744	8.5	6.0	D	60		A

CX-8

A tad dull but good at seating seven in comfort. A stretched CX-5 so narrower than huge CX-9, and up your alley if you're wedded to diesel
THE PICK: Torque-rich engine best deployed with AWD, so all-paw Sport

Sport FWD	$43,910	L4TTD	2.2	140	450	A6	1840	9.0	5.7	D	59		F
Sport AWD	$43,910	L4TTD	2.2	140	450	A6	1957	9.0	6.0	D	60		A
Asaki AWD	$63,090	L4TTD	2.2	140	450	A6	1957	*9.1*	*9.9*	D	61	08/18	A

CX-9

Wheels' 2017 COTY still puts pressure on more modern rivals. Elegant, practical cabin, fine road manners, outstanding ownership proposition
THE PICK: Make sure you opt for AWD and at least Touring spec

Sport FWD	$45,920	L4T	2.5	170	420	A6	1845	*7.7*	8.4	91	54	10/16	F
Sport AWD	$49,920	L4T	2.5	170	420	A6	1911	7.6	8.8	91	55		A
Touring FWD	$53,310	L4T	2.5	170	420	A6	1845	*7.4*	8.4	91	55	04/18	F
Touring AWD	$57,310	L4T	2.5	170	420	A6	1911	7.6	8.8	91	56		A
GT FWD	$61,720	L4T	2.5	170	420	A6	1858	7.6	8.4	91	56		F
GT AWD	$65,720	L4T	2.5	170	420	A6	1924	7.6	8.8	91	56		A
Azami FWD	$64,893	L4T	2.5	170	420	A6	1858	7.6	8.4	91	56		F
Azami AWD	$69,303	L4T	2.5	170	420	A6	1924	7.6	8.8	91	56		A
Azami LE AWD	$68,523	L4T	2.5	170	420	A6	2000	*8.2*	*10.1*	91	56	12/18	A

BT-50

Developed in tandem with Ranger, but hasn't enjoyed the same updates, and also held back by feline exterior styling. Decent, though
THE PICK: Ranger: measurably better due to ongoing development

XT	$47,840	L5TD	3.2	147	470	M6	2044	10.0	9.7	D	52		A
XT	$49,840	L5TD	3.2	147	470	A6	2061	10.0	10.0	D	52		A
XTR	$52,950	L5TD	3.2	147	470	M6	2086	10.0	9.7	D	53		A
XTR	$54,950	L5TD	3.2	147	470	A6	2103	10.0	10.0	D	53		A
GT	$56,830	L5TD	3.2	147	470	M6	2095	10.0	9.7	D	53		A
GT	$58,830	L5TD	3.2	147	470	A6	2112	*10.8*	*13.3*	D	53	07/18	A
Boss	$63,250*	L5TD	3.2	147	470	A6	2112	10.0	10.0	D	54		A

McLaren

3 years/unlimited

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
540C													
Least-expensive Macca gets a slightly lower-output twin-turbo V8 than the 570 in a brilliantly accessible and enjoyable package **THE PICK:** That's done for you; now just wrestle with the options list													
	$350,000	V8TT	3.8	397	540	D7	1350	3.5	10.7	98	-		R
570													
Intimacy, turbo torque and surprising ride quality make 570 involving, quick, flexible, and capable, but flat-plane crank V8 note too tame **THE PICK:** We're fans of the price and weight of the S, but Spider tasty													
S	$395,000	V8TT	3.8	419	600	D7	1400	3.2	10.7	98	-		R
GT	$415,000	V8TT	3.8	419	600	D7	1450	3.3	10.7	98	-		R
S Spider	$435,750	V8TT	3.8	419	600	D7	1503	3.2	10.7	98	-		R
600LT													
Malleable handling and exquisite focus with searing performance seal the Longtail as McLaren's definitive modern work **THE PICK:** Toss a coin. Spider gives epic access to top-exit exhausts													
Coupe	$455,000	V8TT	3.8	441	620	D7	1356	2.9	12.2	98	-		R
Spider	$496,000	V8TT	3.8	441	620	D7	1404	2.9	12.2	98	-	07/19	R
720S													
Superb steering and dynamics plus next-level performance headline what is the thinking man's supercar. Utterly blinding speed **THE PICK:** We say Coupe, but Spider no less stiff and only 50kg heavier													
Coupe	$489,900	V8TT	4.0	530	770	D7	1419	2.9	10.7	98	-	07/18	R
Spider	$556,000	V8TT	4.0	530	770	D7	1468	2.9	12.2	98	-	05/19	R
Senna													
Furiously aggressive to look at and even more punishingly brutal to drive, the Senna is a race car masquerading as a road-legal car **THE PICK:** Two decisions: options and to upgrade your life insurance													
	$1,600,000	V8TT	4.0	597	800	D7	1374	2.8	12.4	98	-	08/18	R

Mercedes-Benz

3 years/unlimited

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
A-Class													
Cabin brings maturity, sophistication previously unseen in this class, aided by MBUX infotainment; optional adaptive dampers a must **THE PICK:** Skip disappointing 1.3s for A250 or A35 AMG													
A180 hatch	$43,900	L4T	1.3	100	200	D7	1375	8.8	5.7	95	51		F
A180 sedan	$46,200	L4T	1.3	100	200	D7	1300	8.9	5.7	95	51		F
A200 sedan	$50,400	L4T	1.3	120	250	D7	1310	8.1	5.7	95	51		F
A250 hatch	$50,700	L4T	2.0	165	350	D7	1505	6.2	6.6	95	51		F
A250 4Matic hatch	$56,900	L4T	2.0	165	350	D7	1505	6.2	6.6	95	51		A
A35 AMG hatch	$69,300	L4T	2.0	225	400	D7	1480	4.7	7.6	98	-	03/20	A
A35 AMG sedan	$72,500	L4T	2.0	225	400	D7	1480	4.7	7.4	98	-		A
GLA													
Justifies its existence by offering a higher hip point than A-Class, bigger boot and theoretical height advantage in lumpy suburbia **THE PICK:** Wait for coming promising next-gen MFA2-based redesign													
GLA180	$45,600	L4T	1.6	90	200	D7	1435	9.2	5.7	95	61		F
GLA220d	$53,200	L4TD	2.1	130	350	D7	1535	7.7	4.5	D	61		F
GLA250	$63,000	L4T	2.0	155	350	D7	1505	7.1	7.0	95	63		A
GLA45 AMG	$92,100	L4T	2.0	280	475	D7	1585	4.8	7.5	95	63		A
CLA													
Swoopy, coupe-as-sedan styling now more cohesive, and it's a decent drive. Rear headroom a bit tight, but otherwise roomy enough **THE PICK:** AMG is our preference, though 250 beats 200													
200	$60,700	L4T	1.3	120	250	D7	1345	8.2	5.7	95	-		F
250 4Matic	$70,200	L4T	2.0	165	350	D7	1475	6.3	6.7	95	-		A
35 AMG 4Matic	$85,500	L4T	2.0	225	400	D7	1515	4.7	7.5	98	-		A
B-Class													
Spacious and sensible, the B-Class is essentially a blown-up A-Class with family-focused packaging, but newbie's 1.3L is retrograde step **THE PICK:** Downsized engine at odds with big strides made elsewhere													
B180 Sports Tourer	$47,800	L4T	1.3	100	200	D7	1330	9.0	5.7	95	50		F
C-Class													
Crushes 3 Series and A4 in sales charts but trails both in our eyes (non-AMG models aside). Amazing AMG flagship is a future classic, however **THE PICK:** Failing the latter, there's plenty to like about the C300 Estate													
C200	$65,800	L4T	2.0	150	300	A9	1465	7.1	7.0	95	59		R
C200 Estate	$68,500	L4T	2.0	150	300	A9	1525	7.1	7.0	95	56		R
C200 Coupe	$70,600	L4T	2.0	150	300	A7	1505	7.1	7.0	95	57		R
C200 Cabriolet	$89,842	L4T	2.0	150	300	A9	1645	7.1	7.0	95	57		R
C220d	$67,300	L4TD	2.1	143	400	A9	1570	7.5	4.7	D	57		R
C220d Estate	$70,100	L4TD	2.1	143	400	A9	1615	7.5	4.9	D	57		R
C300	$74,200	L4T	2.0	190	370	A9	1530	*6.2*	*11.1*	95	57	04/19	R
C300 Estate	$77,100	L4T	2.0	190	370	A9	1615	6.1	6.7	95	57		R
C300 Coupe	$89,800	L4T	2.0	190	370	A7	1565	6.0	6.6	95	57		R
C300 Cabriolet	$106,200	L4T	2.0	190	370	A9	1690	6.4	7.2	95	57		R
C300e Sedan	$82,300	L4TH	2.0	235	700	A9	1740	5.4	2.1	95	57		R
C43 AMG	$112,3001	V6TT	3.0	287	520	A9	1615	4.7	8.2	98	57	04/17	A
C43 AMG Estate	$114,900	V6TT	3.0	287	520	A9	1735	4.8	8.3	98	57		A
C43 AMG Coupe	$116,500	V6TT	3.0	287	520	A9	1660	4.7	7.8	98	57		A
C43 AMG Cabriolet	$130,000	V6TT	3.0	287	520	A9	1870	4.8	8.5	98	57		A
C63 S AMG	$162,542	V8TT	4.0	375	700	A9	1865	*4.2*	8.6	98	60	07/19	R
C63 S AMG Estate	$168,900	V8TT	4.0	375	700	A9	1650	4.1	8.7	98	60	10/15	R
C63 S AMG Coupe	$171,400	V8TT	4.0	375	700	A9	1800	*4.4*	*15.7*	98	55	08/19	R
C63 S AMG Cabriolet	$190,100	V8TT	4.0	375	700	A9	1925	4.1	9.4	98	55		R
SLC													
Based on 2004 R171 SLK (the second one) so dated even when new in 2011, and now forgotten. Why buy one over a Z4, Boxster, TT, MX-5... **THE PICK:** If you absolutely must, kick back and cruise in the SLC300													
SLC200	$88,900	L4T	2.0	135	300	A9	1509	6.9	6.2	95	67		R
SLC300	$105,600	L4T	2.0	180	370	A9	1512	5.8	6.3	95	67		R
SLC 43 AMG	$140,900	V6TT	3.0	270	520	A9	1591	4.7	7.9	95	67		R
E-Class													
The industry standard in integrating tech elegantly. Loads of kit but big money, especially for our pick, the intriguing AMG E53 or ballistic E63 **THE PICK:** The AMG appendage transforms an already great car													
E200	$95,900	L4T	2.0	135	300	A9	1530	7.7	6.4	95	43		R
E220d	$99,400	L4D	2.0	143	400	A9	1605	7.3	4.1	95	43		R
E220d Coupe	$101,700	L4TD	2.0	143	400	A9	1735	7.4	4.9	95	43		R
E220d All-Terrain	$115,500	L4T	2.0	143	400	A9	1920	8.0	5.2	95	43		R
E300	$114,300	L4T	2.0	180	370	A9	1580	6.2	7.1	95	43		R
E300 Coupe	$116,000	L4T	2.0	180	370	A9	1685	6.4	6.4	95	43		R
E300 Cabriolet	$129,600	L4T	2.0	180	370	A9	1780	6.6	6.8	95	43		R
E350d	$141,700	L6TD	3.0	190	620	A9	1725	*5.9*	5.6	95	43		R
E350e	$133,400	L4TDH	2.1	210	550	A9	1850	6.2	2.4	95	43	13/18	R
E450	$149,700	V6TT	3.0	245	480	A9	1745	5.2	8.4	95	43		R
E400 Coupe	$145,611	V6TT	3.0	245	480	A9	1845	5.3	8.1	95	43		R
E400 Cabrolet	$157,500	V6TT	3.0	245	480	A9	1935	5.5	8.3	95	43		R
E43 AMG	$159,611	V6TT	3.0	295	520	A9	1765	4.6	8.4	98	43		A
E53 AMG	$173,800	L6TH	3.0	320	770	A9	1870	4.4	8.7	98	43		A
E53 AMG Coupe	$179,700	L6TH	3.0	320	770	A9	1925	4.3	8.8	98	43	12/18	A
E53 AMG Cabriolet	$188,600	L6TH	3.0	320	770	A9	1980	4.4	9.0	98	43		A
E63 AMG	$218,200	V8TT	4.0	420	750	A9	1875	3.5	9.3	98	43		A
E63 S AMG	$248,600	V8TT	4.0	450	850	A9	1880	*3.3*	15.9	98	43	05/18	A
CLS													
Doesn't ride as smoothly as we'd like, and understated styling lacks the presence of prior versions. Not a vintage generation **THE PICK:** Doesn't encourage the type of driving the 53 provides, so 450													
CLS350	$143,200	L4T	2.0	220	400	A9	1775	6.1	7.8	95	44		R
CLS450	$161,900	L6T	3.0	270	500	A9	1940	4.8	8.7	95	44		A
CLS53 AMG	$186,800	L6TT	3.0	320	520	A9	1980	4.5	7.8	95	52		A
S-Class													
Half a century of Sonderklasse heritage tells here. This is still one of the finest luxury sedans, even though next-gen model drops in 2020 **THE PICK:** If you're not an Uber Black driver, the S560 is properly lush													
S350d	$207,200	L6TD	3.0	210	600	A9	1970	6.8	5.5	D	48		R
S400d L	$222,500	L6TD	3.0	250	700	A9	2025	5.4	5.5	D	48		R
S450 L	$239,300	V6TT	3.0	270	520	A9	1940	5.1	6.6	95	48		R
S560	$283,700	V8TT	4.0	345	700	A9	2055	4.7	8.5	95	48		R
S560 L	$309,900	V8TT	4.0	345	700	A9	2075	4.7	8.5	95	48		R
S560 Coupe	$327,000	V8TT	4.0	345	700	A9	2158	4.6	8.5	95	64		R
S560 Cabriolet	$349,600	V8TT	4.0	345	700	A9	2176	4.6	9.9	95	-		R
S63 AMG Coupe	$384,700	V8TT	4.0	345	700	A9	2046	3.5	9.0	95	53		R
S63 AMG Cabriolet	$370,500	V8TT	4.0	345	700	A9	2148	3.5	10.2	98	-		R
S63 L AMG	$393,200	V8TT	4.0	450	900	A9	1970	4.3	9.0	98	67		R
S650 L Maybach	$445,600	V12TT	6.0	463	1000	A7	2360	4.7	12.7	98	45		R
SL													
Old stager has lost its looks a bit, but the punchy engine line-up means you'll be gone before too many can ponder that fact **THE PICK:** SL500 is perfectly adequate; otherwise buy a GT Roadster													
SL400	$223,040	V6TT	3.0	270	500	A9	1735	4.9	7.8	95	51		R
SL500	$292,500	V8TT	4.7	335	700	A9	1795	4.3	9.1	95	51		R
SL63 AMG	$370,900	V8TT	5.5	430	900	A9	1845	4.1	10.2	95	51		R
AMG GT													
Roadster renders SL AMG redundant, beautiful coupe is not quite a sports car, not quite grand tourer, but close enough to both. Delicious **THE PICK:** Pony up for the GT R if you want to keep pace with a 911													
GT S	$317,800	V8TT	4.0	384	670	D7	1570	3.8	9.5	98	67	09/15	R
GT C	$336,900	V8TT	4.0	410	680	D7	1625	3.8	11.5	98	67	01/20	R
GT C Roadster	$362,800	V8TT	4.0	410	680	D7	1660	*4.0*	*14.3*	98	67	10/17	R
GT R	$368,700	V8TT	4.0	430	700	D7	1555	*4.0*	*20.6*	98	67	03/19	R

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

GT 4-Door

Much more than just a swoopier E63 or the missing CLS63. If fact, this ballistic sports-sedan/coupe may just be AMG's most resolved model
THE PICK: The $100K premium is huge, but you'd be nuts not to pay it

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
GT53	$256,600	L6TT	3.0	320	520	A9	1970	4.5	9.4	98	67		A
GT63 S	$359,100	V8TT	4.0	470	900	A9	2045	3.2	11.3	98	67	09/19	A

GLC

Ride would benefit from optional air suspension, but otherwise a delight. Coupe's reduced headroom only an issue for giants
THE PICK: 300 for non AMG, or the full-fat 63 S if the budget allows

GLC 200	$67,400	L4T	2.0	145	320	A9	1760	7.8	7.8	95	61		R
GLC 300	$79,700	L4T	2.0	190	370	A9	1805	6.2	8.1	95	61	13/19	A
GLC 300 Coupe	$89,900	L4T	2.0	190	370	A9	1825	6.3	-	95	61		A
GLC 43 AMG	$112,500	V6TT	3.0	287	520	A9	1870	4.9	10.4	98	61		A
GLC 43 AMG Coupe	$120,200	V6TT	3.0	287	520	A9	1875	4.9	10.4	98	61		A
GLC 63 S AMG	$164,600	V8TT	4.0	375	700	A9	2025	3.8	-	98	61		A
GLC 63 S AMG Coupe	$171,900	V8TT	4.0	375	700	A9	2030	3.8	-	98	61		A

GLE

All-new model brings longer wheelbase, roomier, well-presented cabin, and optional third row. Finally has the chops to challenge X5
THE PICK: The new petrol six hits the mark for power and price

300d	$105,700	L4TD	2.0	180	500	A9	2090	*7.8*	*10.0*	D	61	09/19	A
450	$117,400	L6T	3.0	270	500	A9	2145	*5.7*	9.1	95	61		A
400d	$124,400	L6TD	3.0	243	700	A9	2190	5.8	7.7	D	61		A

GLE-Coupe

Your chance to pay more money for less car than the GLE, with a busy ride and a high loading lip for boot. New one almost here
THE PICK: None. Buy the new GLE wagon, or wait for the fresh Coupe

GLE350d	$125,970	V6TD	3.0	190	620	A9	2175	7.0	7.2	D	61		A
GLE43 AMG	$145,470	V6TT	3.0	270	520	A9	2145	5.7	9.4	98	63		A
GLE63 S AMG	$203,470	V8TT	5.5	430	760	A7	2275	4.2	11.9	98	63		A

G-Class

The all-new G63 looks almost identical to the old model, but is vastly improved. Despite looking like a cereal box, it's devilishly intoxicating
THE PICK: There's nothing on the planet like this, so dive straight in

G63	$259,600	V8TT	4.0	430	850	A9	2485	4.5	13.1	98	54		A

GLS

It's big, luxurious, and built for the well-heeled tribe. Merc are proud of the fact tall adults can be comfortable (and safe) in third row
THE PICK: Straight-six petrol hybrid will be smooth, and efficient

GLS450	$146,500	L6H	3.0	270	500	A9	2370	6.2	9.2	98	-		A
GLS400d	$153,300	L6TD	3.0	243	700	A9	2415	6.3	7.7	D	-	03/20	A

EQC

Mercedes-Benz's first attempt at a full electric vehicle is a masterpiece. Comfortable, familiar, and yet still innovative. Top marks
THE PICK: As our COTY 2020 winner, EQC is the best car you can buy

400	$137,900	E	80	300	760	1R	2480	*4.7*	21.4	-	-	02/20	A

X-Class

Don't call it a rebadged Navara. Stronger chassis, wider front and rear track, and Benz's own V6 make this a fair dinkum Merc ute. Ish
THE PICK: Only the Power effectively masks the Navara bits inside

X220d Pure	$50,400	L4TD	2.2	120	403	M6	2126	12.9	7.8	D	56		A
X250d Pure	$52,400	L4TTD	2.2	140	450	M6	2140	11.1	7.7	D	56		A
X250d Pure	$55,300	L4TTD	2.2	140	450	A7	2147	11.8	7.9	D	56		A
X250d Prog	$54,900	L4TTD	2.2	140	450	M6	2130	11.1	7.7	D	56		A
X250d Prog	$57,800	L4TTD	2.2	140	450	A7	2137	*10.0*	*10.4*	D	57	07/18	A
X250d Power	$61,600	L4TTD	2.2	140	450	M6	2155	11.1	7.7	D	54		A
X250d Power	$64,500	L4TTD	2.2	140	450	A7	2161	11.8	7.9	D	57		A
X350d Prog	$73,270	V6TD	3.0	190	550	A7	2166	7.9	8.8	D	58		A
X350d Power	$79,415	V6TD	3.0	190	550	A7	2190	7.9	8.8	D	58		A

V-Class

Transport for your VIPs just got classier, with new looks, interior and safety tech allied to a diesel donk well up for hauling groups of eight
THE PICK: The Avantgarde for more pep at your pedal

V220d	$83,130	L4TD	2.1	120	380	D7	**2135**	8.5	6.3	D	53		R
V250d Avantgarde	$97,730	L4TD	2.1	140	440	D7	**2135**	8.0	6.7	D	51		R

MG

6 years/7 years/unlimited

MG3

Finally gets auto-only range, but it's a four-speed dunger. New design looks good, but do not be confused by the badge. It's Chinese
THE PICK: Have you considered a Suzuki Swift?

Core	$15,990	L4	1.5	82	150	A4	1170	12.5	6.7	91	46		F
Excite	$17,490	L4	1.5	82	150	A4	1170	12.5	6.7	91	47		F

ZS

Drive-away pricing, long warranty and cheap EV are alluring, and three-pot promises frugality, but MG won't let us test one so avoid
THE PICK: New Hyundai Venue or demo Mazda CX-3

Excite	$20,990	L4	1.5	84	150	A4	1255	**13.2**	7.1	91	50		F
Excite	$22,990	L3T	1.0	82	160	A6	1245	**13.2**	6.7	91	52		F

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Essence	$24,990	L3T	1.0	82	160	A6	1245	**13.2**	6.7	91	52		F
EV	$46,990	E	-	105	353	1R	1491	**8.2**	16.9	-	-		F

New

HS

History's best-ever MG SUV lands

Not such a bold statement after the underdone GS it replaces. The HS nevertheless progresses things for the Chinese-owned British brand on the safety, packaging, multimedia and design fronts for MG, while retaining an interesting value offer if low prices and high equipment levels are your thing. But it's in very serious company now.

Vibe	$29,990	L4T	1.5	119	250	D7	1420	11.0	7.4	91	56		F
Excite	$32,990	L4T	2.0	162	350	D6	1614	8.0	9.6	91	57		A

Mini

3 years/unlimited

Hatch

Famous kart-like responses still present, and there's true BMW solidity and tech to go with the fun, but what's with the Union Jack lights?
THE PICK: Cooper S – but only with optional adaptive dampers

Cooper	$29,900	L3T	1.5	100	220	M6	1085	7.9	5.5	95	48	06/14	F
Cooper	$32,400	L3T	1.5	100	220	D7	1115	7.8	5.3	95	48		F
Cooper S	$39,900	L4T	2.0	141	280	M6	1160	6.8	6.3	95	50	06/14	F
Cooper S	$42,700	L4T	2.0	141	280	D7	1175	6.7	5.5	95	50		F
JCW	$49,900	L4T	2.0	170	320	M6	1205	6.3	6.9	95	61		F
JCW	$52,850	L4T	2.0	170	320	A8	1220	6.1	6.0	95	61		F

5-door

Broadens the new Mini's rear-seat access, practicality and appeal, and still a hoot to punt around. 1.5L three-pot turbo is stirringly strong
THE PICK: Cooper with choice options (including adaptive dampers)

Cooper	$31,150	L3T	1.5	100	220	M6	1145	8.2	5.5	95	48		F
Cooper	$33,650	L3T	1.5	100	220	D7	1175	*9.1*	5.4	95	48	03/16	F
Cooper S	$41,150	L4T	2.0	141	280	M6	1220	6.9	6.4	95	50		F
Cooper S	$43,950	L4T	2.0	141	280	D7	1240	6.8	5.6	95	50		F

Cooper Convertible

Karty handling equals instant gratification. Charming triple and easy-to-use fabric top make Cooper cab a summer fun-machine
THE PICK: Big price to pay for decapitation compared to regular hatch

Cooper	$40,900	L3T	1.5	100	220	M6	1205	8.8	5.6	95	62		F
Cooper	$40,900	L3T	1.5	100	220	D7	1230	8.7	5.6	95	63		F
Cooper S	$47,900	L4T	2.0	141	280	M6	1275	7.2	6.5	95	64		F
Cooper S	$47,900	L4T	2.0	141	280	D7	1295	7.1	5.7	95	64		F
JCW	$57,900	L4T	2.0	170	320	M6	1410	6.6	7.0	95	51		F
JCW	$57,900	L4T	2.0	170	320	A8	1435	6.5	6.3	95	51		F

Clubman

Quirky style cloaks a practical package (due to BMW X1 wheelbase) with lively turbos and jaunty demeanour. New variants trickling in
THE PICK: Any. This is our favourite of the Mini bodystyles by far

Cooper	$36,900	L3T	1.5	100	220	M6	1300	9.1	5.4	95	53		F
Cooper	$36,900	L3T	1.5	100	220	A6	1320	*9.7*	5.4	95	53	08/16	F
Cooper S	$45,900	L4T	2.0	141	280	M6	1360	7.2	7.1	98	53		F
Cooper S	$45,900	L4T	2.0	141	280	D7	1390	7.3	6.2	98	53		F
JCW Pure	$57,900	L4T	2.0	225	450	D7	1475	4.9	7.7	98	53		A
JCW	$62,900	L4T	2.0	225	450	D7	1490	4.9	7.7	98	53		A

Countryman

Somehow carries Cooper's lively and fun nature into a versatile SUV-ish package, although extra mass blunts three-pot's zing
THE PICK: Four-pot turbos for disappointment-avoiding performance

Cooper	$40,500	L3T	1.5	100	220	A6	1390	9.6	6.0	95	55		F
Cooper D	$44,500	L4TD	2.0	110	330	A8	1430	8.8	4.8	D	55		F
Cooper S	$47,200	L4T	2.0	141	280	A8	1460	7.4	6.5	95	56		F
Cooper SD All4	$52,300	L4TD	2.0	140	400	A8	1535	7.4	5.2	D	56		A
PHEV	$57,200	L3TH	1.5	165	385	A6	-	6.9	2.1	95	56		A
JCW	$65,900	L4T	2.0	225	450	D7	1555	5.1	7.9	98	56		A

Mitsubishi

5 years/100,000km

Mirage

Once-proud Mirage looks dowdy and dull and has a bouncy ride, tight rear seat and wheezy power. Still, it's well equipped for the price
THE PICK: Forget it. Keep saving up for a Suzuki Swift or Kia Picanto

ES	$13,490	L3	1.2	57	100	M5	865	**14.5**	4.6	91	41	04/13	F

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
ES	$14,990	L3	1.2	57	100	C	895	**14.5**	4.6	91	41		F
LS	$15,990	L3	1.2	57	100	C	895	**14.5**	4.9	91	41		F

ASX

New 2.4L in the upper range brings usefully more torque. Styling, safety and tech tweaks help, but less spent the better. Now 10+ years old
THE PICK: Sporty MR and GSR look good but ES is best for value

ES	$24,990	L4	2.0	110	197	M5	1335	10.0	7.7	91	48		F
ES	$26,740	L4	2.0	110	197	C	1335	*9.7*	*10.4*	91	48	01/20	F
MR	$27,490	L4	2.0	110	197	C	1365	10.0	7.6	91	-		F
ES ADAS	$29,240	L4	2.0	110	197	C	1335	10.0	7.6	91	48		F
LS	$30,240	L4	2.0	110	197	C	1365	10.0	7.6	91	48		F
GSR	$30,490	L4	2.4	123	222	C	1375	9.5	7.9	91	-		F
Exceed	$35,740	L4	2.4	123	222	C	1375	9.5	7.9	91	46	13/19	F

Eclipse Cross

Modern compared to closely related ASX, especially the interior, with gutsy turbo performance, but ride and handling off the pace
THE PICK: AWD versions are noticably better to drive

ES	$29,990	L4T	1.5	110	250	C	1490	9.5	7.3	91	48		F
LS 2WD	$32,190	L4T	1.5	110	250	C	1490	9.5	7.3	91	48		F
LS 4WD	$34,790	L4T	1.5	110	250	C	1555	9.5	7.3	91	48		A
Exceed 2WD	$36,990	L4T	1.5	110	250	C	1490	9.5	7.3	91	50		F
Exceed 4WD	$39,490	L4T	1.5	110	250	C	1555	*9.5*	*7.3*	91	50		A
Black Edition	$31,990	L4T	1.5	110	250	C	1555	9.5	7.3	91	-		F

Outlander

Clever and roomy SUV that squeezes in seven seats (if you avoid frugal PHEV). Facelift is quieter, smoother, but infotainment suffers. Ageing
THE PICK: PHEV since it brings an intriguing point of difference

ES 2WD	$29,490	L4	2.0	110	190	M5	1410	10.0	7.0	91	48		F
ES ADAS 2WD	$33,690	L4	2.4	124	220	C	1430	9.5	6.7	91	48		F
ES 2WD 7 Seat	$31,790	L4	2.4	124	220	C	1430	9.5	6.7	91	48		F
ES AWD 7 Seat	$34,690	L4	2.4	124	220	C	1430	9.5	6.7	91	48		A
ES ADAS AWD	$36,190	L4	2.4	124	220	C	1500	9.5	6.7	91	48		A
LS 2WD	$34,590	L4	2.4	124	220	C	1500	9.5	6.7	91	48		F
LS AWD	$37,190	L4	2.4	124	220	C	1500	9.5	6.7	91	48		A
LS AWD	$40,690	L4TD	2.2	110	360	A6	1630	9.5	6.2	D	50		A
Exceed AWD	$43,690	L4	2.4	124	220	C	1535	9.5	6.7	91	51		A
Exceed AWD	$47,190	L4TD	2.2	110	360	A6	1635	9.5	6.2	D	51		A
ES PHEV	$47,390	L4H	2.4	94	199	C	1880	10.5	1.9	91	-		A
ES PHEV ADAS	$48,390	L4H	2.4	94	199	C	1880	10.5	1.9	91	-		A
Exceed PHEV	$56,390	L4H	2.4	94	199	C	1880	10.5	1.9	91	-		A

Pajero Sport

Rugged, capable, and now facelifted with a squarer-jawed face, updated cabin, revised engine and improved safety
THE PICK: Tough GLS the best value given its spec, or go Big Pajero

GLX	$46,990	L4TD	2.5	133	430	A8	2045	10.0	8.0	D	52		A
GLS	$51,490	L4TD	2.5	133	430	A8	2060	10.0	8.0	D	53		A
Exceed	$57,190	L4TD	2.5	133	430	A8	2070	10.0	8.0	D	53	03/16	A

Pajero

A proper off-roader that's also a capable, very roomy family car, but is feeling old inside. Updated for 2019; still worth a look as a value bus
THE PICK: Haggle hard as she's about to turn the big 2-0 soon

GLX	$54,490	L4TD	3.2	147	441	A5	2263	10.5	8.6	D	51		A
GLS	$59,990	L4TD	3.2	147	441	A5	2314	10.5	8.6	D	51		A

Triton

New styling and added safety are welcome, but the old chassis and workmanlike 2.4L diesel remain unchanged. Keen pricing a real plus
THE PICK: GLX ADAS upwards balances value with spec well

GLX	$37,490	L4TD	2.4	133	430	M6	1950	10.0	7.9	D	47		A
GLX	$39,990	L4TD	2.4	133	430	A6	1955	10.0	8.6	D	47		A
GLX ADAS	$38,540	L4TD	2.4	133	430	M6	1951	10.0	7.9	D	47		A
GLX ADAS	$41,040	L4TD	2.4	133	430	A6	1956	10.0	8.6	D	47		A
GLX+	$40,990	L4TD	2.4	133	430	M6	1944	10.0	7.9	D	47		A
GLX+	$43,490	L4TD	2.4	133	430	A6	1949	10.0	8.6	D	47		A
GLS	$45,440	L4TD	2.4	133	430	M6	1994	10.0	7.9	D	47		A
GLS	$47,940	L4TD	2.4	133	430	A6	2000	10.0	8.6	D	47		A
GLS Premium	$52,790	L4TD	2.4	133	430	A6	2041	10.0	8.6	D	47		A

Nissan

5 years/unlimited

Leaf

One of the most affordable EVs in the country, the Leaf makes the most sense due to large battery and range. Gains five-star safety, too
THE PICK: This – from a series that is now the best-selling EV in history

	$49,990	E	40	110	320	1R	1580	8.4	16.5	-	51	02/20	F

370Z

Little has changed in its eleventeen years – the 370Z's still a coarse, hard, loud blast from the rear-drive coupe past. We like it. A lot
THE PICK: Nismo manual – the additions really enhance it

	$50,490	V6	3.7	245	363	M6	1515	*5.6*	10.6	95	51		R
	$52,490	V6	3.7	245	363	A7	1526	*5.7*	10.4	95	52		R
Roadster	$61,490	V6	3.7	245	363	M6	1570	**5.7**	11.2	95	64	01/10	R
Roadster	$63,490	V6	3.7	245	363	A7	1582	**5.7**	10.9	95	64		R
Nismo	$61,990	V6	3.7	253	371	M6	1528	**5.3**	10.6	95	51		R
Nismo	$63,990	V6	3.7	253	371	A7	1538	**5.3**	10.4	95	52		R

GT-R

Manga-styled, twin-turbo V6 coupe with rear-biased AWD a fast blast that delivers supercar pace and unique attitude for Boxster GTS bucks
THE PICK: Not the Nismo

Premium	$193,800	V6TT	3.8	419	632	D6	1765	**3.2**	11.7	98	55		A
Premium Luxury	$199,800	V6TT	3.8	419	632	D6	1765	**3.2**	11.7	98	55		A
Track Edition	$235,000	V6TT	3.8	419	632	D6	1760	**3.2**	11.7	98	55		A
Nismo	$378,000	V6TT	3.8	441	652	D6	**1706**	**2.7**	11.7	98	53		A

Juke

Baby British crossover runs all the way from practical, value-priced curiosity to Nismo RS's weirdly unfocused no-man's land
THE PICK: Spring for the Ti-S manual

ST	$23,490	L4T	1.2	85	190	M5	1251	-	5.6	95	52	06/13	F
Ti-S	$30,190	L4T	1.6	140	240	M6	1308	-	6.0	95	50		F
Ti-S	$33,840	L4T	1.6	140	240	C	1421	-	6.5	95	52		A
Nismo RS	$37,790	L4T	1.6	160	280	M6	1309	-	7.2	95	52		A
Nismo RS	$41,490	L4T	1.6	157	250	C	1451	-	7.3	95	52		A

Qashqai

Practical and sharp-priced package, with an update due Q1 2020. Firm ride and lacks grunt, but great for undemanding users
THE PICK: ST is all the Qashqai you'll ever need

ST	$27,990	L4	2.0	106	200	M6	1343	9.9	7.7	91	50		F
ST	$29,490	L4	2.0	106	200	C	1375	*10.5*	*8.6*	91	50	01/20	F
ST+	$30,790	L4	2.0	106	200	C	1384	10.1	6.9	91	50		F
ST-L	$33,290	L4	2.0	106	200	C	1392	10.1	6.9	91	50		F
Ti	$37,990	L4	2.0	106	200	C	1429	*11.0*	*11.1*	91	54	09/18	F

X-Trail

It's not the best SUV out there, but it's reliable and Japanese, with seven-seat availability, handsome styling and keen pricing
THE PICK: The less you spend, the better, as ST represents good value

ST	$29,890	L4	2.0	106	200	M6	1464	**8.0**	8.2	91	48		F
ST	$31,890	L4	2.5	126	226	C	1497	**8.0**	7.9	91	48		F
ST 7-seat	$33,490	L4	2.5	126	226	C	1547	**8.0**	8.1	91	52		F
ST 4WD	$33,890	L4	2.5	126	226	C	1553	**8.0**	8.3	91	48		A
TS 4WD	$36,690	L4TD	2.0	130	380	C	1656	**8.0**	6.0	D	52		A
TS	$35,990	L4TD	2.0	130	380	C	1706	**8.0**	6.1	D	52		F
ST-L	$37,700	L4	2.5	126	226	C	1532	**8.0**	7.9	91	52		F
ST-L 7-seat	$39,300	L4	2.5	126	226	C	1573	**8.0**	8.1	91	52	07/19	F
ST-L 4WD	$39,700	L4	2.5	126	226	C	1588	**8.0**	8.3	91	52		A
Ti 4WD	$45,340	L4	2.5	126	226	C	1601	**8.0**	8.3	91	47		A
TL 4WD	$48,340	L4TD	2.0	130	380	C	1706	**8.0**	6.1	D	47		A

Pathfinder

US-made mid-sizer delivers space, V6 grunt and go-most-places ability, but is a bit ponderous and unrewarding for keener drivers
THE PICK: Not terrible but most rivals like a Mazda CX-9 outshine it

ST 2WD	$43,390	V6	3.5	202	340	C	1970	**9.0**	9.9	91	54		F
ST 4WD	$46,890	V6	3.5	202	340	C	2034	**9.0**	10.1	91	55		A
ST Hybrid 4WD	$46,390	L4SH	2.5	188	330	C	2151	**9.0**	8.6	91	54		A
ST+ 2WD	$44,590	V6	3.5	202	340	C	1970	**9.0**	9.9	91	56		F
ST+ 4WD	$48,090	V6	3.5	202	340	C	2034	**9.0**	10.1	91	56		A
ST-L 2WD	$54,890	V6	3.5	202	340	C	2012	**9.0**	9.9	91	56		F
ST-L 4WD	$58,390	V6	3.5	202	340	C	2075	**9.0**	10.1	91	56		A
ST-L Hybrid 4WD	$61,390	L4SH	2.5	188	330	C	2176	**9.0**	8.7	91	56		A
Ti 2WD	$62,890	V6	3.5	202	340	C	2055	**9.0**	9.9	91	56	09/15	F
Ti 4WD	$66,390	V6	3.5	202	340	C	2119	**9.0**	10.1	91	57		A
Ti Hybrid 4WD	$69,390	L4SH	2.5	188	330	C	2219	**9.0**	8.7	91	57		A

Patrol

Powerhouse engine now gets handsome looks to match the grunt. Remains a great choice for outback tourers and heavy towers
THE PICK: Cheaper model leaves more cash for fuel. You'll need it

Ti	$75,990	V8	5.6	298	560	A7	2815	**8.5**	14.4	95	-		A
Ti-L	$91,990	V8	5.6	298	560	A7	2850	**8.5**	14.4	95	-		A

Navara

Coil-sprung rear end has been improved; twin-turbo engine strong, but missing final ride and handling polish. Haggle hard if you must
THE PICK: ST-X for kit but D23 has never matched the previous D40

SL	$44,600	L4TD	2.3	120	403	M6	1923	**10.0**	6.5	D	53		A

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
SL	$47,100	L4TD	2.3	140	450	A7	1928	**10.0**	7.0	D	53		A
ST	$47,450	L4TTD	2.3	140	450	M6	1862	**10.0**	6.3	D	53		A
ST	$49,950	L4TTD	2.3	140	450	A7	1865	**10.0**	6.8	D	53		A
ST-X	$52,750	L4TTD	2.3	140	450	M6	1917	**10.0**	6.3	D	53		A
ST-X	$55,250	L4TTD	2.3	140	450	A7	1921	*9.7*	*11.0*	D	53	07/18	A
N-Trek	$56,450	L4TTD	2.3	140	450	M6	1917	**10.0**	6.3	D	53		A
N-Trek	$58,950	L4TTD	2.3	140	450	A7	1921	**10.0**	6.8	D	53		A
N-Trek Warrior	$62,990	L4TTD	2.3	140	150	M6	2180	**10.0**	6.3	D	-		A
N-Trek Warrior	$65,490	L4TTD	2.3	140	150	A7	2186	**10.0**	6.8	D	-	02/20	A

Peugeot

5 years/unlimited

208

Clearly the hilarious and fabulous GTi is the 208 you want, but the three-pot turbo is also a charmer. The driving position is polarising
THE PICK: GTi marked the rebirth of Peugeot back in 2012...

Active	$21,990	L3T	1.2	81	205	A6	1070	10.9	4.5	95	45		F
Allure	$24,990	L3T	1.2	81	205	A6	1070	10.9	4.5	95	42		F
GT-Line	$26,990	L3T	1.2	81	205	A6	1070	*11.0*	4.5	95	43	03/16	F
GTi	$29,990	L4T	1.6	153	300	M6	1160	*6.5*	*8.8*	95	47	12/18	F

308

Blessed with terrific dynamics, particularly in the GTi, and handsome style, the big surprise is how much fun the entry 1.2 triple can be
THE PICK: They're all great but the GTi is special

Active	$26,990	L3T	1.2	96	230	A6	1150	10.2	5.0	95	50	01/17	F
Allure	$31,990	L3T	1.2	96	230	A6	1150	10.2	5.1	95	50		F
Allure HDi	$35,990	L4TD	2.0	110	370	A6	1310	9.6	4.4	D	51		F
GT	$39,990	L4T	1.6	165	285	A8	1204	7.0	6.0	95	51		F
GTi	$45,990	L4T	1.6	200	330	M6	1205	6.0	6.0	95	52	04/18	F

508

French range-topper heralds a return to the practical, enjoyable and stylish French mid-sizer. Two bodies share same spec level
THE PICK: Fastback is stylish, but you'll really stand out with the wagon

Fastback	$53,990	L4T	1.6	165	300	A8	1430	*7.7*	*8.9*	95	58	02/20	F
Sportswagon	$55,990	L4T	1.6	165	300	A8	1470	8.2	6.3	95	58	02/20	F

2008

With its terrific three-pot engine, supple ride and handling, this is a fun package that only falls down when compared with a newer 3008
THE PICK: Wait for all-new 2008 out hopefully by the end of 2020

Active	$25,490	L3T	1.2	81	205	A6	1188	11.3	4.8	95	53		F
Allure	$29,490	L3T	1.2	81	205	A6	1188	*11.1*	*8.4*	95	53	05/17	F
GT-Line	$31,500	L3T	1.2	81	205	A6	1188	11.3	4.8	95	52		F

3008

Built on excellent 308 underpinnings, this is a proper SUV and a Gallic alternative to more common CX-5 fare. Plenty of cabin flair, too
THE PICK: From Allure up, premiumness can embarrass posh Germans

Active	$37,490	L4T	1.6	121	240	A6	1371	*9.3*	*9.2*	95	48	09/18	F
Allure	$40,990	L4T	1.6	121	240	A6	1371	9.9	7.0	95	48	09/17	F
GT-Line	$44,990	L4T	1.6	121	240	A6	1371	9.9	7.0	95	49	13/17	F
GT	$51,490	L4TD	2.0	133	400	A8	1433	8.9	5.0	D	49		F

5008

Brings French style and joie de drive to the mid-size SUV. Far better than previous gen, but 1.6T works hard loaded and ride still a bit firm
THE PICK: GT-Line is the best value

Allure	$44,490	L4T	1.6	121	240	A6	1473	10.5	7.0	95	52		F
GT-Line	$48,490	L4T	1.6	121	240	A6	1473	*10.0*	7.0	95	53	04/18	F
GT	$54,990	L4TD	2.0	133	400	A8	1575	*9.5*	*7.7*	D	54	09/18	F

Porsche

3 years/unlimited

718

Stuttgart goes back to nature, shoehorning flat-six atmo donks into its mid-engined Spyder cabriolet and and Cayman GT4 coupe. Sigh
THE PICK: Sounds of a six too good to waste staying indoors: Spyder

Cayman	$116,000	F4T	2.0	220	380	M6	1335	5.1	7.4	98	61		R
Cayman	$118,690	F4T	2.0	220	380	D7	1365	*4.7*	*10.4*	98	61	08/19	R
Boxster	$118,800	F4T	2.0	220	380	M6	1335	5.1	7.4	98	61		R
Boxster	$121,490	F4T	2.0	220	380	D7	1365	4.9	6.9	98	61		R
Cayman S	$146,200	F4T	2.5	257	420	M6	1355	4.6	8.1	98	61		R
Cayman S	$151,290	F4T	2.5	257	420	D7	1385	*4.3*	*10.6*	98	61	05/17	R
Boxster S	$149,000	F4T	2.5	257	420	M6	1355	4.6	8.1	98	61		R
Boxster S	$154,090	F4T	2.5	257	420	D7	1385	4.4	7.3	98	61	06/16	R
Cayman GTS	$173,800	F4T	2.5	269	420	M6	1375	4.6	9.0	98	61		R
Cayman GTS	$179,790	F4T	2.5	269	420	D7	1405	4.3	8.2	98	61		R
Boxster GTS	$176,600	F4T	2.5	269	420	M6	1375	4.6	9.0	98	61		R
Boxster GTS	$182,590	F4T	2.5	269	430	D7	1405	4.3	8.2	98	61		R
Spyder	$197,200	F6	4.0	309	420	M6	1420	4.4	10.9	98	67		R
Cayman GT4	$207,000	F6	4.0	309	420	M6	1420	4.4	10.9	98	67		R

911 992

The Porsche 911 992 is a triumph, and that's just the S variant. Base Carrera now in Oz bringing down entry costs, but still rapidly quick
THE PICK: Carrera 4S is the go, for now

Carrera	$229,500	F6TT	3.0	283	450	D8	1505	4.2	9.6	98	-		R
Carrera Cabriolet	$251,000	F6TT	3.0	283	450	D8	1575	4.4	9.6	98	-		R
Carrera 4	$245,600	F6TT	3.0	283	450	D8	-	4.	-	98	-		A
Carrera 4 Cabriolet	$267,100	F6TT	3.0	283	450	D8	-		-	98	-		A
Carrera S	$264,600	F6TT	3.0	331	530	D8	1515	3.5	8.9	98	57	02/20	R
Carrera S Cabriolet	$286,100	F6TT	3.0	331	530	D8	-		-	98	-		R
Carrera 4S	$280,700	F6TT	3.0	331	530	D8	1565	*3.4*	*12.7*	98	57	08/19	A
Carrera 4S Cabriolet	$302,200	F6TT	3.0	331	530	D8	-		-	98	-		A

911 991.2

991.2 is sold out, but we are keeping the GT and Turbo models around so you can drool over those specs and fill your fantasy garage
THE PICK: Anything your fantasy budget can afford

GT3	$326,400	F6	4.0	368	460	M6	1488	*4.3*	*15.9*	98	-	03/19	R
GT3	$326,400	F6	4.0	368	460	D7	1505	3.4	12.7	98	-		R
GT3 RS	$416,500	F6	4.0	383	470	D7	1430	3.2	12.8	98	-	09/19	R
Turbo	$389,600	F6TT	3.8	397	710	D7	1595	3.0	9.1	98	-		A
Turbo S	$461,200	F6TT	3.8	427	750	D7	1600	2.9	9.1	98	-		A
Turbo Cabriolet	$411,100	F6TT	3.8	397	710	D7	1665	3.1	9.3	98	-		A
Turbo S Cabriolet	$482,700	F6TT	3.8	427	750	D7	1670	3.0	9.3	98	-		A
GT2 RS	$645,000	F6TT	3.8	515	750	D7	1470	2.8	11.8	98	-	04/19	R
Speedster	$604,800	F6	4.0	375	470	M6	1350	4.0	13.8	98	-	07/19	R

Panamera

Big and clever. Pornographically extruded Sport Turismo is brash but curiously covetable. All truly gorgeous inside, brilliant behind the wheel
THE PICK: Any one but you'll need to consult the extensive options list

	$219,000	V6T	3.0	243	450	D8	1815	5.5	7.6	98	57		R
4	$229,400	V6T	3.0	243	450	D8	1850	5.3	7.8	98	57		A
4 Sport Turismo	$236,700	V6T	3.0	243	450	D8	1880	5.3	7.8	98	57		A
4 E-Hybrid	$252,400	V6TTH	2.9	340	700	D8	2170	4.6	2.5	98	57		A
4 E-Hybrid S'Turismo	$259,700	V6TTH	2.9	340	700	D8	2200	4.6	2.5	98	57		A
4S	$316,500	V6TT	2.9	324	550	D8	1870	4.2	8.2	98	57		A
4S Sport Turismo	$323,800	V6TT	2.9	324	550	D8	1900	4.2	8.2	98	57		A
GTS	$367,100	V8TT	4.0	338	620	D8	2070	4.2	10.9	98	-		A
GTS Sport Turismo	$374,400	V8TT	4.0	338	620	D8	2100	4.2	10.9	98	-		A
Turbo	$391,700	V8TT	4.0	404	770	D8	1995	3.6	9.4	98	57		A
Turbo Sport Turismo	$397,900	V8TT	4.0	404	770	D8	2025	3.6	9.4	98	57		A
Turbo S E-Hybrid	$467,200	V8TTH	4.0	500	850	D8	2310	3.4	2.9	98	57		A
Turbo S E-Hybrid ST	$473,500	V8TTH	4.0	500	850	D8	2340	3.4	2.9	98	57		A

Macan

Hot hatch meets SUV. Macan remains the class benchmark for dynamics, but interior is still cramped compared to rivals
THE PICK: Go Turbo for legitimate Porsche performance experience

	$81,800	L4T	2.0	185	370	D7	1795	6.7	8.9	95	63		A
S	$98,200	V6T	3.0	260	480	D7	1865	5.3	8.9	98	63		A
Turbo	$142,000	V6T	2.9	324	550	D7	1925	4.3	9.8	98	63		A

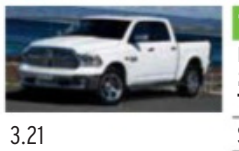
Cayenne

The reason why Porsche is an SUV company with a side line in sports cars. Brilliantly executed, but no seven-seat option
THE PICK: E-Hybrid is decent value given its tech (and performance)

	$116,600	V6T	3.0	250	450	A8	1985	6.2	9.0	95	63		A
Coupe	$128,000	V6TT	3.0	250	450	A8	2030	6.0	9.9	98	-		A
E-Hybrid	$136,700	V6TH	3.0	340	700	A8	2295	5.0	3.4	95	63	07/19	A
S	$156,200	V6TT	2.9	324	550	A8	2020	5.2	9.2	95	63		A
S Coupe	$166,200	V6TT	3.0	324	550	A8	2050	5.0	10.0	98	-		A
Turbo	$241,600	V8TT	4.0	404	770	A8	2175	4.1	11.7	95	63		A
Turbo Coupe	$253,600	V8TT	4.0	404	770	A8	2200	3.9	12.3	98	-	02/20	A
Turbo S E-Hybrid	$288,000	V8TTH	4.0	500	900	A8	2565	4.0	3.8	98	-		A
Turbo S E-Hybrid Coupe	$292,700	V8TTH	4.0	500	900	A8	2535	3.8	4.4	98	-		A

Ram

3 years/100,000

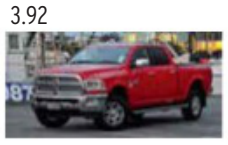


1500

Rides the middle ground between the regular dual-cab and oversized 2500 models. Variants split by final-drive ratios
THE PICK: Depends what your towing needs are, we guess

3.21	$99,950	V8	5.6	291	556	A8	2650	-	9.9	95	58		A

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
3.92	$99,950	V8	5.6	291	556	A8	2650	-	12.2	95	58		A



2500

Torque, weight and towing ability are mind-boggling. Makes the Hilux and Ranger look and feel like kids' toys. We miss out on next-gen model
THE PICK: The biggest caravan/boat/horse float you can throw at it

	$139,950	L6TD	6.7	276	1084	A6	3577	-	15.0	D	-		A

Renault

5 years/unlimited

Zoe

Slow-to-charge urban appliance which feels low-rent inside, and is pitched at the price of a top-spec hot hatch. Tough sell, but a charmer
THE PICK: Wait for coming redesign or consider a Nissan Leaf

Intens	$49,490	E	40	68	220	1R	1480	13.5	15.8	-	53		F

Clio

Stylish and dynamic even in characterful base triple form. Renaultsport versions are ball-tearers. New model coming, bargains abound
THE PICK: Life or RS – so either end of the range spectrum, then

Life	$18,990	L4T	1.2	88	190	D6	1019	9.4	5.2	95	47		F
Zen	$20,990	L4T	1.2	88	190	D6	1104	9.4	5.2	95	47		F
Intens	$23,990	L4T	1.2	88	190	D6	1104	9.4	5.2	95	49		F

Megane

Broad appeal with flair, from Zen wagon to warm GT and searing RS280 hot hatch, but cabin finish and refinement could step up
THE PICK: GT hits the sweet spot for everyday fun and ease

GT-Line hatch	$32,990	L4T	1.2	97	205	D7	1265	10.3	5.6	95	51		F
GT hatch	$38,990	L4T	1.6	151	280	D7	1392	7.1	6.0	95	51		F
RS 280 Sport	$45,990	L4T	1.8	205	390	M6	1427	5.8	7.4	98	52		F
RS 280 Sport	$50,490	L4T	1.8	205	390	D6	1450	5.8	7.5	98	53		F
RS 280 Cup	$48,990	L4T	1.8	205	390	M6	1427	5.8	7.4	98	52		F
RS 280 Cup	$51,990	L4T	1.8	205	390	D6	1450	5.8	7.5	98	53		F
RS Trophy	$52,990	L4T	1.8	221	400	M6	1419	-	8.3	98	-		F
RS Trophy	$55.990	L4T	1.8	221	420	D6	1452	-	8.0	98	-		F
RS Trophy-R	$74,990	L4T	1.8	221	400	D6	1306	5.4	8.0	98	-		F

Captur

Sliding rear seat helps make this one of the roomy exceptions in the squeezy baby SUV class. Handsome replacement here mid-2020
THE PICK: The less you spend, the better, or wait until all-new Mk2

Zen	$25,990	L4T	1.3	110	250	D6	1284	9.2	5.4	95	46		F
Intens	$29,990	L4T	1.3	110	250	D6	1284	*11.1*	5.4	95	47	05/15	F

Kadjar

Nissan Qashqai-based Spaniard builds on that with fizzy Benz-shared power, strong spec, comfy (if noisy) cabin and sharp pricing. Decent
THE PICK: Lacks flair and joy of Pug 3008 but costs way less too

Life	$29,990	L4T	1.3	117	260	D7	1362	*9.6*	6.3	95	-		F
Zen	$32,990	L4T	1.3	117	260	D7	1362	*9.6*	6.3	95	-		F
Intens	$37,990	L4T	1.3	117	260	D7	1362	*9.6*	6.3	95	-		F

Koleos

Space and appeal on face value, but there's little dynamic depth or polish here, or much in the way of French charm. Or residual value
THE PICK: Very un-Renault feel, so go for better Kadjar instead

Life	$32,490	L4	2.5	126	226	C	1552	**9.4**	8.1	91	50		F
Zen	$35,990	L4	2.5	126	226	C	1611	9.5	8.1	91	51		F
Intens	$43,990	L4	2.5	126	226	C	1608	9.8	8.3	91	52		F
Intens	$45,490	L4	2.5	126	226	C	1608-	9.8	8.3	91	52		A

Rolls-Royce

4 years/unlimited

Ghost

Touches of BMW 7 Series tech do little to reduce the wonder of this majestic V12 monster. Suicide doors are a joy to use
THE PICK: Any will suffice, but Black Badge

	$595,000	V12TT	6.6	420	820	A8	2435	4.9	13.6	95	-	08/10	R
EWB	$675,000	V12TT	6.6	420	820	A8	2525	5.0	14.4	95	-		R
Black Badge	$695,000	V12TT	6.6	450	840	A8	2498	4.8	14.6	95	-		R

Wraith

Effortless power, presence and rarity, but massive dimensions and 2.4-tonne weight take the edge off dynamic credentials
THE PICK: The regular with a few bespoke 'individualisms' should do it

	$645,000	V12TT	6.6	465	820	A8	2440	4.6	14.3	95	-		R
Black Badge	$745,000	V12TT	6.6	465	870	A8	2440	4.5	-	95	-		R

Dawn

Feels like an actual land yacht, but less likely to sink. Vision challenging with roof up, so just drive it on sunny days. A majestic land cruiser
THE PICK: Our second-favourite type of dawn service

	$749,000	V12TT	6.6	420	820	A8	2560	4.9	14.2	95	-		R

Phantom

Go on, have some artworks installed in the dash, indulge yourself. You've obviously got too much money. Twin-turbo V12 a highlight
THE PICK: Eww... don't even get caught dead in the boggo model

	$950,000	V12TT	6.5	420	900	A8	2560	5.3	13.9	95	-		R
EWB	$1,100,000	V12TT	6.5	420	900	A8	2610	5.4	13.9	95	-		R

Cullinan

Luxury has reached a new level. May seem expensive, but it's cheaper than a helicopter. But whatever you do, just don't call it an SUV
THE PICK: The one with the darkest possible window tinting

	$685,000	V12TT	6.6	420	850	A8	2660	5.2	15.0	95	-		A

SsangYong

7 years/unlimited

Tivoli

Plenty of SUV for the cash, but needs more polish. Series II facelift promises improvements
THE PICK: Stretch to the newer Korando. Or a Kia Seltos

EX	$23,490*	L4T	1.6	94	160	M6	1230	-	6.6	91	51		A
EX	$25,490*	L4T	1.6	94	160	A6	1300	-	7.2	91	51		A
ELX	$27,490*	L4T	1.6	94	160	M6	1300	-	6.6	91	51		A
ELX	$29,990*	L4TD	1.6	85	300	A6	1390	-	7.2	D	51		A
Ultimate	$33,990*	L4TD	1.6	85	300	A6	1480	-	5.5	D	51		A
XLV ELX	$31,990*	L4TD	1.6	85	300	A6	-	-	5.9	D	51		A
XLV Ultimate	$34,990*	L4TD	1.6	85	300	A6	-	-	5.9	D	51		A

Korando

Fresh mid-size SUV from SsangYong advances in design, safety and quality. 1.5 turbo-petrol now here, looks tempting
THE PICK: A massive step forward on paper; we're driving it soon

ELX LE	$32,990*	L4TD	1.6	100	324	A6	1506	-	5.5	D	-		F
Ultimate LE	$39,990*	L4TD	1.6	100	324	A6	1596	-	6.4	D	-		A

Rexton

Surprisingly competent take on the 4x4 wagon. Handsome interior, inoffensive exterior and keen pricing means they should shift a few
THE PICK: Enjoy the effortless torque of the diesel

EX	$39,990*	L4T	2.0	165	350	A7	2010	-	10.4	91	53		F
ELX	$46,990*	L4TD	2.2	133	420	A7	2230	-	8.3	D	53		A
Ultimate	$52,990*	L4TD	2.2	133	420	A7	2230	-	8.3	D	53		A

Musso

For those wanting 1262 litres of cargo space on a budget, look no further than XLV variants that add 310mm of length to the tray
THE PICK: XLV for size queens but near-new Japanese ute a better bet

EX	$30,490	L4TD	2.2	133	420	M6	-	10.0	8.2	D	46		A
EX	$32,490	L4TD	2.2	133	420	A6	-	10.0	8.9	D	46		A
ELX	$35,990	L4TD	2.2	133	420	A6	-	10.0	8.9	D	46		A
Ultimate	$39,990	L4TD	2.2	133	420	A6	-	10.0	8.9	D	46		A
ELX XLV	$33,990*	L4TD	2.2	133	420	M6	-	10.0	8.2	D	46		A
ELX LXV	$35,990*	L4TD	2.2	133	420	A6	-	10.0	8.9	D	46		A
Ultimate XLV	$39,990*	L4TD	2.2	133	420	A6	-	10.0	8.9	D	46		A
Ultimate Plus XLV	$43,990*	L4TD	2.2	133	420	A6	-	10.0	8.9	D	46		A

Skoda

5 years/unlimited

Fabia

Packed with personality, practicality too if you're wise enough to choose a wagon, but feels outclassed by newer-gen VW Polo
THE PICK: 81TSI wagon a unique and likeable proposition

70TSI	$16,890	L3T	1.0	70	160	M5	1043	10.6	4.5	95	46		F
70TSI wagon	$18,040	L3T	1.0	70	160	M5	1107	10.8	4.5	95	46		F
81TSI	$19,890	L3T	1.0	81	200	D7	1097	9.8	4.7	95	47		F
81TSI wagon	$21,040	L3T	1.0	81	200	D7	1161	9.9	4.7	95	47		F
81TSI Monte Carlo	$23,990	L3T	1.0	81	200	D7	1097	*10.5*	4.7	95	48	05/18	F
81TSI M' Carlo wgn	$25,140	L3T	1.0	81	200	D7	1087	9.4	4.7	95	48		F

Rapid Spaceback

A sniff of old-school tech and a drab, budget interior only slightly spoil this clever rework of the Polo platform. A lot of car for the money
THE PICK: Easy to like, but coming Scala will be a lot more modern

92TSI	$23,990	L4T	1.4	92	200	D7	1210	9.4	6.0	95	41		F

Octavia

Enormous luggage capacity, eager and efficient engines and value for money make you wonder why you'd choose VW. Oh. Resale
THE PICK: RS gains IRS, is quieter as well as more dynamic for it

110TSI sedan	$23,890	L4T	1.4	110	250	M6	1219	8.1	5.4	98	44	05/19	F
110TSI wagon	$25,390	L4T	1.4	110	250	M6	1251	8.2	5.2	98	44		F
110TSI sedan	$26,390	L4T	1.4	110	250	D7	1234	8.1	6.4	98	44		F
110TSI wagon	$27,890	L4T	1.4	110	250	D7	1266	8.2	6.4	98	44		F
110TSI Sport	$30,390	L4T	1.4	110	250	D7	1234	8.3	6.4	98	44		F
110TSI Sport wagon	$31,890	L4T	1.4	110	250	D7	1266	8.3	6.4	98	44		F
RS sedan	$39,990	L4T	2.0	180	370	D7	1391	6.6	6.4	98	44		F

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
RS245 sedan	$45,490	L4T	2.0	180	370	D7	1391	6.6	6.4	98	44		F
RS wagon	$41, 490	L4T	2.0	180	370	D7	1458	6.6	6.4	98	44		F
RS245 wagon	$46,990	L4T	2.0	180	370	D7	1462	6.6	6.4	98	44		F

Superb

Not quite as poised as a Passat but Superb has more personality, impressive space and quality feel. Facelifted model arriving mid-year
THE PICK: Spend the least amount to justify this over superior Passat

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
162TSI	$40,690	L4T	2.0	162	350	D6	1463	*6.6*	6.4	95	39	09/16	F
162TSI wagon	$42,390	L4T	2.0	162	350	D6	1490	7.1	6.4	95	39		F
140TDI	$44,690	L4TD	2.0	140	400	D6	1513	7.7	4.8	D	39	05/16	F
140TDI wagon	$46,390	L4TD	2.0	140	400	D6	1540	7.8	4.8	D	39		F
206TSI 4x4	$51,790	L4T	2.0	206	350	D6	1573	5.8	7.3	95	40		A
206TSI 4x4 wagon	$53,490	L4T	2.0	206	350	D6	1600	5.8	7.3	95	40	05/16	A
Sportline	$56,790	L4T	2.0	206	350	D6	1600	*5.4*	7.3	95	41	03/18	A
Sportline wagon	$58,490	L4T	2.0	206	350	D6	1600	5.8	7.3	95	41		A

Karoq

Less quirky-cool than the Yeti it replaces, the Karoq still tempts on price and has plenty of handy features, space and efficiency on its side
THE PICK: 110TSI manual, if you don't have to face awful traffic

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
110TSI	$29,990	L4T	1.5	110	250	M6	1303	8.4	5.7	95	46		F
110TSI	$32,290	L4T	1.5	110	250	D7	1318	*9.0*	*8.7*	95	46	12/19	F

Kodiaq

Skoda wins the space race again, with plenty of comfort, as well as surprise and delightful features, but value equation appeals the most
THE PICK: Best Skoda on sale in Australia. We like the petrol Sportline

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
132TSI 4x4	$42,990	L4T	2.0	132	320	D7	1677	*8.8*	7.6	95	54		A
132TSI 4x4 Sportline	$46,990	L4T	2.0	132	320	D7	1677	8.2	7.6	95	54		A
140TDI 4x4	$48,990	L4TD	2.0	140	400	D7	1761	8.6	5.9	D	55		A
140TDI 4x4 Sportline	$52,990	L4TD	2.0	140	400	D7	1761	*8.5*	*9.7*	D	55	08/18	A

Subaru

5 years/unlimited

Impreza

Interior, refinement, ride and handling all polished, but the flat-four is light-on for grunt and base 2.0i misses out on safety kit. Nearly there
THE PICK: Not the base. Subaru, please give Impreza more grunt!

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.0i sedan	$22,690	F4	2.0	115	196	C	1386	10.1	6.6	91	54		A
2.0i hatch	$22,890	F4	2.0	115	196	C	1399	10.1	6.6	91	54		A
2.0i-L sedan	$24,790	F4	2.0	115	196	C	1409	10.1	6.6	91	54		A
2.0i-L hatch	$24,990	F4	2.0	115	196	C	1421	10.1	6.6	91	54		A
2.0i Premium sedan	$26,590	F4	2.0	115	196	C	1409	10.1	6.6	91	54		A
2.0i Premium hatch	$26,790	F4	2.0	115	196	C	1421	10.1	6.6	91	54		A
2.0i-S sedan	$29,540	F4	2.0	115	196	C	1433	10.1	7.2	91	54		A
2.0i-S hatch	$29,740	F4	2.0	115	196	C	1438	10.1	7.2	91	54		A

XV

Impreza in Lycra comes in cool colours, brings more ground clearance, but also a bit less chassis polish and ride comfort than its sibling
THE PICK: Premium or S for superior cabin presentation

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.0i	$28,280	F4	2.0	115	196	C	1422	10.7	7.0	91	52		A
2.0i-L	$30,640	F4	2.0	115	196	C	1434	*9.7*	7.0	91	52	09/19	A
2.0i Premium	$32,440	F4	2.0	115	196	C	1434	10.7	7.0	91	54		A
2.0i-S	$35,540	F4	2.0	115	196	C	1445	10.7	7.0	91	54		A

WRX

Iconic Rex brings pace, traction, handling, practicality and value as ever, but it's a bit rough round the edges compared with Euro rivals
THE PICK: Base WRX still represents outstanding-value engineering

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$39,340	F4T	2.0	197	350	M6	1469	6.0	9.2	95	55		A
	$42,340	F4T	2.0	197	350	C	1527	6.3	8.6	95	55	08/14	A
Premium	$45,740	F4T	2.0	197	350	M6	1504	6.0	9.2	95	55	04/18	A
Premium	$48,940	F4T	2.0	197	350	C	1562	6.3	8.6	95	55		A
STi	$50,990	F4T	2.5	221	407	M6	1525	4.9	10.4	98	66	04/18	A
STi Premium	$55,740	F4T	2.5	221	407	M6	1537	*5.3*	10.4	98	67	09/14	A
STI spec. R	$57,790	F4T	2.5	221	407	M6	1537	4.9	10.4	98	67		A

Liberty

Sensible Subie looks and feels classy and is a solid drive, but it falls short of the nameplate's historical dynamic appeal and refinement
THE PICK: Soon to die, so we'd wait for coming Outback redesign

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.5i	$30,240	F4	2.5	129	235	C	1542	9.6	7.3	91	55	03/15	A
2.5i Premium	$36,640	F4	2.5	129	235	C	1568	*9.2*	7.3	91	57	09/16	A
3.6R Premium	$43,140	F6	3.6	191	350	C	1645	*7.3*	9.9	91	57	02/15	A

Outback

Liberty wagon appeal and practicality with a light off-roading slant, the Outback is a better bet than its sedan sibling in every spec
THE PICK: Spend as little as possible, or wait for next-gen later in 2020

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.5i	$36,240	F4	2.5	129	235	C	1597	10.2	7.3	91	54	03/15	A
2.5i Premium	$42,640	F4	2.5	129	235	C	1628	10.2	7.3	91	55		A
2.0D	$38,740	F4TD	2.0	110	350	C	1685	9.9	6.3	D	55		A
2.0D Premium	$45,640	F4TD	2.0	110	350	C	1724	*9.9*	6.3	D	56	07/15	A

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
3.6R Premium	$49,140	F6	3.6	191	350	C	1702	7.6	9.9	91	56	02/15	A

Levorg

Levorg seems to have it all – sharp price (in low grades), practical wagon body and turbo boxer pace. But CVT and dull dynamics
THE PICK: Previous Impreza wagon in disguise, so go sub-WRX GT-S

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
1.6 GT	$36,090	F4T	1.6	125	250	C	1579	8.9	7.4	95	57		A
1.6 GT Premium	$42,990	F4T	1.6	125	250	C	1620	8.9	7.4	95	57		A
2.0 GT-S	$49,240	F4T	2.0	197	350	C	1631	6.6	8.7	95	58		A
2.0 STI Sport	$52,090	F4T	2.0	197	350	C	1631	6.6	8.7	95	58		A

BRZ

Toyota 86 co-development boasts the same slick steering, fine RWD balance and powertrain, but with a dab less oversteer, more exclusivity
THE PICK: tS for the upgrades, base for value, Premium if undecided

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$34,990	F4	2.0	147	205	M6	1282	7.8	9.0	95	50	05/17	R
	$36,280	F4	2.0	147	205	A6	1304	8.2	7.1	95	51		R
Premium	$35,790	F4	2.0	147	205	M6	1282	7.6	7.8	95	51		R
Premium	$37,790	F4	2.0	147	205	A6	1304	8.2	7.1	95	51		R
tS	$40,194	F4	2.0	147	205	M6	1295	7.6	7.8	95	51		R
tS	$42,194	F4	2.0	147	205	A6	1317	8.2	7.1	95	51		R

Forester

Space, refinement, value, practicality and driver appeal, with decent flat-four and CVT combo. Still looks a little boxy, no bad thing to some
THE PICK: 2.5i incredibly complete and one of the best buys out there

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
2.5i	$34,690	F4	2.5	136	239	C	1563	**9.1**	7.4	91	55		A
2.5i-L	$36,940	F4	2.5	136	239	C	1565	**9.1**	7.4	91	55		A
2.5i- Premium	$39,940	F4	2.5	136	239	C	1586	**9.1**	7.4	91	55		A
2.5i-S	$42,990	F4	2.5	136	239	C	1617	*9.2*	*10.1*	91	55	06/19	A

Suzuki

5 years/unlimited

Swift

Appealing and effervescent tot. Interior well equipped, if a little chintzy. Sport well worth the added outlay. You can thank us later
THE PICK: GL manual or Sport manual – both represent great fun

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
GL Navigator	$16,990	L4	1.2	66	120	M5	870	*10.8*	*6.5*	91	55	08/19	F
GL Navigator	$17,990	L4	1.2	66	120	C	900	-	4.8	91	44		F
GL Navigator safety	$18,990	L4	1.2	66	120	C	900	-	4.8	91	47		F
GLX Turbo	$22,990	L3T	1.0	82	160	A6	915	*10.2*	5.1	91	55	05/18	F
Sport	$25,490	L4T	1.4	103	230	M6	970	*7.6*	*8.1*	95	55	12/18	F
Sport	$27,490	L4T	1.4	103	230	A6	990	-	6.1	95	55		F

Baleno

Doesn't offer too much to convince us that a Swift isn't a wiser pick. Better than you'd think but that's not saying much. A triumph in space
THE PICK: GLX for some turbo three-pot thrills

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
GL	$15,990	L4	1.4	68	130	M5	895	-	5.1	91	45		F
GL	$16,990	L4	1.4	68	130	A4	915	-	5.4	91	44		F
GLX	$18,990	L3T	1.0	82	160	A6	935	-	5.2	91	46		F

S-Cross

Cut-down range seems to have only delivered Australia the S-Cross cast-offs. No AWD, no manual = no interest, though turbo is a flyer
THE PICK: Easy. Go Vitara Turbo instead

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Turbo	$27,990	L4T	1.4	103	220	A6	1170	*8.5*	*7.8*	95	46	05/17	F
Turbo Prestige	$29,490	L4T	1.4	103	220	A6	1170	-	5.9	95	46		F

Jimny

Pint-size off-roader can't be stopped by terrain, though you'll risk your sanity on prolonged highway stints. We're talking 20th-century tech
THE PICK: Farmers, 4x4 drivers need only apply

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$23,990	L4	1.5	75	130	M5	1075	-	6.4	91	52		A
	$25,990	L4	1.5	75	130	A4	1090	-	6.9	91	52		A

Ignis

Delightful baby SUV marred by the lack of a 1.0-litre turbo triple. Pricing is sharp, steering, ride less so. A hit-and-miss affair, then
THE PICK: GL manual or – much better still – any Swift

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
GL	$15,990	L4	1.2	66	120	M5	820	-	4.7	91	44		F
GL	$16,990	L4	1.2	66	120	C	865	-	4.9	91	45	08/17	F
GLX	$18,990	L4	1.2	66	120	C	865	-	4.9	91	45		F

Vitara

Well packaged, but ageing. Facelift has improved interior quality, but we'd still avoid the base atmo engine if you drive over hilly terrain
THE PICK: Turbo AWD, thanks to that pearler blown 1.4L gem

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
	$22,490	L4	1.6	86	156	M5	1075	-	5.8	91	49	02/16	F
	$24,490	L4	1.6	86	156	A6	1120	*10.5*	*9.1*	91	50	01/20	F
Turbo	$29,990	L4T	1.4	103	220	A6	1160	-	5.9	95	50		F
Turbo AWD	$33,990	L4T	1.4	103	220	A6	1235	*8.3*	6.2	95	52	08/16	A

Tesla

4 years/80,000km

Model 3

Finally in Australia, the Model 3 is poised to upend EV landscape. Prices aren't as cheap as touted, but still competitive
THE PICK: Performance promises to be a real M3/C63 rival for cheap

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Standard Plus	$67,900	E	50	211	375	R1	1611	5.6	12.0	-	57	02/20	R
Long Range	$89,011	E	75	307	510	R1	1847	4.6	13.2	-	57		A
Performance	$99,412	E	75	353	639	R1	1847	3.4	18.0	-	58	02/20	A

Model S

Surprisingly exciting to drive, much-lauded game-changer with mega-tablet centre stack. Tesla's charging network a major asset
THE PICK: Go for all the bells and whistles, but any S feels special

Standard Range	$123,982	E	75	245	659	R1	2090	4.2	17.5	-	55		A
Long Range	$144,002	E	100	311	660	R1	2200	3.8	18.1	-	55		A
Performance	$156,352	E	100	451	931	R1	2250	3.2	19.8	-	55		A
Perf w/ Ludicrous	$168,442	E	100	451	931	R1	2250	2.6	19.8	-	55		A

Model X

Falcon Wing doors an expensive gimmick, but the ungainly Model X is always an event. More real-world utility than you might expect
THE PICK: Nobody needs a 'slow' Tesla, so you should go Ludicrous

Standard Range	$132,822	E	75	245	659	R1	2330	4.8	20.4	-	61		A
Long Range	$152,842	E	100	311	660	R1	2459	4.6	20.7	-	63		A
Performance	$164,802	E	100	451	931	R1	2509	3.6	22.4	-	63		A
Perf w/ Ludicrous	$175,852	E	100	451	931	R1	2509	2.9	22.4	-	63	13/18	A

Toyota

5 years/unlimited km

Yaris

Embarrassingly dated, with reliability and low ownership cost the only virtues. Comparatively slow, thirsty, uncomfortable and noisy. Forget it
THE PICK: Mazda 2 and Suzuki Swift light-years ahead

Ascent	$15,390	L4	1.3	63	120	M5	1025	-	5.8	91	53		F
Ascent	$16,920	L4	1.3	63	120	A4	1035	*13.7*	6.4	91	55	03/15	F
SX	$18,080	L4	1.5	80	141	M5	1045	-	5.9	91	56		F
SX	$19,610	L4	1.5	80	141	A4	1055	-	6.4	91	55		F
ZR	$22,670	L4	1.5	80	141	A4	1055	-	6.4	91	57		F

Prius C

Overlook the cheapo feel and dull dynamics and it's an economical non-diesel supermini. Low expectations: the secret to a happy life
THE PICK: But there's more to life than this, so go Corolla hybrid instead

	$24,040	L4H	1.5	74	169	C	1120	-	3.9	91	57		F
i-Tech	$26,540	L4H	1.5	74	169	C	1140	-	3.9	91	58		F

Corolla

'Rolla range gets 2.0-litre sedans, modest increase in outputs for its atmo hatches, plus long-awaited tech tweaks to boot
THE PICK: Accent Sport gets you range-best output at lowest spend

Ascent Sport	$23,335	L4	2.0	125	200	M6	1320	**9.2**	6.3	91	54		F
Ascent Sport sedan	$23,335	L4	2.0	125	200	M6	1350	**9.5**	6.3	91	54		F
Ascent Sport	$24,835	L4	2.0	125	200	C	1340	*8.9*	6.0	91	54	12/18	F
Ascent Sport sedan	$24,835	L4	2.0	125	200	C	1390	**9.2**	6.0	91	54		F
Ascent Sport hybrid	$26,335	L4H	1.8	90	142	C	1360	**10.0**	3.5	91	49		F
Ascent Sport hybrid sedan	$26,335	L4H	1.8	90	142	C	1410	**10.5**	3.5	91	54		F
SX	$28,235	L4	2.0	125	200	C	1360	**9.2**	6.0	91	49		F
SX sedan	$28,235	L4	2.0	125	200	C	1285	**9.5**	6.4	91	54		F
SX Hybrid	$29,735	L4H	1.8	90	142	C	1360	**10.0**	3.5	91	50		F
SX Hybrid sedan	$29,735	L4H	1.8	90	142	C	1410	**10.5**	3.5	91	50		F
ZR	$32,135	L4	2.0	125	200	C	1360	*9.6*	6.0	91	56	05/19	F
ZR Hybrid	$33,635	L4H	1.8	90	142	C	1360	**10.0**	3.5	91	51		F
ZR sedan	$33,635	L4	1.8	103	173	C	1410	**10.5**	6.4	91	50		F

Camry

Dynamics and looks join performance, value and dependability in a Japanese-built Camry that's at its best in Ascent Hybrid or SL form
THE PICK: Avoid V6, which is swift and smooth but nose-heavy

Ascent	$28,290	L4	2.5	133	231	A6	1495	9.4	7.8	91	43		F
Ascent Sport	$30,590	L4	2.5	135	235	A6	1560	9.6	8.3	91	44	13/17	F
Ascent Hybrid	$30,590	L4H	2.5	160	423	C	1635	9.4	4.2	95	44	13/17	F
Ascent Sport Hybrid	$32,590	L4H	2.5	160	423	C	1635	9.6	4.2	95	44		F
SX	$33,890	L4	2.5	135	235	A6	1555	9.6	8.3	91	44	13/17	F
SX V6	$37,890	V6	3.5	224	362	A8	1620	6.8	8.9	95	45		F
SL	$40,590	L4	2.5	135	235	A6	1560	9.7	8.3	91	45		F
SL Hybrid	$41,590	L4H	2.5	160	423	C	1635	9.7	4.5	95	45	08/18	F
SL V6	$44,590	V6	3.5	224	362	A8	1630	6.8	8.7	95	46	13/17	F

Prius Hatch

No longer dull – way better to drive, with expected frugality, surprising cabin polish, and rear headroom compromised by aero teardrop profile
THE PICK: i-Tech for the added tech

	$36,440	L4H	1.8	90	142	C	1375	-	3.4	91	48	07/12	F
i-Tech	$43,900	L4H	1.8	90	142	C	1400	-	3.4	91	50		F

Prius V

V is all about maximum seating, minimum consumption and reliability, not enjoyment, especially with such low outputs. Resale is very high
THE PICK: i-Tech has more desirable gear thrown in

	$37,590	L4H	1.8	100	142	C	1505	-	4.4	91	55		F
i-Tech	$45,380	L4H	1.8	100	142	C	1570	-	4.4	91	57		F

86

Pure rear-drive dynamics, superb steering and a taste for oversteer. Go the manual for involvement (and the full 152kW)
THE PICK: GTS manual will bring a ray of sunshine to your life

GT	$31,440	F4	2.0	152	212	M6	1234	7.4	8.4	95	60		R
GT	$33,740	F4	2.0	147	205	A6	1257	8.2	7.1	95	60		R
GTS	$36,640	F4	2.0	152	212	M6	1252	7.4	8.4	95	61		R
GTS	$38,940	F4	2.0	147	205	A6	1272	8.2	7.1	95	51		R

Supra

Enright says the reborn Supra is "a friendlier, more pleasant thing to pedal than the M2". Just don't expect the same talent at the limit
THE PICK: Scarcity means whatever you can get a hold of

GT	$84,900	L6T	3.0	250	500	A8	1495	4.4	7.7	91	67		R
GTS	$94,900	L6T	3.0	250	500	A8	1495	*4.6*	*14.4*	91	67	02/20	R

C-HR

Hybrid joins the range as near-invisible facelift finally brings modern multimedia. One of Toyota's finest and still a slick, stylish class leader
THE PICK: Koba hybrid for range-topping equipment and frugality

	$29,540	L4T	1.2	85	185	C	1385	*10.3*	*8.4*	95	52	01/20	F
	$31,540	L4T	1.2	85	185	C	1460	-	6.5	95	52		A
Koba	$33,940	L4T	1.2	85	185	C	1385	*10.9*	*8.0*	95	54	05/17	F
Koba	$35,940	L4T	1.2	85	185	C	1460	-	6.5	95	54		A
Koba Hybrid	$36,440	L4H	1.8	90	142	C	1420	-	4.3	91	-	03/20	F

RAV4

RAV4 Mk4 switches to TNGA tech, is massively better with newfound handling, ride, refinement and value. Big space too. Even base is great
THE PICK: Cruiser Hybrid AWD offers intriguing engineering solutions

GX 2.0 FWD	$30,990	L4	2.0	127	203	M6	1515	**9.8**	6.8	91	50		F
GX 2.0 FWD	$32,990	L4	2.0	127	203	C	1515	*9.4*	*8.2*	91	51	02/20	F
GX 2.5 FWD Hybrid	$35,490	L4H	2.5	155	221	C	1650	**7.9**	4.7	91	51		F
GX 2.5 AWD Hybrid	$38,490	L4H	2.5	155	221	C	1705	**8.0**	4.8	91	51		A
GXL 2.0 FWD	$35,990	L4	2.0	127	203	C	1545	**9.6**	6.5	91	52	07/19	F
GXL 2.5 FWD Hybrid	$38,490	L4H	2.5	155	221	C	1650	**7.9**	4.7	91	52		F
GXL 2.5 AWD Hybrid	$41,490	L4H	2.5	155	221	C	1705	*8.0*	4.8	91	52		A
Cruiser 2.0 FWD	$39,490	L4	2.0	127	203	C	1515	**9.6**	6.5	91	52		F
Cruiser 2.5 FWD Hybrid	$41,990	L4H	2.5	155	221	C	1650	**7.9**	4.7	91	53		F
Cruiser 2.5 AWD Hybrid	$44,990	L4H	2.5	155	221	C	1705	*8.0*	*8.7*	91	53	02/20	A
Edge 2.5 AWD	$47,490	L4H	2.5	155	221	C	1645	**7.9**	4.8	91	54	02/20	A

Kluger

Strong (if thirsty) engine, practicality, space and standard seven seats appeal. Now is time to drive a hard bargain, as new model coming
THE PICK: Not bad but we'd wait for 2020 redesign or go a Mazda CX-9

GX	$44,500	V6	3.5	218	350	A8	1980	8.1	9.1	91	54		F
GX	$48,500	V6	3.5	218	350	A8	2045	8.5	9.5	91	55		A
GXL	$54,950	V6	3.5	218	350	A8	1980	8.1	9.1	91	55		F
GXL	$58,950	V6	3.5	218	350	A8	2045	8.5	9.5	91	56		A
Grande	$65,519	V6	3.5	218	350	A8	2025	8.1	9.3	91	56		F
Grande	$69,246	V6	3.5	218	350	A8	2100	*8.0*	*8.5*	91	57	12/18	A

Fortuner

All the rugged, off-roading strengths of its Hilux basis, as well as the vague steering, choppy ride and sluggish six-speed auto. Way off pace
THE PICK: Ford Everest – at least that's engineered for Australia

GX	$45,965	L4TD	2.8	130	450	A6	2110	-	8.6	D	60		A
GXL	$50,790	L4TD	2.8	130	450	A6	2105	-	8.6	D	60		A
Crusade	$58,290	L4TD	2.8	130	450	A6	2135	-	8.6	D	61		A

Prado

Genuine off-road ability, turbo-diesel torque and Toyota dependability... yep, there's plenty to like about Prado, just not on the school run
THE PICK: GXL brings extra kit but hose-down GX base appeals

GX	$54,090	L4TD	2.8	130	420	M6	2230	-	7.9	D	61		A
GX	$56,990	L4TD	2.8	130	450	A6	2240	-	8.0	D	61		A
GXL	$60,690	L4TD	2.8	130	420	M6	2315	-	7.9	D	61		A
GXL	$63,690	L4TD	2.8	130	450	A6	2325	-	8.0	D	61		A
VX	$73,990	L4TD	2.8	130	450	A6	2385	-	8.0	D	61		A
Kakadu	$84,590	L4TD	2.8	130	450	A6	2455	-	8.0	D	61		A

LandCruiser 70

Huge bush-bashing capability and monster diesel V8 make this '80s survivor useful, but you've gotta get right outta town. A dated relic
THE PICK: Awful to ride in, live with and drive back in civilisation

WorkMate	$68,990	V8TD	4.5	151	430	M5	2295	-	10.7	D	58		A
GXL	$72,190	V8TD	4.5	151	430	M5	2295	-	10.7	D	69		A

WHAT IT ALL MEANS

PRICE: Recommended Retail Price at time of publication (* indicates driveaway)
ENGINE TYPE: L = in-line, V = vee, F = flat. Number of cylinders. T = turbo, S = supercharged, D = diesel, H = hybrid, E = electric **SIZE:** Litres or kWh **POWER:** Kilowatts **TORQUE:** Newton metres
TRANSMISSION: M = manual, A = automatic, D = dual-clutch, C = CVT **WEIGHT:** Kilograms
0-100: km/h acceleration in secs (*Wheels* tested figures in italics) **FUEL CONS:** Litres or kWh /100km
RON: as numbered, D = diesel **RESALE:** %, 3-year resale in Glass's **ISSUE TESTED:** month/year
DRIVE: A = all-wheel, F = front, R = rear. All estimated figures listed in bold

LandCruiser

Touring comfort and go-anywhere ability make pensioner 'Cruiser great for the bush but a barge in the city. 300 Series here in 2021
THE PICK: GLX diesel seems the right balance, but the 200's getting on

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
GX	$80,190	V8TTD	4.5	200	650	A6	2635	-	9.5	D	61		A
GXL	$91,890	V8TTD	4.5	200	650	A6	2630	-	9.5	D	69		A
VX	$102,590	V8TTD	4.5	200	650	A6	2705	-	9.5	D	61		A
Sahara	$123,590	V8TTD	4.5	200	650	A6	2705	-	9.5	D	61		A

Hilux

Hilux popularity vexing since lack of engine performance, low refinement, stiff ride and arm-roll interior tempers our enthusiasm
THE PICK: Ranger, Colorado, Triton... new Hilux can't be far off surely

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
Workmate	$43,990	L4TD	2.8	130	420	M6	2045	-	7.8	D	52		A
Workmate	$45,990	L4TD	2.8	130	450	A6	2045	-	8.6	D	54		A
SR	$46,640	L4TD	2.8	130	420	M6	2080	-	8.1	D	55		A
SR	$48,640	L4TD	2.8	130	450	A6	2080	*11.2*	*10.9*	D	56	07/18	A
SR5	$54,440	L4TD	2.8	130	420	M6	2075	-	*7.7*	*D*	*56*		*A*
SR5	$56,440	L4TD	2.8	130	450	A6	2075	-	8.4	D	57		A
Rugged	$54,990	L4TD	2.8	130	420	M6	2238	-	7.8	D	57		A
Rugged	$56,990	L4TD	2.8	130	450	A6	2238	-	8.5	D	57		A
Rugged X	$61,690	L4TD	2.8	130	420	M6	2252	-	7.8	D	58		A
Rugged X	$63,690	L4TD	2.8	130	450	A6	2252	-	8.5	D	58		A
Rogue	$61,690	L4TD	2.8	130	450	A6	2174	-	8.4	D	58		A

Granvia

Replacing the Tarago is a tough ask, but the Granvia does a solid job. If you haul people en masse, this will do the job with ease
THE PICK: Fourth row makes the cabin cramped, stick to a 6-seater

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
6-seat	$62,990	L4D	2.8	130	450	A6	2605	-	8.0	D	66		R
8-seat	$64,990	L4D	2.8	130	450	A6	2660	-	8.0	D	66		R
VX 6-seat	$74,990	L4D	2.8	130	450	A6	2605	-	8.0	D	66		R
VX 8-seat	$74,990	L4D	2.8	130	450	A6	2660	-	8.0	D	66		R

Volkswagen

5 years/unlimited

Polo

Biggest-ever hatch scores with sweet and thrusty three-pot turbos and superb dynamics but base is barren inside and DSG hates hills
THE PICK: Manuals are lovelier, or stretch to the excellent GTI

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
70TSI Trendline	$18,990	L3T	1.0	70	175	M5	1111	10.8	4.8	95	47		F
70TSI Trendline	$21,490	L3T	1.0	70	175	D7	1147	10.8	5.0	95	46		F
85TSI Comfortline	$20,590	L3T	1.0	85	200	M6	1116	9.5	5.1	95	47		F
85TSI Comfortline	$23,090	L3T	1.0	85	200	D7	1152	9.5	5.0	95	46		F
Style	$25,390	L3T	1.0	85	200	D7	1152	9.5	5.0	95	47		F

Golf

The R finally steps out of the GTI's shadow, but the news is all good across the range. Mk8 due to arrive late in 2020
THE PICK: No losers here but 110 Trendline especially good value

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
110TSI Trendline	$27,390	L4T	1.4	110	250	D7	1233	9.1	5.1	95	58		F
110 T'line Wagon	$28,890	L4T	1.4	110	250	D7	1312	9.5	5.2	95	58		F
110TSI Comfortline	$29,390	L4T	1.4	110	250	D7	1233	*9.1*	5.1	95	58		F
110TSI C'line Wagon	$30,890	L4T	1.4	110	250	D7	1312	9.5	5.2	95	58		F
110TSI Highline	$34,490	L4T	1.4	110	250	D7	1233	*8.3*	*8.2*	95	58	05/19	F
110TSI H'line Wagon	$35,990	L4T	1.4	110	250	D7	1312	*9.5*	5.2	95	58		F
132TSI Alltrack	$36,190	L4T	1.8	132	280	D6	1491	*7.8*	6.8	95	58		A
132TSI Alltrack Prm	$40,490	L4T	1.8	132	280	D6	1491	*7.8*	6.8	95	58		A
GTI	$46,690	L4T	2.0	180	370	D7	1326	*6.4*	6.6	95	58		F
R	$57,490	L4T	2.0	213	380	D7	1495	*5.0*	6.9	95	61		A
R Wagon	$57,490	L4T	2.0	213	380	D7	1476	*5.2*	7.1	95	62		A

Passat

Volkswagen's quiet achiever improves with a stronger base engine, updated multimedia, more safety and revised styling, but prices jump
THE PICK: Big model cull means potent 206TSI and Alltrack gone. Sad

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
140TSI Business sedan	$45,990	L4T	2.0	140	320	D7	1511	7.9	6.4	95	49		F
140TSI Business Variant	$47,990	L4T	2.0	140	320	D7	1567	8.1	6.6	95	49		F

Tiguan

Tiguan now more spacious but too sober in lower-line versions, is getting pricey and tempered by a hard ride without adaptive dampers
THE PICK: 132TSI Comfortline with a few luxury options

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
110TSI Trendline	$34,490	L4T	1.4	110	250	D6	**1500**	9.5	6.6	95	58		F
110TSI Comfortline	$38,990	L4T	1.4	110	250	D6	**1500**	9.5	6.6	95	58		F
132TSI Comfortline	$43,490	L4T	2.0	132	320	D7	1600	*7.9*	*8.5*	95	58	11/18	A
162TSI Highline	$52,4900	L4T	2.0	162	350	D7	1637	*6.6*	*10.7*	95	58	06/19	A
162TSI Wolfsburg	$55,490	L4T	2.0	162	350	D7	-	6.5	8.1	95	58		A

Tiguan Allspace

Big boot, small third row in stretched Tiguan seven-seater, the Mexican-made Allspace is overshadowed by related Skoda Kodiaq
THE PICK: 132TSI AWD

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
132TSI Comfortline	$44,190	L4T	2.0	132	320	S7	1735	8.2	7.9	95	58		A
162TSI Highline	$52,490	L4T	2.0	162	350	S7	1769	6.8	8.3	95	58		A

Touareg

VW's large SUV moves upmarket in terms of luxury, but crucially undercuts rivals on price. More affordable variants here finally
THE PICK: Premium adds pleasant features for luxe feel

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
190TDI	$80,790	V6TD	3.0	190	600	A8	2086	6.5	7.4	D	58		A
190TDI Premium	$86,790	V6TD	3.0	190	600	A8	2086	6.5	7.4	D	58	02/20	A

Amarok

The thinking person's dual-cab, with powerhouse V6 option, eight ratios, constant AWD, and unmatched refinement in class
THE PICK: Any V6TD will convert sceptics

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
TDI400 Core	$44,590	L4TD	2.0	132	400	M6	1873	**10.5**	8.0	D	54		A
TDI420 Core	$47,590	L4TD	2.0	132	420	A8	1873	**10.5**	8.4	D	54		A
TDI420 Core Plus	$51,590	L4TD	2.0	132	420	A8	1978	**10.5**	8.4	D	54		A
TDI550 Core	$52,590	V6TD	3.0	165	550	A8	2091	**7.9**	9.0	D	54		A
Sportline 550	$56,590	V6TD	3.0	165	550	A8	2078	*7.9*	*11.2*	D	54	07/18	A
Highline 550	$61,090	V6TD	3.0	165	550	A8	2169	*7.9*	9.0	D	54		A
Ultimate 580	$72,790	V6TD	3.0	190	580	A8	2196	**7.9**	8.9	D	54		A

Volvo

3 years/unlimited

S60

A true sleeper, particularly in T8 form, the S60 is Sweden's suave C-Class and 3 Series rival, packing some serious hybrid heat
THE PICK: Hybrid if you can stretch to it

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
T5 Momentum	$54,990	L4T	2.0	187	350	A8	1802	*6.7*	*10.1*	95	49	02/20	A
T5 Inscription	$60,990	L4T	2.0	187	350	A8	1767	6.4	6.6	95	49		A
T5 R-Design	$64,990	L4T	2.0	192	400	A8	1767	6.3	6.6	95	50	11/19	A
T8 R-Design	$84,990	L4STH	2.0	311	670	A8	2006	4.3	2.1	95	50	02/20	A

V60

The Volvo for the discerning enthusiast, with size and practicality of a wagon, and driving dynamics of a sedan
THE PICK: S60 in wagon drag most impressive as a hybrid, so T8

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
T5 Momentum	$56,990	L4T	2.0	187	350	A8	**1797**	6.5	6.6	95	49	02/20	A
T5 Inscription	$62,990	L4T	2.0	187	350	A8	**1797**	6.5	6.6	95	50	02/20	A
T5 R-Design	$66,990	L4T	2.0	192	400	A8	**1797**	6.4	6.6	95	50		A
T8 R-Design	$86,990	L4STH	2.0	311	670	A8	**2036**	4.5	2.1	95	50		A

V90

Stands comparison with the very best of Volvo's wagon back catalogue. Choose the smallest wheels and air suspension, though
THE PICK: We'd go for the hybrid if a T8 were available

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
D5 Cross Country	$101,400	L4TTD	2.0	173	480	A8	1894	7.5	5.7	D	-		A

XC40

2019 COTY punches a long way above its small-SUV class. Peppy T5 feels like a hot hatch on stilts. Lovely, though ride can be a tad stiff
THE PICK: T5 R-Design – but don't forget to include adaptive dampers

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
T4 Momentum	$46,990	L4T	2.0	140	300	A8	1631	8.4	8.8	95	56		F
T4 Inscription	$51,990	L4T	2.0	140	300	A8	1705	8.5	8.8	95	56		A
T5 R-Design	$56,990	L4T	2.0	185	350	A8	1710	*7.2*	7.7	95	57	07/18	A

XC60

2018 COTY a deserving winner, with a breadth of abilities clothed in a handsomely presented, spacious and ultra-comfy body
THE PICK: T8 is a compelling combo of punch and frugality

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
D4 Momentum	$62,990	L4TD	2.0	140	400	A8	1865	8.4	5.4	D	60		A
T5 Momentum	$64,990	L4T	2.0	187	350	A8	1857	6.8	7.8	95	56		A
D4 Inscription	$69,990	L4TD	2.0	140	400	A8	1865	8.4	5.4	S	61		A
T5 Inscription	$71,990	L4T	2.0	187	350	A8	1857	6.8	7.8	95	63		A
D5 R-Design	$76,990	L4TTD	2.0	177	500	A8	1918	*7.6*	*10.5*	D	63	10/18	A
T6 R-Design	$78,990	L4ST	2.0	246	440	A8	1911	5.8	8.0	95	63		A
T8 Polestar	$98,990	L4STH	2.0	311	670	A8	2105	5.2	2.1	95	-		A

XC90

The seven-seat XC90 offers a gentle, considered take on the premium large SUV. As with XC60, optional air springs are a must
THE PICK: Again, go T8, but all models present a compelling case

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Drive
D5 Momentum	$89,990	L4TTD	2.0	173	480	A8	1970	7.8	5.9	D	63		A
T6 Momentum	$89,990	L4ST	2.0	235	400	A8	1965	6.5	8.5	95	63		A
D5 Inscription	$94,990	L4TTD	2.0	173	480	A8	1970	7.8	5.9	D	63		A
D5 R-Design	$96,990	L4TTD	2.0	177	500	A8	1970	7.7	5.9	D	63	09/19	A
T6 Inscription	$94,990	L4ST	2.0	235	400	A8	1965	6.5	8.5	95	63		A
T6 R-Design	$96,990	L4ST	2.0	246	440	A8	1965	6.4	8.5	95	63		A
T8 R-Design	$114,990	L4STH	2.0	311	680	A8	2296	5.5	2.1	95	63		A

AUSTIN/MORRIS MINI

Moke

WORDS **MICHAEL STAHL**

From Australia with love

ABANDONED BY BRITS, TINY OPEN-SIDER FOUND EXPORT SUCCESS DOWN UNDER

SIR ALEC ISSIGONIS gets endless love for the tiny sedan with a wheel at each corner that he created in 1959. Often overlooked (easily done, if the windscreen's folded) is the sister car that Issigonis himself designed immediately after as a light off-road personnel carrier.

'Light' is the operative word. Issigonis's Mini Moke amounted to an open body of steel box sections, braced by front and rear bulkheads, and a cross-brace supporting the front seats. The hollow side pontoons served as panniers for small luggage, tools, battery and the petrol tank. A folding fabric roof was provided, with no side screens.

Mounted on conventional Mini front and rear subframes, with rubber-cone suspension, 10-inch wheels and a 2032mm wheelbase, the 848cc BMC A-series-powered Moke weighed just 534kg – around 50kg less than a base Mini Mk1.

Issigonis's intention was that the Moke could be stacked two-high for transport by air; it could be dropped by parachute; and its steel-tube bumpers would enable burly soldiers to lift it out of bogs.

Unfortunately, military tests in 1960 proved there'd be rather too much of the latter, due to the Moke's meagre ground clearance. Over the next few years, prototypes were tried on a shorter wheelbase and even with twin engines and 4WD.

While the military never bit, the Moke – British slang for a donkey – was launched to the public in 1964. British production ceased (after about 15,000 units) in 1968, but in the meantime, Australian assembly had commenced in Sydney in 1966, followed by full manufacturing in 1968.

In 1967, a Mini Moke became the first and only car on Pitcairn Island.

The Aussies made Moke magic in 1969, switching to 13-inch wheels to enhance ground clearance and useability. This also brought wider tracks (and 40mm wider guards), a restricted steering rack and modified rear suspension. Engine capacity would peak at 1275cc for the Californian of 1977-82.

Developed for export, the Californian copped front discs and a package of spoked 13x5.5-inch Sunraysia wheels, front and rear push bars and roll cage. Denim-look seats and hood were optional.

Production ceased in mid-1982. It's reckoned around 38,630 Aussie Mokes were made, including nearly 4000 CKD-assembled, 10-inch-wheel UK models. Export markets included South Vietnam, NZ, Nigeria and Hong Kong.

IN DETAIL

MOKE FINISHES 35TH OUTRIGHT IN LONDON-SYDNEY MARATHON

1977

100

A$ FOR A MOKE RUBBER SUSPENSION CONE TODAY

NUMBER ON PLAQUE OF LAST OZ-MANUFACTURED MOKE, JUNE 1982

34,704

1696

CC OF 1963 TWIN-ENGINED, 4WD 'TWINI MOKE' PROTOTYPE

PICK OF THE CROP

Aussie Mokes were similar but superior to the early UK model shown, adding 13-inch wheels, wider guards with rubber spats, and side wind-deflector screens. Post-1977 cars had a removable grille, and bodies built after November '79 were galvanised. High-backed 'tombstone' seats came later, as did inertia-reel lap-sash belts permitted by the roll cage.

IT GROWS ON YOU

The Moke's 848cc BMC A-series engine evolved through 998cc, 1098cc and 1275cc, all directly Mini-derived and with a four-speed manual 'box. The 998 claimed 29kW/68Nm and 0-100km/h in just under 24sec. The 1275, with 1.5-inch SU carb, upped the ante to 40kW at 4250rpm and 90Nm at 2500rpm, and 0-100km/h in a still-soporific 20.3sec.

Next issue

1968 OLDSMOBILE TORONADO

BIG, BOLD TORONADO COUPE WAS THE FIRST US-BUILT FRONT-WHEEL DRIVE SINCE THE CORD'S DEMISE IN 1937

GRANT DENYER

Three wishes

HE SPENDS THE WEEK IN FRONT OF TV CAMERAS, THEN RACES ALL WEEKEND, SO FILLING A FANTASY GARAGE WAS ALWAYS GOING TO PRODUCE AN INTERESTING MIX

TOP THREE

FORD XY FALCON UTE

I've got a real hunger for Aussie steel and muscle, and I've always wanted an XY ute. It's got a great stance, plus an Australian V8 engine that sounds really neat although you might only be doing 40km/h with your arm out the window. Throw my dirt bike in the back, meet my mates … it'd be beaut.

BMW M3

The shape of the current M3 has long appealed to me. I find it very attractive, and it would make a practical Monday-to-Friday car. I could dream bigger, but this is what came first to mind, and if I could afford it I would definitely have one of these as my daily driver.

MONSTER TRUCK

I want a big ol' monster truck simply because it's shedloads of fun, and crushing cars underneath those gigantic wheels is probably one of life's great joys. I actually broke my back after nosediving a 1155kW 7.5-tonne monster truck into the ground, and yet I still think they're sick!

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