seat.co.uk/suv

SEAT SUVs.

Your Arona
Your Ateca
Your Tarraco

You know what street market to get lost in. Which vinyl shop always holds a secret treasure. Where the coffee tastes the best. Or the coolest street art of all. Look out the window of your SUV. You see everything from a different angle. More confidence with SEAT SUVs.

SEAT

Official fuel consumption for the SEAT SUV range mpg (litres/100km) combined: 29.7 (4.8) – 58.9 (9.5). Combined CO_2 emissions 106 – 166 (g/km). Fuel consumption and CO_2 varies depending on model and derivative.

*Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown, however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. For more information, please see seat.co.uk/wltp or consult your SEAT Retailer.

JLR'S SHOCK NEW CITY CAR

AUTOCAR

FIRST FOR NEWS AND REVIEWS EVERY WEEK

Est.1895 | autocar.co.uk | 26 February 2020

FIRST PICS

Faster, lighter Civic Type R

Polestar's Model S beater

Cupra Leon: now a hybrid

NEW LOTUS

ESPRIT IS BACK

COMING 2021 Why it's just the start of a whole new era

PETROL VS ELECTRIC

Can Porsche EV beat AMG V8?

haymarket
26 February - 4 March
£3.80

Nearly new XJs: from £12k

BOND'S DB5 DRIVEN • SKODA'S FIRST HYBRID: ROAD TEST • NEW VW TOUAREG R

Official WLTP fuel consumption figures for the Audi A1 & Q5 in mpg (l/100km) from: Combined 30.7 (9.2) – 117.7 (2.4). NEDC equivalent

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will of configurations and are subject to change due to ongoing approvals/changes. Please consult your Audi Centre for further information. Image for illustrative purposes only.

*UK residents 18+. Subject to status. T&Cs and exclusions apply. Offer available to retail customers who purchase a new Audi (excluding RS models) in cash or with retail finance from selected model. Maximum £3000 saving applies to A8, Q7, Q8 and R8. Saving inc VAT will be applied to the retail invoice. Subject to availability. Offer may be combined with all current

Daylight savings ahead.
Audi ones too.

Up to £3,000 towards a new Audi.
In addition to all other offers.
21 February – 31 March
at participating Audi Centres.*

Search AudiEvent

CO_2 emissions: 177 – 49g/km.

life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test be used to calculate vehicle tax on first registration. For more information, please see audi.co.uk/wltp or consult your Audi Centre. Data correct at 14/02/2020. Figures quoted are for a range

participating Centres only. Vehicle must be ordered and registered between 21 February – 31 March 2020. Saving of £250, £750, £1000, £1500, £2250 or £3000 depending on the offers. Offer may be withdrawn at any time. Ask your Centre for further details or visit audi.co.uk

Ford

THE FORD NEW FOR OLD SCRAPPAGE SCHEME

SAVE BETWEEN

£2,000-£4,250

WHEN YOU SCRAP A VEHICLE WITH US RESPONSIBLY BY 31ST MARCH*

0% APR

REPRESENTATIVE ON FORD OPTIONS†

SEARCH: FORD SCRAPPAGE

Models shown are: Focus ST-Line 5 Door 1.0 125PS Manual Petrol. Fuel economy mpg (l/100km) (Combined): 50.4 (5.6) *CO_2 emissions: 97g/km, EcoSport ST-Line 1.0 125PS Manual Petrol. Fuel economy mpg (l/100km) (Combined): 47.1 (6.0) *CO_2 emissions: 114g/km, Fiesta ST-Line Edition 3 Door 1.0 95PS Manual Petrol. Fuel economy mpg (l/100km) (Combined): 54.3 (5.2) *CO_2 emissions: 94g/km.

Figures shown are for comparability purposes; only compare fuel consumption and CO_2 figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles and vehicle load. *There is a new test used for fuel consumption and CO_2 figures. The CO_2 figures shown, however are based on the outgoing test cycle and will be used to calculate vehicle tax on first registration.

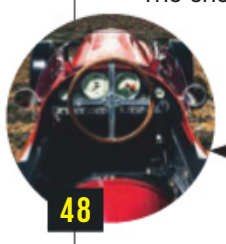
*Between £2,000 and £4,250 (inc. VAT) Scrappage Saving available on selected new Ford cars if: (1) you trade in any car or commercial vehicle that was first registered before 1st January 2014; and (2) you contract and register by 31st March 2020. You must have owned the scrappage vehicle for at least 90 days. Eligible retail and small business customers only.

†Finance subject to status. Freepost Ford Credit. Excludes Fiesta Style, Fiesta ST, Focus Style, Focus ST, All-New Kuga, New Puma and Mustang.

THIS WEEK

AUTOCAR
Issue 6399 | Volume 303 | No 9

'The chequer plate aluminium floor came from a toilet'



NEWS

Lotus Esprit Porsche rival will use new hybridised V6 8
Polestar Precept New Tesla Model S rival previewed 10
Honda Civic Type R Great news for spoiler haters 12
JLR's self-driving future Secret project goes public 14
Cupra Leon Hot hatch and estate with up to 306bhp 17
VW Touareg R New high-performance PHEV SUV 18
Soundscape How electric car noises are composed 20

TESTED

Audi E-tron S Sportback Properly sideways EV fun 26
Renault Captur Mk2 crossover in its cheapest form 28
Jeep Renegade eAWD BEV Electrified 4x4 insights 29
Skoda Superb 1.4 TSI iV SE L ROAD TEST 30

FEATURES

The grand tour Polestar and AMG versus Taycan 38
Special delivery Goodwin finds a garage-built gem 48
Long time no see Reunion with '97 road test A140 50
The Living Daylights Are scared out of us in a DB5 54
Three of diamonds Ultimate Méganes compared 58

OUR CARS

Citroën Berlingo Farewell to a hero of versatility 64
BMW 330e Electric-only commutes now possible 67
Skoda Superb Estate Hauling potatoes in luxury 69

EVERY WEEK

Jesse Crosse The science behind passive safety 19
Damien Smith F1 looks to 2020... and '21 and '25 21
Steve Cropley Ford gives hope for a clean air future 23
Subscribe Save money and get exclusive benefits 24
Your Views Mk2 Golf GTI is far better than the Mk1 62
Matt Prior GM and the car brands it has failed 90

DEALS

James Ruppert Time to buy the last good Rovers 70
As good as new Space, pace, grace... and handling 72
Spied in the classifieds Performance estate steals 74
Used buying guide 1998-2011 Volkswagen Beetle 76
Road test results Autocar's gold mine of data 79
New cars A-Z Key car stats, from Abarth to Zenos 82

BE BITTEN BY THE BUG 76

PETROL, PLUG-IN HYBRID OR ELECTRIC? THE FUTURE OF GT CARS EXAMINED 38

HOW JAMES BOND DOES HIS STUNT DRIVING 54

THREE OF THE BEST FROM RENAULT SPORT 58

"TRYING TO FATHOM IT IS ONE OF THE MOST SUPERBLY BEWILDERING TASKS I'VE HAD"

WHAT HAS TAKEN OUR ROAD TEST EDITOR'S BREATH AWAY? 38

LOTUS TO KICK-START ITS REVIVAL WITH ESPRIT FOR THE 21st CENTURY 8

EVERY STAR NEEDS ITS EXTRAS.

THE FULLY LOADED GRANDLAND X GRIFFIN

Features include Front Camera System, Power Tailgate, Keyless Entry and Start, Satellite Navigation, 18-inch Diamond Cut Alloy Wheels, Ergonomic Front Seats, and much more.

VAUXHALL

Fuel economy# and CO_2* results for the Grandland X range: Combined mpg (l/100km): 40.4 (7.0) – 54.3 (5.2). CO_2 emissions: 115 – 108g/km.

Model shown: Grandland X Griffin in White Jade. Limited stock availability. Colours and model variants for Griffin edition subject to availability. Please check with your Vauxhall Retailer. #Fuel consumption figures are determined according to the WLTP test cycle. *CO_2 emissions figures are determined according to the WLTP test cycle however, a Government formula is then applied to translate these figures back to what they would have been under the outgoing NEDC test cycle, which WLTP replaces. The correct tax treatment is then applied. Figures are intended for comparability purposes only. The fuel consumption you achieve under real life driving conditions and CO_2 produced will depend upon a number of factors, including the accessories fitted after registration, variations in driving styles, weather conditions and vehicle load. Only compare fuel consumption and CO_2 with other vehicles tested using the same technical procedures. For more information contact your local Vauxhall Retailer. Correct at time of going to print.

AUTOCAR

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

EDITORIAL
Email autocar@haymarket.com
Editor Mark Tisshaw
Editorial director, Automotive Jim Holder
Editor-in-chief Steve Cropley
Managing editor Sami Shah
Editor-at-large Matt Prior
Deputy editor James Attwood
Deputy editor – digital Rachel Burgess
Deputy digital editor Tom Morgan
Road test editor Matt Saunders
Road testers Simon Davis, Richard Lane
News editor Lawrence Allan
Junior reporters Felix Page, Will Trinkwon
Used cars editor Mark Pearson
Used cars reporter Max Adams
Chief sub-editor Kris Culmer
Group art editor Stephen Hopkins
Art editor Sarah Özgül
Designer Rebecca Stevens
Prepress manager Darren Jones
Senior photographer Luc Lacey
Photographer Olgun Kordal
Junior photographer Max Edleston
Senior videographer Oli Kosbab
Videographer Tej Bhola
SEO manager Jon Cook
SEO executive Oliver Hayman
Picture editor Ben Summerell-Youde

EDITORIAL CONTRIBUTORS
European editor Greg Kable
Used car correspondent James Ruppert
Senior contributing writer Andrew Frankel
Senior contributing editor Richard Bremner
Contributing editor Mike Duff
Senior consulting editor Tom Evans
Features apprentice Harry Roberts
Special correspondents Mauro Calo, Jesse Crosse, James Disdale, John Evans, Colin Goodwin, Hilton Holloway, Julian Rendell, Damien Smith, Richard Webber
Special contributors John Bradshaw, Claire Evans, Kiall Garrett, John Howell, Steve Huntingford, Peter Liddiard, Darren Moss, Allan Muir, Will Nightingale, Doug Revolta, Louis Shaw, Alan Taylor-Jones, Becky Wells, Will Williams, Neil Winn, Dan Wrenn

MEDIA ENQUIRIES
Tel +44 (0)20 8541 3434
Contact Natasha Perry (natasha@performancecomms.com)

SUBSCRIPTIONS
Tel 0344 848 8816 **Overseas** +44 (0)1604 251450
Email help@autocar.themagazineshop.com
Retention marketing manager Amrit Ubhi
Subscription marketing assistant Holly Skingle

SYNDICATION ENQUIRIES
Tel +44 (0)1962 867705
Contact Simon Fox (simon@foxsyndication.com)

LICENSING ENQUIRIES
Tel +44 (0)20 8267 5024
Contact Isla Friend (isla.friend@haymarket.com)

BACK ISSUES
Tel 0344 848 8816
Email help@autocar.themagazineshop.com

ADVERTISING
Classified +44 (0)20 8267 5365 **Display** +44 (0)20 8267 5541
Production +44 (0)20 8267 5814 **Fax** +44 (0)20 8267 5312
Director of agency and OEM Chris Daniels
Sales manager James Hunter

PRODUCTION
Tel +44 (0)20 8267 4147
Group production manager Ailsa Donovan
Senior production controller Charlene Edley

MANAGEMENT
Managing director Rachael Prasher
Marketing director Darren Pitt
Print and events marketing manager Charlene Harry
Publishing and events executive Lydia Banton

© 2020, Haymarket Media Group Ltd. Autocar, Motor, Autocar & Motor are registered trademarks. Circulation enquiries: Frontline Ltd, 1st Floor, Stuart House, St John's Street, Peterborough PE1 5DD (01733 555161). Repro by Haymarket Pre-Press. Printed by William Gibbons, Wolverhampton. Registered as a newspaper with the Royal Mail. Member of the ABC. ISSN 1355-8293.

No part of this magazine may be reproduced, stored in a retrieval system or transmitted in any form except by permission. The publisher makes every effort to ensure contents are correct but cannot accept responsibility for errors or omissions. Unsolicited material is submitted to Autocar entirely at the owner's risk; the publisher accepts no responsibility for loss or damage. With regret, competitions and promotional offers, unless otherwise stated, are not available to readers outside the UK and Eire.

Autocar, ISSN number 1355-8293 (USPS 25185), is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. The US annual subscription price is $199.78. Airfreight and mailing in the USA by agent named WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to Autocar, WN Shipping USA, 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Air Business Ltd is acting as our mailing agent.

Autocar is published by Haymarket Automotive, Bridge House, 69 London Road, Twickenham, Middlesex, TW1 3SP, UK
haymarketgroup.com
Tel +44 (0)20 8267 5000

Autocar magazine is also published in China, Greece, India, Indonesia, Japan, Korea, Malaysia, Philippines and Thailand.

Autocar is a member of the Independent Press Standards Organisation (IPSO). We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact autocar@haymarket.com. For more information, contact IPSO on 0300 123 2220 or visit www.ipso.co.uk

ipso. Regulated

TROUBLE FINDING AUTOCAR?
If you struggle to find a copy of Autocar in your local retailer or area, please send an email to connor.chappell@flgroup.co.uk who will investigate the problem for you.

Autocar is a member of the organising committee of Car Of The Year caroftheyear.org
Haymarket is certified by BSI to environmental standard ISO14001 and energy management standard ISO50001

PEFC PEFC/16-33-197
PEFC Certified
This product is from sustainably managed forests and controlled sources
www.pefc.co.uk

recycle

COMMENT

SELF-DRIVING 'CARS' ARE NO THREAT TO THOSE OF US WHO LOVE DRIVING

IT'S EASY TO be turned off by 'cars' like the new self-drivers spawned from Jaguar Land Rover's Project Vector (p14), a secret start-up-style project now made public.

Yet don't view them as a threat to our future love of driving. They are transport, designed to move people and goods around in controlled environments (airports, factories, 'final mile' deliveries, some public transport) in a safe, efficient and smart way.

They are not designed as personal cars for you and me to drive and use ourselves. If anything, they enhance cars as we know them today, by allowing them to be even more idealised, used in more ideal conditions.

On autonomous cars, the industry is significantly dialling back its vision for them and its description of what one actually is. A pod with no steering wheel replacing your Jaguar saloon isn't logistically or legally achievable – or desirable – in the medium or long term due to the sheer random nature of road networks and the underlying moral issues on a machine's decision-making ability in a life or death situation.

Instead, the likes of Project Vector offer a solution to all the things with four wheels (or more) that aren't what you and me would call a car, and a highly innovative one at that.

Mark Tisshaw Editor
mark.tisshaw@haymarket.com @mtisshaw

NEVER MISS AN ISSUE
Subscribe p24

EDITOR'S PICKS

BATTLE OF THE GTs
Electric, petrol or hybrid: which is the future? We head south, p38

UNDER-APPRECIATED
Why the original Mercedes A-Class was as clever as cars come, p50

THE FUTURE OF SIDEWAYS
Audi's amazing torque-vectoring new tech and what it can do, p26

GOT A STORY?
Email our news editor
lawrence.allan@haymarket.com

New V6 hybrid 'Esprit' to lead Lotus expansion plan

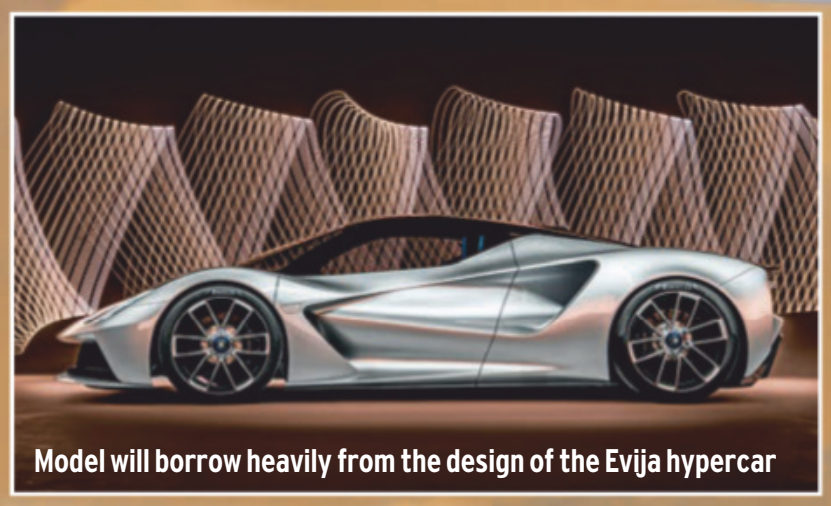
Norfolk car maker is also creating a new platform architecture for future models

The first series-production Lotus for 12 years will feature a design heavily inspired by the Evija hypercar and a newly developed, hybridised V6 powertrain.

Expected to be shown in the first half of next year before going on sale in the following months, the new Lotus will revive the format of the Esprit as a Ferrari-baiting super sports car with a price set in the low six figures. Like that iconic model, it will be intended to retain the Norfolk brand's celebrated driving dynamics while offering increased everyday usability and refinement over existing models.

The car, which may or may not use the Esprit name, will serve to bridge the gap between Lotus's existing line-up and further future models based on an architecture that's new from the ground up.

Replacing the 25-year-old Exige/Elise platform and the 12-year-old Evora underpinnings, the new rivet-bonded platform will provide the basis for a new range which, as Autocar revealed last year, could include a revived Elan as well as other models in a number of segments. "There's this car, then there's the new



Model will borrow heavily from the design of the Evija hypercar

> "The new Lotus will revive the format of the Esprit as a Ferrari-baiting super sports car"

platform," Lotus CEO Phil Popham has previously said.

Before these models arrive, this 2021 model will be the last series-production car to be spun off the current extruded aluminium platform used in the Evora. However, the car is not intended as a direct Evora replacement, instead sitting above it as a separate model.

Autocar has learned that the new car will make use of a V6 powertrain related to today's Toyota-sourced unit. However, Lotus has developed a new hybrid system to supplement it, presumably using learnings from Geely-owned sister brand, Volvo. The plan follows on from the all-electric Evija, with Popham previously expressing a desire to electrify every new Lotus in some form.

There's no word on the power output at this stage, but given the Evora 410 puts out 404bhp with the aid of a supercharger, the new powertrain is likely to take the figure well in excess of 500bhp. Lotus lives by founder Colin Chapman's famed "simplify and add lightness" mantra, so expect engineers to aim to keep the new car's kerb weight as light as possible, despite the addition of hybrid tech. It remains to be seen if the V6 will feature forced induction or natural aspiration.

Although purists may hanker for a revival of the original's shape, expect a modernist design that essentially evokes the look of a shrunken Evija. Like the Evora, a mid-engined layout will dictate its look, but despite the low-slung design and what is described as a 'very driver-focused package' it will be the most usable Lotus on sale. The new car won't feature a 2+2 seating layout, instead offering a spacious two-seat cabin with ample storage.

Lotus is able to invest heavily in a five-year plan thanks to what Popham describes as a "huge opportunity" under Geely ownership. The large and well-resourced Chinese company brings with it new "design, engineering and manufacturing opportunities" along with plenty of cash: Popham said: "We're not talking tens or hundreds of millions but billions".

Beside the plans to increase its model line-up, including a long-mooted SUV, Lotus is also well under way with the expansion of its Hethel headquarters. The brand currently sells around 1500 cars annually, but the larger base will give it a capacity to build around 5000.

With the new car engineered from the start to meet regulations in China and North America, it's expected to play a core role in achieving those figures.
LAWRENCE ALLAN

ESPRIT REVIVAL MAKES SENSE

LAWRENCE ALLAN

Reports of Lotus reviving the Esprit are nothing new – former boss Jean-Marc Gales had it in the plan when Geely first took ownership of the brand.

But two facts tell us something is in the works. Firstly, next year will mark the 45th anniversary of the wedge-shaped original. More significantly, Autocar has learned there is a Series 1 Esprit in the bowels of Hethel being secretly 'digitised', with the body being scanned on a co-ordinate measuring machine. Does that mean a continuation-style recreation of the original? Or is Lotus planning to use the old model as an important heritage link to this new car?

Whatever comes of it, the next few years should offer exciting times for fans of one of Britain's most historic marques.

Original Lotus Esprit hits 45 next year

AUTOCAR IMAGE

An extended glass roof and side-mounted video cameras substitute for a rear window

OFFICIAL PICTURES

Polestar plots course for future

New concept is electric luxury saloon that showcases design direction and new tech

The Polestar Precept is an electric, four-door grand tourer that previews the design of future Polestar models as well as highlighting the Swedish company's plans for sustainable materials and advanced digital technology.

To be revealed at the Geneva motor show, the Precept is said to signify an important milestone for Polestar as a standalone brand (away from parent company Volvo) and reflect its values of "pure, progressive and performance".

Composite seats save weight and are coated in recycled material

The Polestar 1, a limited-run plug-in hybrid coupé (see p38), and the Polestar 2, an electric fastback for the mass market, will shortly be followed by an electric SUV, the Polestar 3.

The Precept, however, gives a broader hint at Polestar's future design direction. The 1 and 2 were heavily guided by Volvo design, while the Precept is intended to demonstrate a move away from its parent firm's styling influence – and potentially a future Tesla Model S rival.

The low, sleek silhouette has a lengthy wheelbase of 3.1 metres – some 150mm longer than that of the Model S – to allow for a large battery and "an emphasis" on rear head and leg room, Polestar claims.

In place of a front grille, the Precept has a so-called Smartzone that houses sensors, cameras and driver assistance functions behind a transparent panel. A lidar pod is placed on the glass roof for best visibility and is intended to be "a next step towards increased driving assistance".

Following in the footsteps of the Audi E-tron and Honda E, the Precept has video cameras in place of conventional side mirrors. Also, the glass roof extends backward, so there's no conventional rear window and the tailgate has a larger opening and higher-mounted hinges for better access.

Inside, the Precept uses flax-based composites for its panels and seatbacks, achieving a saving in weight of up to 50% and a reduction in plastic weight of up to 80% over conventional materials.

The seat upholstery is 3D-knitted from recycled PET bottles; bolsters and headrests are made from recycled cork vinyl; and carpets are made from reclaimed fishing nets.

The next-gen infotainment system, powered by Android and building on Polestar's partnership with Google, uses a 15in portrait-orientated central touchscreen and a 12.5in digital instrument display. The two are linked by an illuminated blade that surrounds the cabin, while a holographic Polestar logo floats inside Swedish crystal between the rear headrests.

The instrument display

FIRST NEW MASERATI IN FOUR YEARS

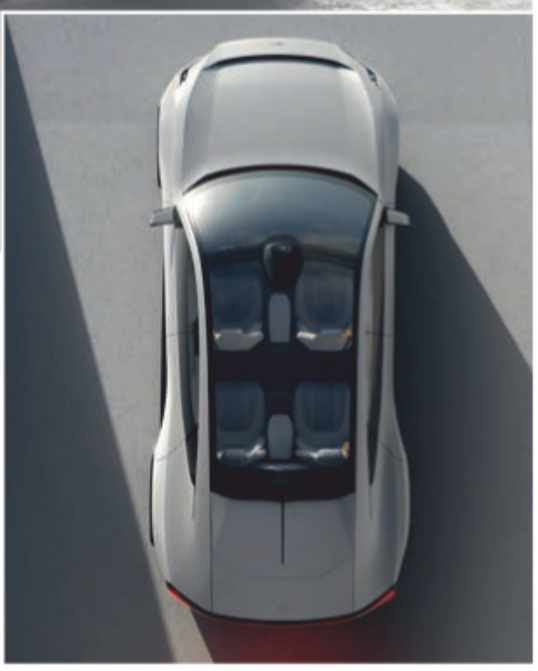
Maserati has confirmed that its long-awaited new sports car will be called the MC20 and called it a "natural evolution" of the iconic MC12 from 2004. To launch in May, it's the first new Maserati since the Levante and is set to spawn a racing variant.

MC20

FIESTA GETS 35BHP MOUNTUNE BOOST

Mountune has announced an upgrade pack for the Ford Fiesta ST that raises output from 197bhp to 232bhp. Also bringing quicker gearshifts, styling tweaks and the tuning firm's signature enhanced exhaust overrun function, the m235 kit is £575.

Precept is the first Polestar to cast off Volvo design influence



uses smart sensors, including eye tracking, to monitor the driver's gaze and adjust what the screens show accordingly.

Polestar CEO Thomas Ingenlath said: "The Precept is a declaration, a vision of what Polestar stands for and what makes the brand relevant. The car is a response to the clear challenges our society and industry face.

"This isn't a dream of a distant future: the Precept previews future vehicles and shows how we will apply innovation to minimise our environmental impact."

RACHEL BURGESS

AMG makes GLA most powerful crossover

AMG HAS GIVEN the new Mercedes-Benz GLA compact crossover 416bhp in its most powerful form.

The second-generation GLA is the third model to use Affalterbach's 'M139' 2.0-litre turbocharged engine, the most potent four-cylinder unit in series production, after the A-Class and CLA.

Like its MFA2-underpinned relations, the new GLA 45 makes 382bhp in its standard form, while the top-rung 45 S gets an extra 33bhp, making it the most powerful compact crossover on sale. The sprint from 0-62mph takes 4.4sec, with the S shaving 0.1sec off that time. The S also loses the speed limiter, raising top speed from 155 to 168mph.

All of this is put to the road using the same variable four-wheel drive system and eight-speed dual-clutch automatic gearbox as the GLA's siblings.

The AMG models can be told apart from standard GLAs by performance-focused bodywork additions, including powerdomes in the bonnet, flared wheel arches and prominent air intakes.

The hot crossover also gains a bespoke suspension set-up that's said to provide better rolling refinement than the old model while allowing "easy vehicle control at the limits". Further improvements are said to include less torque steer under acceleration and more responsive steering.

A range of driving modes allow the car to be set up for its intended use. A Race-Start function is said to provide "a highly emotional experience" by maximising off-the-line acceleration and pausing ignition between gears for more noticeable shifts, while Eco Mode makes maximum use of the engine's stop-start and coasting functionalities.

Only the S will come to the UK; it's expected this summer, priced from around £52,000.

AMG installs a more imposing front end, quad tailpipes and a rear wing

CADDY GETS NEW UNDERPINNINGS, ENGINES AND TECHNOLOGY

The Volkswagen Caddy has entered its fifth generation, with more space than its forebear and a raft of new technology.

Sitting atop the same MQB platform as the new Golf, the Caddy will be available in panel van, MPV and camper van guises and can be specified with one of three diesel engines or a turbocharged petrol.

The new-look small van also gains an overhauled infotainment system with a permanent internet connection and 19 driver assistance functions as standard.

New look is intended to be more 'charismatic'

SPORTIEST DIESEL 3 SERIES YET MAKES 335BHP

BMW will unveil its most potent diesel-powered 3 Series yet at the Geneva show. The M340d xDrive packs a 3.0-litre straight six that sends 335bhp and 516lb ft to all four wheels and is equipped with mild hybrid technology that allows for engine-off coasting.

Like the petrol-powered M340i, the new addition will be available in both saloon and Touring estate forms. It gains the suspension, brakes and bodywork upgrades of M Sport.

It will be shown alongside the new estate version of the 330e petrol-electric plug-in hybrid, which is also available with xDrive.

DEFENDER 90 PRICED FROM £40,290

Land Rover has opened order books for the two-door 90 variant of its new Defender. Prices start at £40,290 and deliveries will begin this summer. A commercial version will come later this year, around the same time as a plug-in hybrid option.

LE MANS ASTON VALKYRIE CANCELLED

Aston Martin will "pause and reconsider" after withdrawing its entry into the WEC's new hypercar class, citing uncertainty over the regulations. It had planned to take on Peugeot and Toyota with a racing version of its 1160bhp V12 hybrid Valkyrie.

OFFICIAL PICTURES

New pair will be sold alongside the updated standard Civic Type R

Honda adds two new Type Rs

Subtler Sport Line is more refined; Limited Edition loses 47kg and gets set-up tweaks

Honda has used the mid-life update of its Civic Type R hot hatchback to introduce two new variants: a low-volume, lighter track special and a more subtle version of the existing model.

Available to order in the coming months alongside the updated Type R, the new Sport Line variant offers "more discreet styling and a more refined ride" for those who find the standard model too lairy.

The most significant external alteration is the removal of the big rear wing in favour of a lower, more subtle one, but there's also an exclusive design of 19in alloy wheels wrapped in softer-sidewall Michelin Pilot Sport 4S tyres, plus additional soundproofing in the boot and tailgate to reduce noise, vibration and harshness.

The visual drama is dialled down inside, too, courtesy of black – rather than red – seat upholstery with red stitching.

At the other end of the range is the new Limited Edition. As the name suggests, Europe will receive just 100 examples, of which 20 have been allocated to the UK. Honda says this model has been "designed and engineered to be the most dynamic front-wheel-drive hatchback available" and is the most extreme Civic Type R yet.

Key to the Limited Edition's appeal is a weight-saving regime that puts paid to the infotainment touchscreen, air conditioning and some soundproofing in the name of 47kg. Unlike with the similarly conceived Renault Mégane RS 300 Trophy-R, however, the rear seats are retained.

Further additions include lightweight, forged 20in alloy wheels from BBS shod in sticky Michelin Cup 2 rubber. Honda claims it has modified the

The Golf
Now loaded with extras

The Golf just got even better. With LED headlights, heated front seats and 2Zone Climatronic air conditioning as standard. And during our Golf Event we'll give you an additional £500 customer saving and 0% APR, available when purchased with Solutions PCP.* **14th – 29th February.**

WEAK BRIDGE
7.5T mgw

*At the end of the agreement there are three options: i) pay the optional final payment and own the vehicle; ii) return the vehicle: subject to excess mileage and fair wear and tear, charges may apply; or iii) replace: part exchange 2020. Excludes Golf 8, Golf Estate and Golf SV models. Stock vehicles only, whilst stocks last. Retail orders only. Orders placed by 29th February 2020 and delivered by 31st March 2020. £500 customer saving available comparability purposes; only compare fuel consumption and CO_2 figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of are based on a calculation designed to be equivalent to the outgoing (NEDC) test cycle and will be used to calculate vehicle tax on first registration. The range of figures stated covers the entire Volkswagen Golf model range www.volkswagen.co.uk/owners/wltp or consult your retailer. Data correct at 12/19. Figures quoted are for a range of configurations and are subject to change due to ongoing approvals/changes. Please consult your

dampers and recalibrated the steering to suit the new wheel-and-tyre combination as well as to improve feedback.

Exclusive Sunlight Yellow paint and a gloss black finish for the roof, door mirrors and bonnet air intake are intended to increase visual clout, while each example will feature a build plaque on its dashboard.

The facelifted standard Type R was first previewed last month. Minor visual changes include reprofiled bumpers and lights, but the focus is again on engineering improvements.

For example, a larger air intake combines with a new radiator core to decrease coolant temperature by up to 10deg C in high-demand situations, Honda claims.

Similar improvements have been achieved with a new braking system, which brings two-piece floating front discs to reduce unsprung weight by 2.5kg. Thermal efficiency is improved, too, and brake pedal travel is reduced.

Meanwhile, uprated suspension bushings and ball joints are claimed to sharpen the handling, while the parameters of the adaptive dampers have been widened.

Interior additions, alongside a revised infotainment system with physical shortcut buttons, include an Alcantara steering wheel and a new teardrop-shape gearknob. This contains a 90g counterweight that's said to improve shift accuracy.

Further new technology includes an Active Sound Control system that uses the stereo's speakers to enhance engine sound in Sport and R+ driving modes and mask it in Comfort. Also introduced is a performance datalogger, dubbed LogR, that allows the driver to see real-time component temperatures and pressures and uses GPS and g-meters to help them achieve the best possible lap time.

LAWRENCE ALLAN

Q&A HIDEKI KAKINUMA, CIVIC TYPE R PROJECT LEADER

Is the handling of the new Sport Line model affected by the smaller wing?

"The rear wing isn't really that big of an influence; the Type R's high-speed stability comes from the base platform layout and suspension specification. The functionality has been largely maintained for both wing designs."

Will you take the Limited Edition to the Nürburgring to see how much faster it is than the standard model?

"The Nürburgring lap time is one of our development criteria to be able to verify the actual result as an overall vehicle performance. This is something we're going to perform, regardless of whether it's a record or not: that's not our motivation."

Could the Civic Type R go hybrid, and does the Type R brand have a place on electric cars?

"There are no restrictions in the technology to apply for Type R. If it can provide the excitement, the dynamic performance and all the core fundamentals worth calling it a Type R, it can be a Type R. If that can be realised through either an electric motor or a hybrid system, that's fine. But we mustn't forget the initial idea and the fundamental concept of the Type R, which is a sports car with extremely high performance and an affordable price."

Have you reached the limit of what you can achieve with front-wheel drive?

"We don't believe we've reached the limit. I believe

there's still performance to achieve with front-wheel drive. Four-wheel drive isn't really matching to Honda's development principle of 'man maximum, machine minimum'. We don't want to increase the engine power and the weight of the car by applying four-wheel drive."

Is the Type R badge specific to the Civic now, or will you use it in other models again?

"It can still be applied to other models as well; it doesn't have to be limited to the Civic."

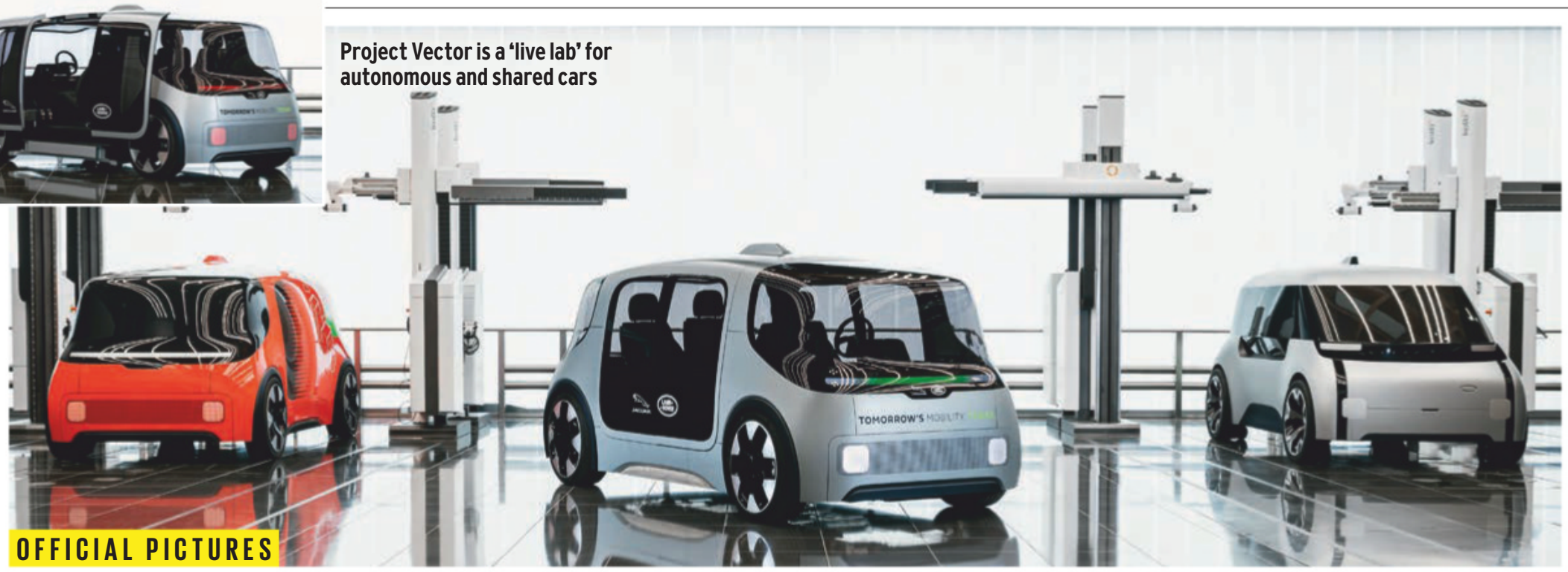
Divisive spoiler is replaced by low wing on Sport Line

Limited Edition bins off the touchscreen and air-con

Sunlight Yellow finish is exclusive to hardcore model

the vehicle. With Solutions Personal Contract Plan. 18s+. Subject to availability and status. T&Cs apply. Indemnities may be required. Freepost Volkswagen Financial Services. Offer available between 14th – 29th February in conjunction with any other offer. Finance offer not available in conjunction with any other finance offer. Offer may be varied or withdrawn at any time. Accurate at time of publication (02/2020). Figures shown are for factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. There is a new test used for fuel consumption and CO_2 figures (known as WLTP). The CO_2 figures shown however, including all-electric, hybrid and petrol/diesel vehicles. All-electric vehicles are zero emissions while driving. Hybrid vehicle figures were obtained using a combination of battery power and fuel. For more information, please see retailer for further information.

Official fuel consumption figures for the Golf model range in mpg (litres/100km): combined 0 (0.0) – 141.2 (2); combined CO_2 emissions 0 – 164g/km.



Project Vector is a 'live lab' for autonomous and shared cars

OFFICIAL PICTURES

JLR zeroes in on new EV trials

Project Vector to help propel British car maker towards its 'Destination Zero' target

Jaguar Land Rover (JLR) has catapulted itself into the future by unveiling an entirely new, fully engineered, all-electric car platform that's capable of supporting a wide variety of autonomous, shared and private vehicle configurations.

Work on the project, which is entirely separate from JLR's near-future production car range, is already so far advanced that a multi-use autonomous-ready vehicle, claimed to offer unparalleled interior space and flexibility, will begin road trials in Coventry in late 2021. City and West Midlands authorities have already agreed to cooperate, viewing the project as "a living laboratory for future mobility".

Called Project Vector, the vehicle's all-new 'skateboard' platform has been launched at Warwick University's National Automotive Innovation Centre (NAIC) by JLR CEO Sir Ralf Speth, who revealed that it had been in secret development there for years. He cited Vector as the latest and biggest move yet towards 'Destination Zero', JLR's ambition to achieve a future of zero emissions, zero accidents and zero congestion.

"Jaguar Land Rover understands the trends shaping modern societies," said Speth. "Through this project, we are collaborating with the brightest minds in academia, our supply chain and digital services to create connected, integrated mobility systems, the fundamental building blocks for Destination Zero. Vector is precisely the brave and innovative leap forward needed to deliver on our mission."

The vehicle being readied for the Coventry trials is four metres long and designed for a life in the city, with its battery and drivetrain components packed into a flat floor, allowing maximum design flexibility for the body. The experimental car's cabin space allows seating configurations for private or shared use, or for commercial use such as last-mile deliveries.

Project Vector is being developed at NAIC, Speth explained, to give it the advantages of a start-up, especially agility and easy collaboration with academic and outside partners.

The project's director is Dr Tim Leverton, an eminent engineer and researcher who was previously chief engineer at Tata Motors and has worked on projects as diverse as the JCB Dieselmax record car and BMW's original Rolls-Royce Phantom.

"The mega-trends of urbanisation make connected urban mobility systems necessary and inevitable," said Leverton. "Shared and private vehicles will share spaces with and be connected to public transit networks, so you can travel on-demand and autonomously. Future urban travel will be a composite of owned and shared vehicles, as well as public transport."

STEVE CROPLEY

MYSTERY MODEL TEASE LEAVES US WONDERING...

Has JLR given us a sneak peak of the new Road Rover? A mystery model under a cover was spotted behind this Project Vector shot. Bulges show wing mirrors and a broad shoulder line, and it appears to be an SUV, but the shape is unlike anything in Jaguar's or Land Rover's current range.

Q&A DR TIM LEVERTON, PROJECT VECTOR CEO

How long has Project Vector been going?
"I joined it about a year ago, but it's been running for a couple of years. The availability of hardware through the I-Pace programme was a big enabler, but there has been an ambition to do something like this for a long time."

Is it correct that much of the Vector vehicles have already been engineered and built?
"We have an advanced 'skateboard' chassis and a choice of body designs. Clearly there's much more to do, but we're well enough advanced to be able to schedule a live testing programme beginning towards the end of next year."

How will the testing work?
"At first we'll be using driven vehicles that stay on one fairly short route, but the ambition is later to have them go much further afield [the university covers quite a big area] and to get much closer to full autonomy."

What exactly is Vector's connection with JLR?
"Vector is currently financed with a big loan from JLR, but we're basing it at NAIC to give it the agility and relative independence of a start-up business. But our ambition is to seek outside partners to help both with financing and with key technical aspects."

What will be the nature of next year's tests?
"We'll be carrying university students and staff on realistic journeys, collecting them and dropping them at places they really need to go. Routes will get bigger and more complex as our knowledge and confidence increase."

IT'S OUR BEST-KEPT SECRET

STEVE CROPLEY

In this era of routine photo scoops and leaks, it seems extraordinary that for three years JLR has been able to keep the cloak of secrecy around Project Vector.

In the middle of a busy university, the UK's biggest car maker has created a future transport ecosystem entirely in secrecy. Seeing Vector's vehicles for the first time is be given an awesome snapshot of the future. It serves as powerful reassurance that an electric car society really can work, and that well designed future vehicles can be desirable as well as functional.

The Vector team is an elite group; it's hard to imagine any start-up company having a better combination of top management skills than the far-sighted ambition of Sir Ralf Speth and the can-do technical capability of Dr Tim Leverton. In recent years, there has been a lot of poorly focused talk about Britain leading the world in the connected and autonomous car businesses, but now that outcome suddenly looks distinctly possible.

DS range-topper will be built in and exported from China

OFFICIAL PICTURES

New DS 9 saloon takes aim at Audi A4

DS HAS REVEALED a new range-topping executive saloon targeted directly at the Audi A4. The DS 9, set to make its global debut at the Geneva motor show, is based on the PSA Group's EMP2 platform and closely related to the Peugeot 508.

Codenamed X83, the 9 is the third new-era model for the PSA Group's premium arm following the 3 Crossback and 7 Crossback SUVs. It will be built exclusively in China, the market expected to take the majority of sales, and exported around the world from there.

The range of powertrains will include three plug-in hybrids. The range-topper is a four-wheel-drive E-Tense model that mixes a 1.6-litre turbo petrol engine with an electric motor in the eight-speed automatic gearbox to drive the front wheels and uses a further electric motor on the rear axle for a combined 355bhp. This is an uprated version of the 296bhp drivetrain used in the 7 Crossback E-Tense.

A front-wheel-drive plug-in hybrid option new to DS is also offered in the 9. This does without the electric motor on the rear axle to offer a combined 222bhp from the engine and electric motor driving the front wheels.

An electric-only range of up to 31 miles is available on this model through the car's 11.9kWh battery pack. It can be driven on purely electric power at speeds of up to 84mph or left in its standard hybrid mode, which allows the car to decide when best to deploy the electric range.

The third plug-in hybrid is a 247bhp version of the front-wheel-drive model.

There's also a 222bhp 1.6-litre petrol model without hybrid assistance, but no diesel will be offered.

The design of the 9 builds on that seen on the 7 Crossback, which kicked off this new era for DS independent from being a Citroën sub-brand. The saloon is 4.93m long and 1.85m wide with a 2.9m long wheelbase. This makes it more than 200mm longer than its Audi rival, 80mm of which is in the wheelbase, and a similar width.

DS is talking up the rear cabin space of the new car, as well as the high quality trim materials. These include a Nappa leather dashboard, watchstrap-style leather seats, leather door handles and an Alcantara headlining.

Dynamically, the 9 comes with MacPherson strut front suspension on all models and double wishbone rear suspension on the plug-in hybrid models. A torsion beam is fitted to the rear of the petrol-only car.

The 9 will become available to order in the second half of this year and is due for delivery early next year. Prices will be closely aligned to the A4, starting at around £30,000, but DS will push the extra space and equipment over the A4 as its point of differentiation.

MARK TISSHAW

The 9 will offer a wide range of power options

Second-gen DS 4 leads model growth plan

THE EXPANSION OF the DS range is set to continue with an all-new DS 4 and DS 4 Crossback, and the first prototype has now been spotted testing.

Tipped to go on sale in 2021, the second-generation C-segment car will be the next core model from the PSA Group's premium brand after a new saloon, set to be unveiled at the Geneva show (above). As announced in 2017, DS is targeting six models to be on sale by 2023.

Autocar understands the new 4 line-up will reflect that of the previous-generation car, which was taken off sale in 2018. That means there will be a traditional hatchback version to rival the Mercedes-Benz A-Class and a jacked-up model with crossover styling cues to go up against the Mercedes-Benz GLA.

SPY SHOT
DS 4

The model seen testing is almost certainly the former, with a low, wide stance and little in the way of ground clearance. Expect a greater visual departure for the 4 Crossback, while both should ditch the fixed rear windows criticised on the old car.

The new 4 is likely to make use of PSA's versatile EMP2 platform. While that means an electric version is unlikely, we should see an E-Tense plug-in hybrid variant beside petrols and diesels, as PSA has made a commitment to electrify every new model it launches.

CONFIDENTIAL

THE UK'S AVERAGE CO_2 output for new cars sold this year will still count towards the overall EU figure targeted at 95g/km, but it won't from 2021. Last year, the average CO_2 emissions of a new car sold in the UK rose for a third straight year to 127.9g/km, leaving car manufacturers with a huge challenge to quickly cut emissions or face fines. No softening of this target is expected by the Government, either.

LEXUS SOLD 87,000 cars in 2019 across 10 different model lines – yet more than 60,000 came from just three cars: the UX, NX and RX SUVs. Despite that, Lexus Europe boss Pascal Ruch believes the big range of cars is important for building the brand and its image and that absolute volume isn't an issue for the models, because each contributes the sales it should do to be justified.

NO TALKS HAVE taken place between Daimler and Volvo on technical partnerships, despite the two sharing a common shareholder in Geely. Volvo boss Håkan Samuelsson said his firm was "interested in talking to anyone to agree in our interests" but added there was "nothing to comment on nor any discussions" with Daimler.

KIA HAS NO plans to push online sales in the UK, according to boss Paul Philpott. "The complexity of products is increasing not decreasing," he said. There's more need than ever to speak to someone face-to-face." He added that he's seen no proof of success from other car makers that have pursued an online-focused sales strategy.

WHAT CAR?
makes buying a new car online easy

Just follow these three steps:

pick.
Pick your perfect car, helped by clear, simple buying advice and independent reviews from our in-house experts.

shop.
Shop our network of approved dealers anonymously, and enjoy guaranteed Target Price savings.

drive.
Drive away happy, knowing you've paid the right price for the right car without any awkward haggling.

WHAT CAR? | new car buying made easy

whatcar.com

Leon will become the first Cupra-branded hatchback and estate

Digital binnacle and a 10.1in touchscreen feature

Hatch tops out with 298bhp turbo petrol engine

Cupra expands with new Leon

Hot hatch and estate available as 242bhp plug-in hybrid or petrol with up to 306bhp

Seat's recently hived-off performance brand Cupra has expanded its line-up with the Cupra Leon.

Based on the Mk4 Seat Leon that was revealed last month, it's the first fully Cupra-branded Leon, following a line of Seat Leon Cupra models that stretches back to 1999. It will be available as a five-door hatchback and an estate with a selection of petrol engines and, in a first for Cupra, a plug-in hybrid (PHEV) powertrain.

The Cupra Leon e-Hybrid combines a 148bhp 1.4-litre turbocharged petrol engine with a 113bhp electric motor and 13kWh battery pack for a total 242bhp and 295lb ft of torque. It will be capable of a WLTP-tested 37 miles of electric-only range and official CO_2 emissions of less than 50g/km.

The conventional Cupra Leon features the Volkswagen Group's widely used 'EA888' turbocharged 2.0-litre petrol engine, producing 242bhp or 298bhp in both the hatchback and estate. A 306bhp state of tune is exclusive to the estate in conjunction with the 4Drive four-wheel drive system.

Every version uses a dual-clutch automatic gearbox and an electric limited-slip differential. Suspension is by MacPherson struts at the front and multi-links at the rear, while adaptive dampers are adjusted via four user-selectable driving modes.

A larger front splitter, expanded air intakes, roof spoiler and Cupra badging set the sporting Leon apart from the Seat upon which it's based. It sits lower to the ground (by 25mm at the front axle, 20mm at the rear) and gets a bespoke exhaust, with twin tailpipes for the 242bhp engine and a quartet for punchier variants.

All models feature full-LED headlights and an LED bar that stretches the entire width of the tailgate. The Cupra Leon rides on 18in alloy wheels as standard but can be specified with a 19in set and uprated 370mm Brembo brakes.

Inside, the Cupra Leon gets sports seats, engine start and driving mode selection buttons on a flat-bottom steering wheel, a 10.1in infotainment touchscreen and a fully digital instrument display that offers a bespoke Sport view.

Android Auto and wireless Apple CarPlay also feature, along with LED ambient lighting and copper and dark chrome accents that match the exterior trim.

"The Cupra Leon's design is the result of the combination between athletic physiognomy and striking elegance," said Alejandro Mesonero-Romanos, Cupra's director of design. "Smooth, flowing lines and well-trained muscles reflect perfectly the way it drives on the road."

The Cupra version of the third-generation Seat Leon shifted around 44,000 units during its five years on sale.

"The Leon Cupra has been a best-seller," said Cupra CEO Wayne Griffiths. "With the launch of the new Cupra Leon, we will strengthen the Cupra brand by giving a new identity to a very emblematic car."

The Cupra Leon will be built at Seat's factory in Martorell, Spain. It's due to go on sale this summer before deliveries begin in the following months.

As with the new Seat Leon, prices for the Cupra version are expected to increase slighty, suggesting a starting price of around £32,000.

TOM MORGAN

Flagship Cupra Leon is a four-wheel-drive petrol estate with 306bhp

Hyundai adds mild hybrids and new tech to i30 hatch

HYUNDAI'S VOLKSWAGEN Golf rival has received a mid-life refresh to help it face off newer rivals. The 2020 i30 brings a redesigned exterior, more advanced safety and connectivity tech and new mild-hybrid engines.

The exterior has a wider grille with a new 3D pattern, and slimmer headlamps and new bumpers for both the five-door hatchback and Fastback model. The sportier N-Line variant is more distinct, too.

Fresh colours also feature, while there is new interior tech including a 7in digital instrument cluster and larger 10.25in touchscreen, wireless phone charging and connected car functions. New safety kit includes Lane Following Assist, Rear Collision-Avoidance Assist and Leading vehicle Departure Alert.

The 118bhp 1.0-litre engine gets a 48V mild hybrid option on both the manual and a new seven-speed DCT auto, as does the 134bhp 1.6 diesel. The new N-Line 1.5-litre petrol unit with 158bhp gets 48V tech.

New touchscreen and dials

Revised nose design and new colours freshen up i30

R division boss Jost Capito says his latest creation "will have to do everything"

Touareg R is 456bhp hot hybrid

New plug-in hybrid performance SUV matches 2.9-litre petrol V6 with electric motor

Volkswagen has pulled the wraps off its new fast flagship, the Touareg R.

In keeping with the high-performance R sub-brand's recent commitment to electrification, the new SUV uses a plug-in hybrid drivetrain to deliver 456bhp and can travel for up to 30 miles in electric-only mode. Performance figures have yet to be confirmed, but expect the 0-62mph sprint to take around 5.0sec and an electronically limited top speed of 155mph.

Autocar was shown around the Touareg R by the head of R division, Jost Capito, who revealed why Volkswagen had opted to make the model a plug-in hybrid rather than use the more powerful mild-hybrid V8 from sibling brand Audi's recently launched RS Q8.

"The Touareg is the perfect car for the step into electrification," explained Capito. "The engines from these other cars were never considered, as the Touareg is designed as a comfortable fast cruiser that needs to go from comfortable to sporty, but not extreme sporty. This is a car for enthusiasts but also for people with active lifestyles."

The petrol-electric set-up is essentially the same one that has already been seen in the latest Porsche Cayenne and Panamera. It comprises a 335bhp turbocharged 2.9-litre V6 mated to a 134bhp electric motor that sits between the engine and the eight-speed Tiptronic automatic gearbox and is powered by a 14.1kWh battery mounted beneath the boot floor. Combined power output is 456bhp, while total torque is a muscular 516lb ft.

"Using this drivetrain was a bit opportunistic," explained Capito. "With the relatively low volumes that R achieves, we can't develop a standalone hybrid system, so we have to look around for what's already available in the [Volkswagen] Group. If we do a car that can't be built on the existing line, the price goes way up. This is why I love working for R, because I can deliver cars that are for people who love driving yet are also affordable."

As you would expect, there are numerous hybrid-related settings. Among them is E-Mode, which allows electric-only driving at speeds of up to 87mph before the V6 kicks in. It also fires up when you request kickdown by fully opening the throttle.

When the battery is running low, it's possible to set the level of charge that you desire, which the system then achieves by using the V6 as a generator and increasing the level of regenerative braking.

Torsen-equipped 4WD system can send 70% of torque rearward

To enable the Touareg to maintain its off-road prowess and 3.5-tonne towing weight (around 80% of customers tow with their Touaregs), the R model retains the Torsen-equipped four-wheel drive transmission with various on- and off-road driving modes. Unlike the Golf R and T-Roc R, however, it has no Race mode.

In normal running, up to 80% of the engine's torque can be sent to the front axle and up to 70% to the rear axle.

As with the regular Touareg, customers will be able to order an Off-Road Package complete with improved underbody protection and extra traction control settings for driving on gravel, mud and sand.

The regular Touareg's air springs and adaptive dampers are also retained, unusually with no alterations made to either hardware or software.

"We didn't feel we needed to make any changes," Capito explained. "The standard set-up is good and we wanted to retain the car's everyday usability. This is a car that will have to do everything".

The need to package a

R SAYS YES TO TIGUAN BUT NO TO POLO

SPY SHOT
VOLKSWAGEN TIGUAN R

The next R could be another SUV, believes Jost Capito. "I can see a place for a Tiguan R," he said. "We've seen the good things that can be achieved with the T-Roc, but this would be a different kind of car – more of an everyday model, like the Touareg."

However, although R is looking to grow in the coming years, a Polo R is unlikely.

"The Golf R will remain the entry point for now," Capito said. "A Polo R just doesn't make sense. For starters, there's no four-wheel drive option, so we'd have to look at a way of engineering the existing car to take the increase in power. When you do that, the cost rises, and that means it would cost the same to buy as a Golf GTI."

On the subject of the new Golf, Capito said: "The Golf R won't be hybrid. We can take systems that already exist in the platform, and the mainstream hybrid systems currently available wouldn't allow us to make a credible R with the power and four-wheel drive we need."

Touareg R gets subtle R-specific interior detailing

14.1kWh battery is charged with a Type 2 plug

bulky battery above the rear axle means the Touareg R isn't available with neither the 48V active anti-roll bars that are optional on other models nor the four-wheel steering system. However, Capito revealed that these systems would likely be incorporated into a future facelifted model.

What has been included is the latest version of Volkswagen's Travel Assist adaptive cruise control system, which can steer, accelerate and brake the Touareg at speeds of up to 155mph – 15mph more than the original iteration.

Visually, the new car is every inch an R model, in particular thanks to the Lapiz Blue paint of the pre-production example we saw. In addition to R badges, there's a subtle bodykit and gloss black inserts, plus 20in Braga alloy wheels or optional 22in Estoril rims (pictured).

Inside, R logos are embossed on grey-piped leather seats and there's piano black trim for the dashboard, centre console and doors.

The Touareg R is expected to go on sale late this year. Pricing is yet to be revealed.
JAMES DISDALE

UNDER THE SKIN
JESSE CROSSE

HOW MODERN CARS ARE BUILT TO ABSORB THE IMPACT OF A CRASH

Cars are now a complex mix of sacrificial structures and impenetrable cells to protect their occupants.

LAST YEAR, 92% of new cars sold in Europe were Euro NCAP-rated, and 75% of those tested carried a five-star rating. Euro NCAP safety ratings are largely responsible for the remarkable progress that has been made in occupant safety and now the safety of vulnerable road users, such as cyclists and pedestrians, too. Hop into any car from the 1970s or earlier and it becomes clear just how much things have improved.

Flimsy structures did little to prevent intrusion into the passenger space in the event of a crash and restraints were fairly rudimentary. When someone at the site of a road traffic incident today says "it's a miracle they survived," it isn't. It's down to the extraordinary science and engineering that goes into making modern cars safer.

As well as active safety aids such as pyrotechnic seatbelt pre-tensioning and airbags, modern cars use deformable crash structures, crumple zones and passenger safety cells to protect their occupants. It's these that probably continue to evolve most as the software simulation and analysis tools used by manufacturers get better and crash tests get tougher.

How does a car's structure protect us in a crash, exactly? One important factor is absorbing the energy of the impact and preventing it from transferring to the occupant. Crumple zones at the front and rear are designed to do just that, crumple, while absorbing energy at the same time. 'Controlled failure' is the technical term, and the structures themselves become mechanisms to absorb impact, while resisting penetration of objects from outside the car that may threaten those inside. Structures within those zones may also be used to direct the force of an impact into another area of the overall structure to spread the load.

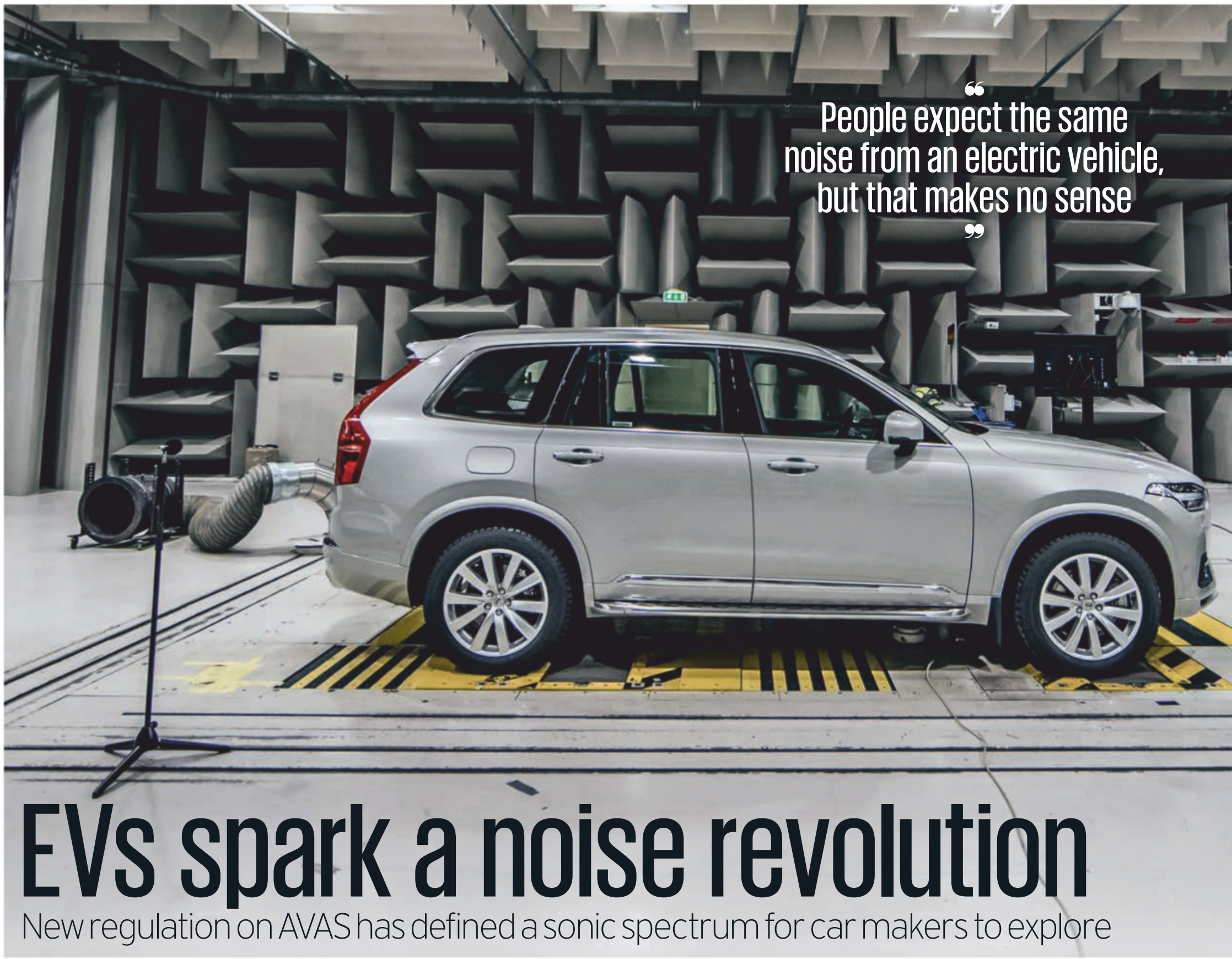
Rather than just a random space within a tin box, occupants now sit in safety cells that, although not visible, exist under the skin of the car. While the front of a car might be wiped off or flattened in an impact, the safety cell is designed to ensure that's as far as it goes.

According to Euro NCAP, the increased stiffness of body structures, which manufacturers are keen to impress upon us at every new car launch, do more than help the chassis do a better job and improve handling. They have also helped to reduce head and leg injuries, because the passenger compartment is less likely to collapse.

Look at any classic car from the side and it's striking how close front seat occupants sit to the front of the car and the windscreen. In today's cars, even the smaller ones, front seat occupants sit more or less in the centre of the car. Far more space is devoted to crumple zones and space at the front. Cars are bigger and heavier because of these safety advances, but both have become necessary evils. In the bad old days, it used to be said that safety features never helped sell a car. Now manufacturers couldn't sell a car without them.

THERE ARE NO GEARS IN JAZZ

Honda's Intelligent Multi Mode Drive, (i-MMD), now downsized from a 2.0-litre engine in the CR-V to a 1.5-litre engine for the new Jazz, is a series hybrid system. The engine drives one of two motor-generators inside the drive unit to charge the battery and the second motor-generator drives the wheels through a single-speed reduction gear. When the Jazz is going fast enough, its engine connects directly to its wheels via a small clutch; there's no multi-ratio gearbox or CVT.



> People expect the same noise from an electric vehicle, but that makes no sense

EVs spark a noise revolution

New regulation on AVAS has defined a sonic spectrum for car makers to explore

Noise, or specifically the lack of it, is one of the most notable differences between combustion-engined and electric vehicles (EVs). And while many claim that silent electric cars will make roads and cities quieter and calmer, you can easily find sensational headlines warning that 'dangerously quiet' EVs are 'silent killers' that pose a risk to inattentive pedestrians.

Predictably, neither extreme is entirely accurate. Not least because, contrary to the hopes of some and the fears of others, EVs aren't silent. They're not allowed to be. But they do give manufacturers the chance to decide exactly what they want their cars to sound like.

Following research that showed silent EVs could pose a risk to pedestrians, cyclists and other vulnerable road users, especially those with visual impairments, most major markets are introducing Acoustic Vehicle Alerting Systems (AVAS). In the EU and, as things currently stand, the UK, AVAS has been compulsory on all new types of electric and hybrid vehicles since 1 July 2019, and it will be required on all hybrid or electric vehicles sold from 1 July 2021 onwards.

That doesn't mean EVs will be emitting all manner of strange noises in the future, though, because they have to comply with various bits of legislation. The EU uses United Nations Regulation 138, which requires AVAS to operate at speeds of 0-20kmh (12.5mph) and project a noise of between 40 and 60 dB(a) in a two-metre radius. This must fall between certain frequencies and move upwards in frequency as the car accelerates to 20kmh.

Despite those limitations, manufacturers have still been given considerable freedom to determine what their cars should sound like.

Most are clear about ruling out simply creating an artificial combustion engine sound. As Volkswagen Group design chief Klaus Bischoff put it on developing the noise for the electric ID 3: "Everyone should immediately think 'wow, that can only be an electric car'. And their second thought should be 'yes, that's a Volkswagen'."

BMW Group sound designer Renzo Vitale said: "We're defining a new paradigm. There's a shift in how the energy [for car propulsion] is created. With an internal combustion engine, there's a pitch change when you're accelerating, and it's an intensifying sound. With an internal combustion car, people are used to that sound, and they're expecting it. In an EV they're expecting the same, but that makes no sense."

Instead, Vitale says BMW wanted a sound that showcases how EVs offer "a new world that didn't exist." "It's about communicating an emotion," he explained.

Hybrid and electric cars must emit synthesised noise below 12.5mph

Of course, people have perceptions of what electric cars should sound like, which prompted some companies to trial systems that met those expectations. For example, when developing the I-Pace, Jaguar tested a noise inspired by a science-fiction spacecraft. However, it abandoned that idea when pedestrians looked up at the skies rather than at the road when they heard it.

Fredrik Hagman, Volvo's interactive sound designer, said the Swedish firm quickly ruled out any "novelty" sound concepts, commenting: "This is a sound that's always on, and we're going to be stuck with it for 30 years."

Another challenge he mentioned is that "we don't want to create noise that will be disruptive; we need to keep the advantages of electric cars".

Hagman continued: "We realised that just because there's no combustion engine, it doesn't mean an electric

Anechoic chambers allow noises to be heard in isolation

car is silent. It still makes lots of noises, such as the noise of tyres on the road. So our approach was to keep it natural and enhance those sounds, rather than add a new sound."

Volvo's research found that such a sound is recognisable to other road users, easy for them to locate and "non-intrusive and non-polluting", according to Hagman. It also has the benefit of becoming hard to notice when the car reaches 20kmh and the noise stops.

Volvo's artificial noise is essentially a low hum; the very basic sound was taken from a recording of ocean waves. While clearly heard in an echo-masking anechoic chamber, it's virtually indistinguishable from road noise if a car goes past under electric power.

"We wanted to raise awareness without making people look," said Hagman. "We didn't want a head-turner."

BMW is taking a slightly different approach. Vitale has been working with Hollywood composer Hans Zimmer to develop a sound for its EVs. "We want to go for something unexpected," said Zimmer. "Technical is not our approach now; we want new possibilities. We use relationships that can be related to chords, but it's not musical."

The duo produced a trial noise for BMW that Vitale described as "very musical, and triggered by the driver, who is a performer". "The driver expresses himself," he said.

The Italian also composed the sound for the forthcoming Mini Electric, taking a slightly different, "human" approach. He described it as "friendly, with a hint of go-kart".

Another challenge with AVAS is to determine where the noise actually comes from. Jaguar put a speaker behind the I-Pace's front grille, for example, while Volvo uses an underbody speaker that bounces the noise off the road.

AVAS are also required when cars are reversing, because it's particularly important to warn people when the car is moving in an unexpected direction.

Hagman said Volvo was initially keen to avoid a beeping noise similar to those used by commercial and construction vehicles but that "after some trials, we found this was a very logical sound". This prompted Volvo to use a "synthetic" beeping that was softened to "make it sound less trucky."

While the use of AVAS is the result of legislation, sound designers are using them as an opportunity to craft an identity for their firms' cars. With a strange twist, though, they want you to notice the AVAS working – so you won't miss the car producing the noise – but at the same time don't want you to notice there's an artificial noise at all. "That's the life of a sound designer," said Hagman.

JAMES ATTWOOD

HOW INTERIOR NOISE WILL CHANGE TOO

Electric cars don't just sound different on the outside; the lack of a combustion engine makes their cabins far quieter, too, and this has prompted car sound designers to rethink the noises featured inside.

"Cars in the electric age are quiet," said Indra-Lena Kögler, who is in charge of developing the interior noise of Volkswagen's EVs. "And quiet surroundings make it easier for every tone to have an effect." Quiet, but not silent. "We don't want silence," she said. "What we're after is calm."

That has led to the redesigning of several of the noises produced by the ID 3, such as the indicator. "Originally, this sound had to overcome engine noise, which is why it is so striking," said VW Group design boss Klaus Bischoff. "But that's not necessary in an electric car." The indicator noise has therefore been made quieter and 'more digital' – which Bischoff believes also makes it sound more modern.

Hans Zimmer shaping sounds for the BMW Group

Damien Smith

RACING LINES

McLaren expects another strong showing this season

THESE ARE TRICKY times for Formula 1 teams. The white-heat intensity of another busy season is upon them, but more than usual they will be diverted by what comes next. The revolutionary new chassis regulations set for 2021 require a clean-sheet design approach and are a huge drain on time and resources.

For Mercedes, Ferrari and Red Bull, there are titles to be won while ensuring that balls aren't dropped for the impending new era. For the others, new rules offer a rare and golden chance to gain a big chunk of competitive ground – but they can't afford to forget the present, either. It's a multi-million-dollar juggling act.

"We don't want to sacrifice 2020 to get a better start for 2021," said McLaren team principal Andreas Seidl at the launch of the MCL35. The British outfit enjoyed a much-needed rejuvenation last season, finishing fourth in the teams' standings as best of the rest behind the 'big three'. That hard-earned momentum must not be lost, especially for an independent team that has to pay for its engines.

"We want to make the next step in 2020," continued Seidl. "Similar to everyone else, we want a strong start to the season, because that might make it easier to switch some resources to the next car."

Beyond 2021, F1 is looking further into the future, to its next-generation power solution, which is due in 2025 as the wider world's zero-emissions targets move closer. Last week, we touched upon the drive towards electrification and how F1 might eventually be forced to embrace it. But that's not how leading figures necessarily see it. There's a strong belief in the combustion engine; one fascinating stream of research, for example, revolves around super-efficient, high-revving, small-capacity two strokes.

"There are lots of technologies to consider," said McLaren's new technical director, James Key. "Clearly it has got to be relevant, but there are alternatives [to electrification]. The energy density of fuel is incredibly high. If you could make that low- or preferably zero-emissions using a different type of fuel, all the technologies around combustion engines are there. Of all the industries in the world, F1, with the speed and amount of development that goes on, is well placed to find new methods of propulsion for the future."

F1 leading, rather than following, automotive power needs: what a great way to protect motorsport from legislation that could banish it into extinction.

> "Formula 1 is well placed to find new propulsion methods for the future"

GET IN TOUCH
autocar@haymarket.com

MOTORSPORT IMAGES

Protecting your investment

With 5 Star GAP Insurance and RAC Warranty

ALA is one of the largest independent suppliers of **GAP Insurance** in the UK, and the **exclusive online provider of RAC Warranty**. We pride ourselves on providing the highest levels of customer service and the best motor insurance products at competitive prices.

12% off GAP Insurance

ACMGAP

5% off RAC Warranty

ACMWTY

Visit **ala.co.uk** and enter a code from above to claim your discount of **up to 12%**!

Official Partner of AUTOCAR

RAC Warranty

ALA GAP & Warranty Provider

Steve Cropley

MY WEEK IN CARS

Electric Ford Mustang Mach-E made a striking appearance in London

Harris: not bad for a work experience kid

MONDAY

Enjoyable week of mainly driving Mazdas. At the start of it I borrowed a CX-30 on the premise that this handsome compact crossover might be our next family car. The folks who run Mazda UK guessed our priorities perfectly, sending a 178bhp front-wheel-drive petrol GT in red (Mazda does terrific reds), which turned out to be ideal in all the ways she and I most care about: compactness, comfort, quality, ride rates, seat comfort and steering. Mazdas are always very complete, so this car also had great LED headlights, a market-leading gearchange and a genuinely intuitive infotainment system.

Left the CX with the Steering Committee in Gloucestershire and spent several days in London in our own 15-plate Mazda MX-5 (also red). It needed a minor recall tweak and there's a Mazda dealer just down the road from our Twickenham offices. Given they have totally different formats and were built five years apart, it's surprising how close these two cars are in spirit. Mazdas are like Mercedes to me: the more you use them, the more you like them.

TUESDAY

Fascinating day at the National Automotive Innovation Centre (NAIC) located right in the creative heart of Warwick University, where Jaguar Land Rover chief Sir Ralf Speth unveiled the utterly staggering Project Vector, a comprehensive ecosystem of connected, electric and autonomous cars that a specialist engineering team has developed in total secrecy over the past two or three years (see News, p14). The scheme is already so far advanced that real-world testing – as in fully engineered cars delivering real, live students and staff to and from far-flung parts of the campus – will start next year.

> "The other two Top Gear presenters are also-rans"

Asked Speth if running this exciting new enterprise might be his next gig after his planned retirement from JLR next September. His insistence that he'd be too busy mowing the lawn could hardly have been less convincing...

FRIDAY

Visited Ford's large and impressive 'Go Electric' installation erected in the middle of London's Marble Arch roundabout as a way of launching both the Mustang-influenced electric Mach-E (Ford offered rides to hacks) and to meet Stuart Rowley, Ford of Europe's big boss. The Blue Oval is at pains to stress its electric credentials (12 electrified models by the end of the year) and Rowley is busy leading what he calls good faith negotiations with UK and EU rule-makers to find a way to match the car industry's view of the possible with the seriously divergent legislators' position. For a bloke with what looks an impossible job, Rowley seemed relaxed and relatively confident. Fed my hopes for a workable clean-air future.

SUNDAY

After many years, I've started watching Top Gear again, mainly because of Chris 'Monkey' Harris. Of course, we old Autocar hands are proud to have given him his start in auto journalism (as a work experience kid, he'd arrive early, stand in front of your desk and demand: "Who's got a job they don't want to do?"). His talent was obvious from week one and after a number of increasingly impressive moves up the career ladder he has become the one of TG's three presenters who truly counts – who can drive brilliantly and who honestly knows cars. The other two, despite eminence in other spheres and big social media followings, are also-rans and the audience knows it. Of course, Chris regularly goes off on one, as witnessed in some recently spouted Twitter nonsense about our decision – reached after rigorous testing – to award What Car?'s COTY to the totally deserving Ford Puma. Nobody's perfect, but for TG, Harris comes awfully close.

AND ANOTHER THING...

It's sad that Australia's GM brand, Holden, is being 'retired', but I can't help thinking the latest bout of online morbidity is being overdone. We've known since 2014 that this was coming, and I'm not convinced this simple, Outback-minded brand would ever have lived happily in the EV era. Better to remember the halcyon days and be glad they happened.

GET IN TOUCH
steve.cropley@haymarket.com @StvCr

AUTOCAR SUBSCRIBER EXTRA

DRIVING YOUR LOVE OF CARS FOR 125 YEARS

We are proud of our past but are not slowing down – even at 125. Join Autocar Subscriber Extra today and we'll power your passion for everything with four wheels.

WHY NOT TRY OUR OTHER GREAT TITLES? | View all of our offers on **themagazineshop.com**

TERMS AND CONDITIONS This is a UK-only offer; for overseas offers, please visit themagazineshop.com or call +44 (0) 1604 251 461. All savings are based on the UK cover price and are correct as of January 2020. Please allow 35 days for delivery of your gift and first issue. The gift will be sent under separate cover from the magazine and won't be dispatched until your first payment has cleared. Should we run out of gifts, you will be offered an alternative gift; there is no cash alternative. Direct Debit rates are valid for one year, after which they are subject to change; should prices change, we will inform you in writing. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term, which will not be refundable, other than in exceptional circumstances. Details of the Direct Debit Guarantee are available upon request. Savings are based on the standard UK cover price of £3.80. Offer ends 3 March 2020.

SUBSCRIBE TODAY

DISCOUNTS
Exclusive discounts from carefully selected partners

WEEKLY NEWSLETTERS
Exclusive content in weekly newsletters

COMPETITIONS
Subscriber-only competitions

SUBSCRIBER EVENTS
Access to exclusive subscriber-only events

13 ISSUES FOR JUST £24.70

Visit **autocar.co.uk/subscribe** or call **03448 488 816** and quote promotional code **'AC220MP'**

TESTED 19.2.20, NEUBERG, GERMANY **ON SALE** SPRING

AUDI E-TRON S SPORTBACK

New tri-motor layout gives electric SUV amazing torque vectoring capability

Engineers including Sir Alec Issigonis, who once reinvented the Mini Moke as an Arctic exploration device using dual 848cc engines with interconnected throttle cabling, have discovered that two combustion engines in one car is rarely worth the trouble.

Electric motors are proving to be much better suited to this approach, though. They're easier to package, control and maintain than oily powerplants and offer crushing performance potential when teamed up, which is why spec-sheet headliners such as the Tesla Model S and Porsche Taycan have one dedicated motor for each axle.

Independent drive units can also maximise traction or divide their efforts so that neither strays too often from its window of efficiency and therefore saps precious range. And as manufacturers are rapidly learning, control of individual axles can, if your engineers are clever enough, give even the most battery-bloated chassis an intravenous hit of agility.

At Audi, they're cleverer than most, and so the E-tron S Sportback, seen here as a prototype in light camouflage but due to arrive in the spring, uses no fewer than three electric drive motors. The fastback SUV will be the first S-badged electric car to leave Ingolstadt, with the traditional increases in performance and handling.

Compared with the existing E-tron 55 quattro, whose MEB Evo platform has been carried over, the wheel-and-tyre package has been beefed up, as have the by-wire brakes and the cooling, while the air suspension has been tuned for even closer body control. Expect prices to start at around £80,000, compared with £59,900 for the E-tron 55.

The biggest difference, however, is the additional electric motor. Instead of one motor driving the rear axle, as found in the E-tron 55, there are two in the E-tron S: one for each wheel, à la Polestar 1, and each with its own single-speed gearbox.

This paves the way for ultra-precise torque-vectoring with, in Audi's words, a high level of transverse dynamics. Or, in our words, improbably big skids if the car is in Dynamic driving mode with the stability control system set to Sport or, better still, entirely off.

Audi claims this system can distribute torque in a quarter of the time needed by any mechanical counterpart, such as the Sport differential in the new RS6 Avant, and during cornering can feed up to 162lb ft more torque to the outside wheel than the inside – far more than the 10% difference possible with the clutched Sport differential.

Furthermore, the electric torque vectoring system isn't finally spurred into action only at the very limit of grip, and then with no true control over which direction torque is sent, as is the case with a regular limited-slip differential. In theory, the satisfying sensations of apportioning torque to the outside rear wheel can therefore be felt by the driver at any time.

The front axle is more conventional, with nothing more complicated than brake-based torque

Coupé version of the E-tron will become the first electric S model

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal, providing you various content: brand new books, trending movies, fresh magazines, hot games, recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site

AVXLIVE.ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open https://avxlive.icu

TESTER'S NOTE
The front drive unit weighs around 125kg and the dual-motor rear unit around 150kg. So, as with many electric cars, the E-tron S is left with almost perfect 50:50 weight distribution when everything is taken into account – and you can tell. **RL**

The steering is accurate but not exactly confidence-inspiring

A strong 718lb ft of torque means this 2.5-tonne lump can really launch itself

> It will essentially oversteer on demand as the outside rear wheel is overloaded with torque

vectoring, but the long and short of it is that this tri-motor set-up, combined with Audi's central control unit, can replicate the functions of the Sport, limited-slip and Torsen differentials, only faster-acting and all of the time. Issigonis would no doubt be impressed.

Meanwhile, total power for the E-tron S is up from 403bhp to 496bhp, with the larger front motor (the same as can be found in the tail of the E-tron 55) accounting for 201bhp and the two shorter rear motors, which are cradled back to back within the subframe, together making 354bhp. Total torque is an outstanding 718lb ft, with 456lb ft of that reserved for the rear axle.

Our chance to test this driveline came at Audi's facility in Neuburg, near Munich. This is where its racing machines – including the R8 LMS GT3 and previous LMP1 cars – are shaken down for the first time, hence the generous grass and asphalt run-off (although this could equally be for the benefit of visiting journalists).

Unsurprisingly, even the colossal torque of three electric motors meets its match with a car that weighs more than 2500kg before you've even factored in passengers. So while the E-tron S gets off the mark briskly, from then on it feels no more than Volkswagen Golf R quick. However, what you do genuinely notice is the subtle rear torque bias during lightly committed driving, because from the moment you turn the wheel, the front axle mainly devotes itself to brake vectoring rather than propulsion and the rear axle's torque vectoring simultaneously comes into play.

The real surprise comes when you attack a corner. Neither the brakes nor the slick but soulless steering inspire too much confidence, but once the nose has securely taken your chosen line, the E-tron S will essentially oversteer on demand as the outside rear wheel is overloaded with torque. More surprising still is how neatly and predictably this happens, and one can't help but imagine what this technology might one day do for, say, a TT-sized coupé with friendlier proportions and less weight to cart around.

Another striking characteristic of the system is that there's almost no initial understeer to push through before the rear axle starts to swing, as is almost always the case with combustion engines, needing a moment to coalesce their efforts. In this respect, the E-tron S feels a little unnatural – binary, frankly – but massively effective and enjoyable all the same. Too much angle and the rollover electronics grip the chassis in a protective vice, killing the slide.

But the cat is out of the bag: if Audi can make a tank of a car like the E-tron S Sportback handle this sweetly, an electric Porsche Boxster suddenly seems an immeasurably more enticing prospect.

RICHARD LANE
@_rlane_

AUDI E-TRON S SPORTBACK PROTOTYPE

Clever driveline tech is used by the E-tron S to impressive effect, but its promise lies in smaller, lighter cars.

Price	£80,000 (est)
Engine	Three asynchronous electric motors
Power	496bhp (combined)
Torque	718lb ft (combined)
Gearbox	Single-speed
Kerb weight	More than 2500kg
0-62mph	4.5sec
Top speed	131mph (governed)
Range	230 miles (est)
CO_2, tax band	0g/km, 0%
RIVALS	Jaguar I-Pace EV400, Porsche Taycan 4S

TESTER'S NOTE
The Captur offers three instrumentation packs. Annoyingly, the mid-range one (a 7.0in digital screen) shows only a tacho in some driving modes, yet there's also a fuel gauge you could read from the hard shoulder. Renault evidently hasn't had every last bit of its old quirkiness knocked out of it just yet. **MS**

TESTED 18.2.20, GLOUCESTERSHIRE **ON SALE** NOW

RENAULT CAPTUR

Second-generation compact crossover uses a turbo triple in its cheapest form

Renault has done well out of the modern love affair with the compact crossover. It got in early, in 2013, with the Captur, and has made plenty of hay since.

Would you believe that car outsold the Nissan Juke in Europe by almost five to one in 2019? It has been the continent's class favourite for several years, proving that smart looks and good value are more than half the battle concerning sales success.

The second-generation Captur has just landed in the UK and, echoing the theme of its supermini sibling, the Clio, it's a slightly larger and classier reinterpretation of what went before. And so Renault's blend of curvaceous good looks with straightforwardly labelled value for money will likely continue to be its chief lure.

Yet there's more than that to like about the new Captur if you look more closely. Having grown 110mm longer, it now offers very respectable second-row passenger space, which only taller adults will probe the limits of (and more likely for head than leg or knee room). The Captur retains a useful sliding rear bench seat, and boot space swells to a very roomy 536 litres with it moved forwards. There's a split-level boot floor, too.

Much of the cabin architecture and componentry is shared with the new Clio, but that's no criticism. You have to climb all the way to the uppermost of Renault's three-tier trim hierarchy to experience the interior at its plushest, where soft-touch mouldings cover parts of the centre console and doors as well as the upper dashboard. But even in mid-level Iconic trim, in which we spent the most time, the cockpit looks and feels quite tactile and consistently classy, with flashes of ambience-enlivening colour to be had if you want them.

Onboard technology should be more of a strong suit. Fully loaded Capturs combine a portrait-oriented 9.3in touchscreen infotainment system with a 10.0in digital dial display, the latter conveying sat-nav instructions and more.

They will also come with all the driver assistance systems that Renault can muster, among them automatic emergency braking, lane-keeping assistance, adaptive cruise control and parking assistance, not to mention a 'Level Two autonomous' traffic jam assistance system that effectively guides and drives the car for you through heavy congestion.

Plenty of choice on engines means you're more likely to find a motor to suit your particular needs than with rivals. There are three petrols and two diesels from launch, plus a range-topping plug-in hybrid, called the E-Tech, will come later this year.

Having tested the mid-range petrol (the 1.3-litre four-cylinder TCe 130) in Europe last year, we opted to try the 1.0-litre turbo triple TCe 100 on British roads. It's pleasant and willing enough, with creditable refinement and drivability, and that's not to be sniffed at, considering it's the cheapest option in the range.

A decently gutsy, boosty-feeling delivery of mid-range torque provides plenty of usable performance in the lower gears, even if the longish higher intermediate ratios of the five-speed manual gearbox make it seem a bit sluggish elsewhere at times.

The shift quality of that unit is nothing special, and neither is the Captur's ride, which feels slightly wooden and over-firm around town.

Ideally paced and intuitive-feeling steering does make it fairly enjoyable to thread along at cross-country pace, although the easy long-wave fluency of the original Captur seems, rather regrettably, to have been disposed of.

While you can clearly add power and performance at greater cost, then, or even a dual-clutch gearbox or a plug-in hybrid powertrain, it's encouraging to discover that you can keep your Captur simple and cheap and not end up with a second-rate drive. That's not a quality every rival offers. So it may not be the biggest, comfiest or best-handling crossover, but the compromise of qualities it does offer should serve it very well.

MATT SAUNDERS
@TheDarkStormy1

Ride has regressed slightly; interior is now more appealing and better equipped

RENAULT CAPTUR 1.0 TCE 100 ICONIC

Roomier and more pleasant inside while still offering respectable ride and handling and good drivability.

★★★★☆

Price	£19,095
Engine	3 cyls in line, 999cc, turbocharged, petrol
Power	99bhp at 5000rpm
Torque	118lb ft at 2750rpm
Gearbox	5-spd manual
Kerb weight	1190kg
0-62mph	13.3sec
Top speed	107mph
Economy	45.6-47.1mpg
CO_2, tax band	136-141g/km, 30-31%
RIVALS	Peugeot 2008 Puretech 100, Ford Puma 1.0 Ecoboost 125

TESTED 18.2.20, ARJEPLOG, SWEDEN **ON SALE** NA

JEEP RENEGADE eAWD BEV

Prototype is showcase of driveline maker GKN's vision for EVs

You won't ever be able to buy the Renegade eAWD BEV, but the technology it uses will appear in at least six new hybrid and electric vehicles set to be released this year, including its production-ready relation, the Jeep Renegade PHEV.

With development of electrified vehicles absorbing manufacturers' profits like sponges, a standardised, compact, off-the-shelf power-and-transmission system such as that used in this Renegade is the solution.

Well, at least according to GKN, the British company best known for its driveshafts and, more recently, its Twinster torque vectoring system. This was first utilised by the most recent Ford Focus RS and then by the Mk2 Range Rover Evoque; the next-gen Focus RS is rumoured to use the latest version, called the eTwinster.

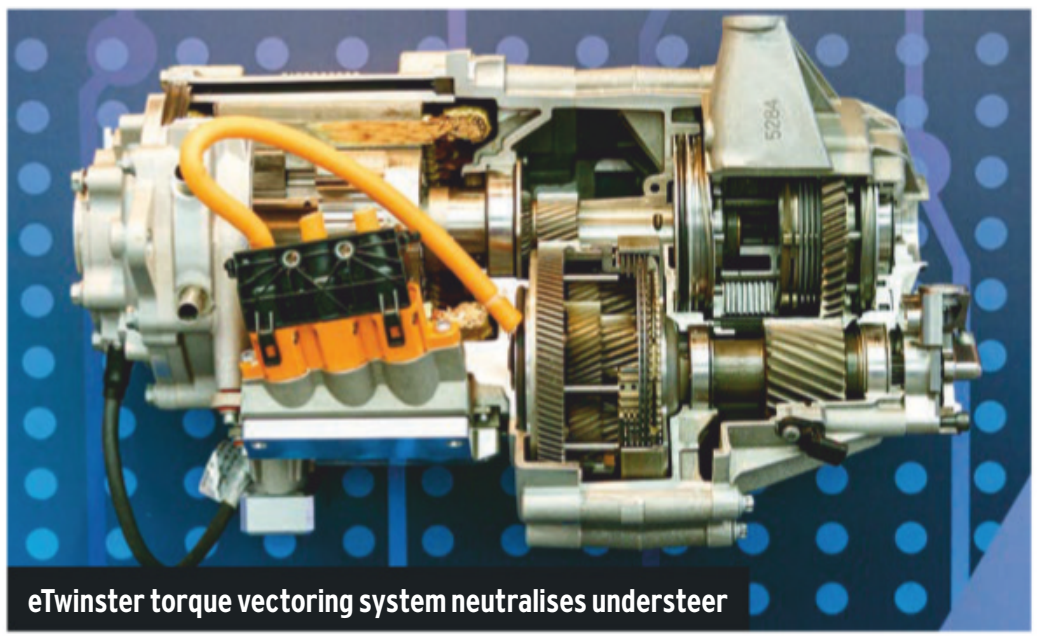
It's a similar system, with tweaks and different software management, that manages the Renegade eAWD BEV's front wheels. The 'BEV' part is achieved courtesy of a 38kWh battery pack. This powers a pair of two-in-one systems mounted front and rear, so called because they combine motor and transmission in one. The inverter is mounted separately, but GKN also has a three-in-one system that it says is the solution for car makers wanting a more compact unit to electrify platforms at relatively little cost.

Being a showcase, this Renegade is a tech-fest. Its front motor is a permanent magnet type, its rear one an induction type. Its front gearbox is a two-speed affair to enable quicker launches and better cruising efficiency for a longer range, while the one at the rear is a single-speeder.

And while the front has eTwinster torque vectoring, the rear coaxial transmission has an open differential that splits torque evenly between the wheels. In other words, this Jeep's four-wheel drive is accomplished by electronics rather than hardware.

On Arctic ice and in a mode tuned for understeer, it feels remarkably secure. Lift off and it refuses to oversteer as the eTwinster busily shuffles torque (most of it recovered) to counter it. Selecting 4WD enhances this effect, while there's welcome oversteer in Sport mode.

All the time, the torque shuffling signals better than anything else precisely what's happening at the front. The car feels agile, responsive and, above all, natural. If this tech is the future of hot EVs, bring it on. **JOHN EVANS**



eTwinster torque vectoring system neutralises understeer

JEEP RENEGADE eAWD BEV

Presents a cost-effective solution to going electric while giving a taste of the handling possibilities that await.

Engine	Two electric motors
Power	250bhp
Torque	tbc
Gearbox	Two-speed auto (front), single-speed auto (rear)
Kerb weight	tbc
0-62mph	tbc
Top speed	tbc
Range	tbc
CO_2	0g/km
RIVALS	DS 3 Crossback E-Tense, Hyundai Kona Electric

VOLVO XC60 B5P

Price £41,715 **On sale** Now

What's new? Mild-hybrid petrol power comes to the XC60, with a 48V starter-generator and battery mated to the 2.0-litre petrol engine

WATER AND ELECTRICITY famously (perhaps sensationally) don't mix, but this new electrified version of the XC60 was faced with braving Storm Dennis during its test. It lived to tell the tale and still offered plenty of insight in the most atrocious conditions. The new mild-hybrid set-up helps support the petrol engine in providing strong performance across its rev range, including an impressive 0-60mph time of 6.5sec, while delivering excellent refinement.

The catch is the fuel economy. Despite claimed 15% efficiency improvements, you'll struggle to get more than 25mpg. Given this same mild-hybrid booster is offered on diesel versions of the XC60 as well, it seems a bit of a no-brainer as to where your money should go. Diesel simply remains better suited for cars of this size and weight. **MT**

★★★½☆

BMW 220D GRAN COUPE M SPORT

Price £33,855 **On sale** March

What's new? After the M235i, we test BMW's new five-door with a 187bhp diesel four-pot

BEYOND SENDING DRIVE to the front, the new 220d Gran Coupé does a decent dynamic impression of the 320d. They share the same 2.0-litre twin-turbo diesel engine and both performance and refinement are similarly good. The 220d feels agile and responsive in everyday use, too.

But the tribute act falters in wet conditions, with the 220d struggling to find traction despite its smart stability control's best efforts. Chassis settings are also notably softer than usual; this isn't really a car for those in search of the ultimate driving pleasure BMW usually promises.

On the bright side, standard kit is generous and the interior feels upmarket for the price point. **MD**

★★★☆☆

READ MORE ONLINE
autocar.co.uk

PHOTOGRAPHY OLGUN KORDAL

Skoda Superb iV

Skoda ushers in hybrid technology with its most emblematic model

MODEL TESTED **1.4 TSI iV 218PS SE L**

Price £34,755 • **Power** 215bhp • **Torque** 295lb ft • **0-60mph** 7.3sec • **30-70mph in fourth** 9.0sec • **Fuel economy** 45.0mpg • **CO_2 emissions** 35g/km • **70-0mph** 48m

We like

- Unruffled hybrid powertrain with good electric driving range
- Immensely practical despite new packaging constraints

We don't like

- It's lacking much in the way of identifiable character
- Ride quality at town speed is more sensitive to wheel size

Skoda will give us no fewer than 10 new electrified models between now and 2022, and it starts here, with the Superb iV plug-in hybrid. Along with every other manufacturer that sells cars in Europe, the marque finds itself facing the imminent introduction of severe fines linked to average fleet emissions. This electrification strategy therefore has more to do with economics than altruism, but the application of Skoda's utilitarian thinking to the type of cars that have traditionally struggled with the concept of 'utility' nevertheless sounds like good news to us at Autocar.

In the case of the Superb iV, approximately £10 million has been spent adapting Skoda's Kvasiny factory in the Czech Republic, where the car will be built exclusively. The facility is now geared up to handle and install numerous lithium ion batteries and electric drive motors, and to weld the new car's unusual floor, which is just as well because the plug-in hybrid Superb is expected to make up one-third of sales almost from the moment it's launched. The battery pack itself is made two hours' drive away at Skoda's Mladá Boleslav plant, which provides the same service for other Volkswagen Group plug-in hybrids, such as the VW Passat GTE, and is where the all-electric Skoda Citigo-e iV will be constructed.

What, then, does success look like for this incipient generation of cleaner-driving Skoda models? The answer is normality. In this respect, the Superb provides an enviable starting point. Being spacious, comfortable, fine riding, economical on fuel and, perhaps above all else, priced aggressively against the opposition, it embodies the brand's strengths better than any other model. At less than £32,000, the iV hybrid would seem to play the price game smartly, but if it can meaningfully improve fuel efficiency and lower owners' tax burdens – and do so with few or none of the usual hybrid drawbacks – it could be something special indeed.

DESIGN AND ENGINEERING

★★★★☆

What exactly the 'iV' stands for isn't clear, although Skoda variously quotes the words 'innovative', 'iconic' and 'inspiring', all of which precede 'vehicle'. In practical terms, any model with the iV badge is one with an electrified powertrain, and in the Superb's case, that means pairing a 154bhp 1.4-litre TSI petrol engine to an electric motor that makes 114bhp. It's a set-up borrowed from the new Volkswagen Passat GTE and both elements drive through the same six-speed dual-clutch gearbox. There's also a 13kWh lithium ion battery that sits beneath the second-row bench, ahead of both the 50-litre fuel tank and the rear axle.

So unlike many plug-in hybrids that use the electric portion of their powertrain to independently drive the rear axle, the Superb iV doesn't boast four-wheel drive. Nevertheless, the powertrain's combined outputs of 215bhp and 295lb ft hint at effortless performance from a car for which point-to-point pace sits some way down its list of priorities. Of more interest to most owners will be electric range, which is very competitive but not exceptional at 39 miles by WLTP standards. Recharging can take place on the move, courtesy of the engine (the idea being that the driver can cover a journey's final, urban miles without generating emissions), or by plugging in, where using a 7kW wallbox takes around 2.5 hours. Because this is not a full-electric car, rapid-charging is off the menu.

Built upon the same modular MQB platform that now underpins the majority of Volkswagen Group models – albeit modified slightly to accommodate and protect the battery pack – the Superb iV also uses the same suspension hardware as the standard car. However, the software has been tweaked on account of the additional weight it now has to manage, which is some 260kg. The standard-fit DCC adaptive dampers therefore not only lower the ride height by 10mm but are also a touch firmer than usual, whichever of →

Range at a glance

ENGINES	POWER	FROM
1.5 TSI	148bhp	£24,475
2.0 TSI	187bhp	£30,755
2.0 TSI 4x4	268bhp	£38,665
1.4 TSI iV	215bhp	£34,755
1.6 TDI	118bhp	£25,115
2.0 TDI	148bhp	£24,345
2.0 TDI	187bhp	£32,480
2.0 TDI 4x4	187bhp	£34,040

TRANSMISSIONS

6-spd manual
6-spd dual-clutch automatic ■
7-spd dual-clutch automatic

Superb buyers are spoilt for choice when it comes to specification. In addition to hatchback and added-practicality estate bodystyles, there's also a wide range of conventional petrol and diesel engines to choose from. Four-wheel drive is available, as is the plug-in hybrid iV model tested here.

The trim line-up is familiar, starting at S and moving up through SE, SE L, SportLine Plus to Laurin & Klement.

Superb iV shares much with a Passat GTE

● Superb iV comes with 17in wheels as standard but our test car was fitted with 19in Canopus wheels, which remove some compliance from the ride.

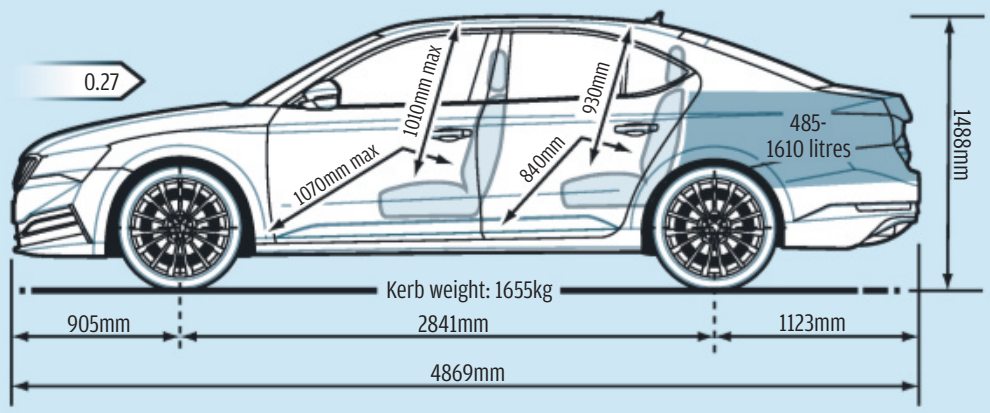
● Unless you opt for entry-level SE Technology trim, matrix LED headlights with adaptive full beam come as standard. Scrolling indicators won't be to all tastes, but they're a slice of Audi-style luxury.

● Charging port sits behind a flap in the chrome-rimmed radiator grille and is hidden convincingly when not in use. From a 7kW wallbox, it'll charge the 13kWh battery in less than three hours.

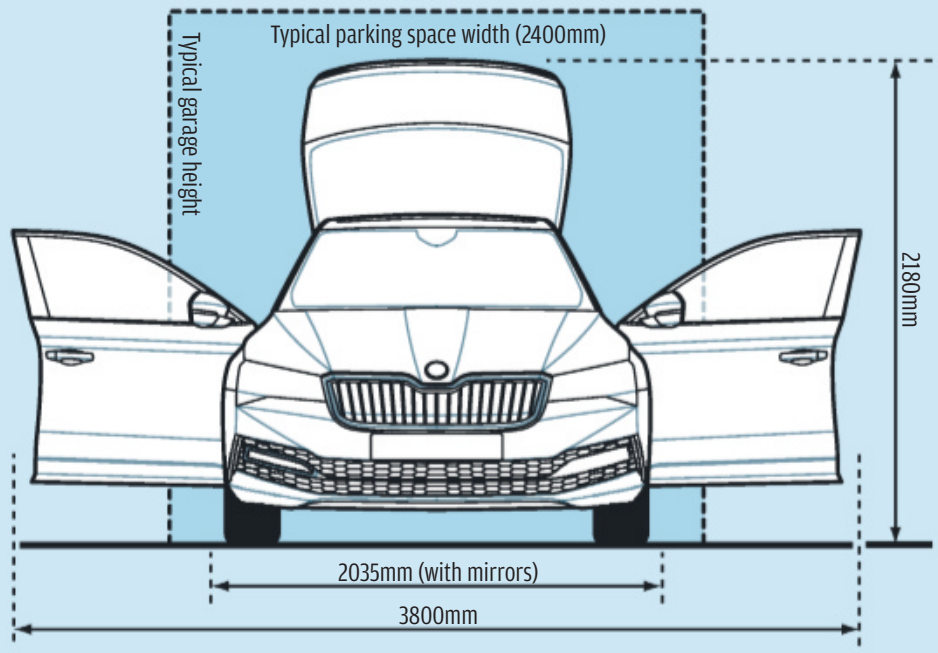
● Redesigned front bumper sports 'air curtains' at its extremities. They're chromed on the top-spec L&K Superb iV but rendered in matt plastic here. All models get the chrome bumper strip.

Weights and measures

DIMENSIONS

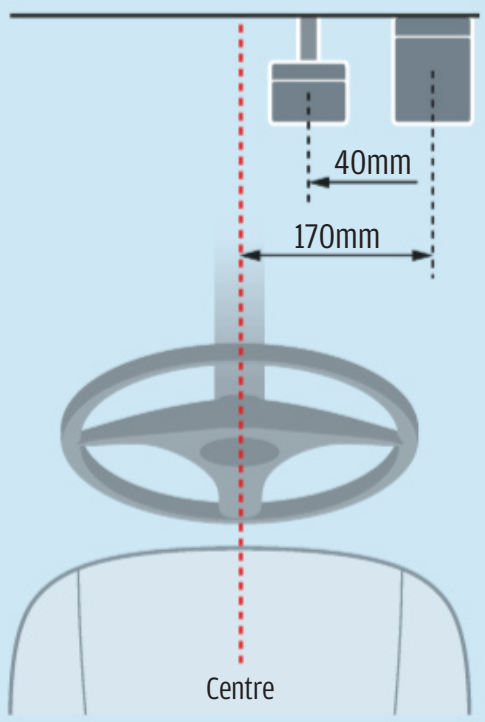


PARKING



WHEEL AND PEDAL ALIGNMENT

No complaints as far as pedal spacing is concerned, with no unreasonable offsets to report. Plenty of adjustability in the steering column.

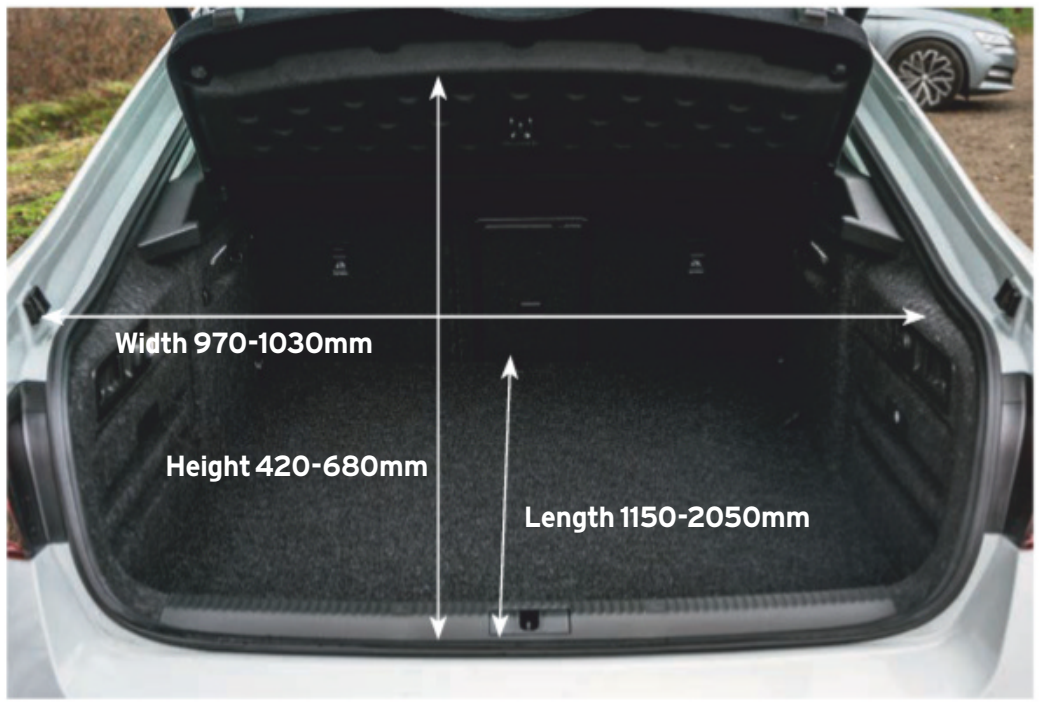


HEADLIGHTS

Adaptive LED headlights were bright and rangy but a little slow to dip for oncoming traffic.

● Front seats are perched usefully high and have plenty of adjustment potential but are short of support. View out remains a Superb strong point.

● Tall passengers will appreciate the Superb's considerable head and leg room, although some SUVs will more comfortably accommodate three abreast.



● Boot capacity shrinks because power electronics for the hybrid system sit under the floor. There's still generous space and the hatch opening makes for easy loading.

← the three presets you've selected, and they control MacPherson struts at the front and a multi-link arrangement at the rear.

As for the design, there's little to tell the outside world that this car uses a hybrid powertrain rather than a regular petrol or diesel engine. Some may notice the 'iV' badging on the rear, but the redesigned front bumper, with its subtle air curtains, is harder to spot.

INTERIOR

★★★★☆

As an already large car that makes intelligent use of its size, the Superb is ideally placed to weather the compromises so often enforced by plug-in hybrid powertrains. Skoda places power electronics under the boot floor, so the luggage capacity falls, but with 485 litres remaining, we can't imagine too many owners will feel especially inconvenienced and, in practice, it is only the underfloor storage compartments that are lost.

It's worth remembering that the Superb iV is also available with an estate body, and that elsewhere inside the cabin it remains luxuriously proportioned, with rear head and leg room still comfortably ahead of comparably priced rivals'. However, one tester did point out that families attempting to fit three child booster seats across the back bench may be better off looking elsewhere – an MPV, perhaps.

The cockpit itself is uneventful and less inviting in terms of material richness than the Passat, although there's no question that Skoda has come an awfully long way from the days when its interiors felt outright cheap. Mid-range SE L models like our test car get pleated leather for the strangely flat but nonetheless broad and comfortable electric 'sports' seats, and the addition of privacy glass and various interior lightings lifts the ambience.

Conspicuous by its absence is much in the way of hybrid iconography, the only give-aways being an E-mode button on the transmission tunnel and various green graphics displayed on the 10.3in digital Virtual Cockpit, which comes as standard for SE L cars and replaces the traditional instrument binnacle.

Elsewhere, this cabin is geared for calm detachment rather than any level of excitement. Compared with BMW's similarly sized 5 Series, the seats set their occupants high, and with slim A-pillars and a generous glasshouse, visibility is better than most and contributes to the formal but relaxing ambience.

PERFORMANCE

★★★★☆

Lifting the 1.4-litre petrol-electric powertrain directly from the new Passat GTE was never really going to be a recipe for disaster. In fact, given the Superb iV's comparative absence of performance intent, you might →

● USB ports sit at the base of the centre console. There are more in the rear, plus an additional 12V socket in the boot for powering portable fridges etc.

● As more premium VW Group brands move to touch-sensitive climate controls, the Superb sticks with physical switchgear, and there's little wrong with that.

● These nondescript buttons can quickly flick the powertrain between modes. There are three: Sport, Hybrid and E-mode.

Multimedia system ★★★★☆

The Superb iV comes with Skoda's Amundsen navigation system, with its 8.0in display, as standard. It has excellent graphics and hallmark VW Group usability, despite the irritation of greasy fingerprints sullying the otherwise slick presentation. It's possible to upgrade to the 9.2in Columbus system, but a lack of volume or map zoom knobs may affect usability.

Meanwhile, the Virtual Cockpit is standard with Columbus (which also incorporates gesture control) but optional with Amundsen. USB provision is excellent in either case, with Type-C sockets at the back of the centre console and in the rear, and a Type-A socket in the storage bin under the front armrest.

Unique to the plug-in hybrid is the ability to remotely initiate charging and to precondition the cabin – that is, set the temperature in advance of unlocking the car – via a smartphone app. There are also readouts that show how the powertrain is distributing power in real time and the car's range and economy.

> Its primary ride feels like it could have been lifted from a luxury saloon

well argue that it makes for a better fit under the bonnet of a nondescript Skoda than an electrified VW with mild sporting pretensions.

Viewed through a purely pragmatic lens, there's a lot to like. Petrol and electric power sources are integrated cleanly and transition from one to the other is smoothly governed. The petrol engine itself is generally refined and well isolated and it can be used to charge up the 13kWh battery should you want to. Admittedly, the throttle response can feel a touch muted in both electric and hybrid drive modes, but our testers agreed that what the Superb sacrifices in cut-and-thrust responsiveness, it more than makes up for in laid-back, refined ease of use.

With both power sources engaged, straight-line performance is brisk enough to garner praise but not so rapid as to be an entirely memorable characteristic. On a damp track, the run from standstill to 60mph was dispatched in 7.3sec and 30-70mph took 5.8sec – both times representing notable improvements over the previous Passat GTE (7.6sec and 6.1sec respectively). Although this translates to a useful amount of real-world urgency, it's also worth noting that the Superb did display a tendency to tug at the wheel slightly during hard acceleration – particularly on unevenly surfaced stretches of road.

As for the car's electric-only capability, our testers didn't quite match Skoda's claimed 39-mile range. Having set off with its 13kWh battery fully charged, the Skoda's petrol engine came back to life after 28 miles on a mixture of roads that incorporated speed limits ranging from 20mph to 70mph. Given that the Superb was driven in a largely everyday fashion, it seems entirely reasonable to expect this figure to increase if a more sympathetic driving style were to be adopted.

HANDLING AND STABILITY

★★★½☆

In typical Skoda fashion, the Superb iV's dynamic character is marked out far more by ease of use than any quantifiable amount of athleticism.

With 2.7 turns between locks, its steering is light and fairly relaxed in its gearing, translating to a rate of response that feels impressively deliberate if not exactly fleet-footed or spry. Nonetheless, the natural manner in which it weights up as you wind on lock allows you to flow the Superb through successive bends with plentiful accuracy, if little in the way of meaningful driver engagement.

But while the steering is rather mute when it comes to telling you what's going on beneath the Superb's wheels, it does at least instil a good amount of confidence in the road-holding ability of the Superb's chassis. The car's front end sticks to your chosen cornering line with conviction, although an unreasonably boorish driving style will cause its front end to begin to push wide. That said, the manner in which it noses into understeer is very gradual and its electronic stability systems aren't too authoritarian when they decide to step in and tidy things up again. Mid-corner bumps don't unsettle the Superb's stability to too great an extent, either, although hitting one at speed can transmit quite a forceful shock through the steering wheel.

The additional mass introduced by its battery pack and electric

● Hybrid's extra weight is detectable in corners, which the Superb iV negotiates with sure-footed, soft-edged dependability and decent composure rather than athleticism

Track notes

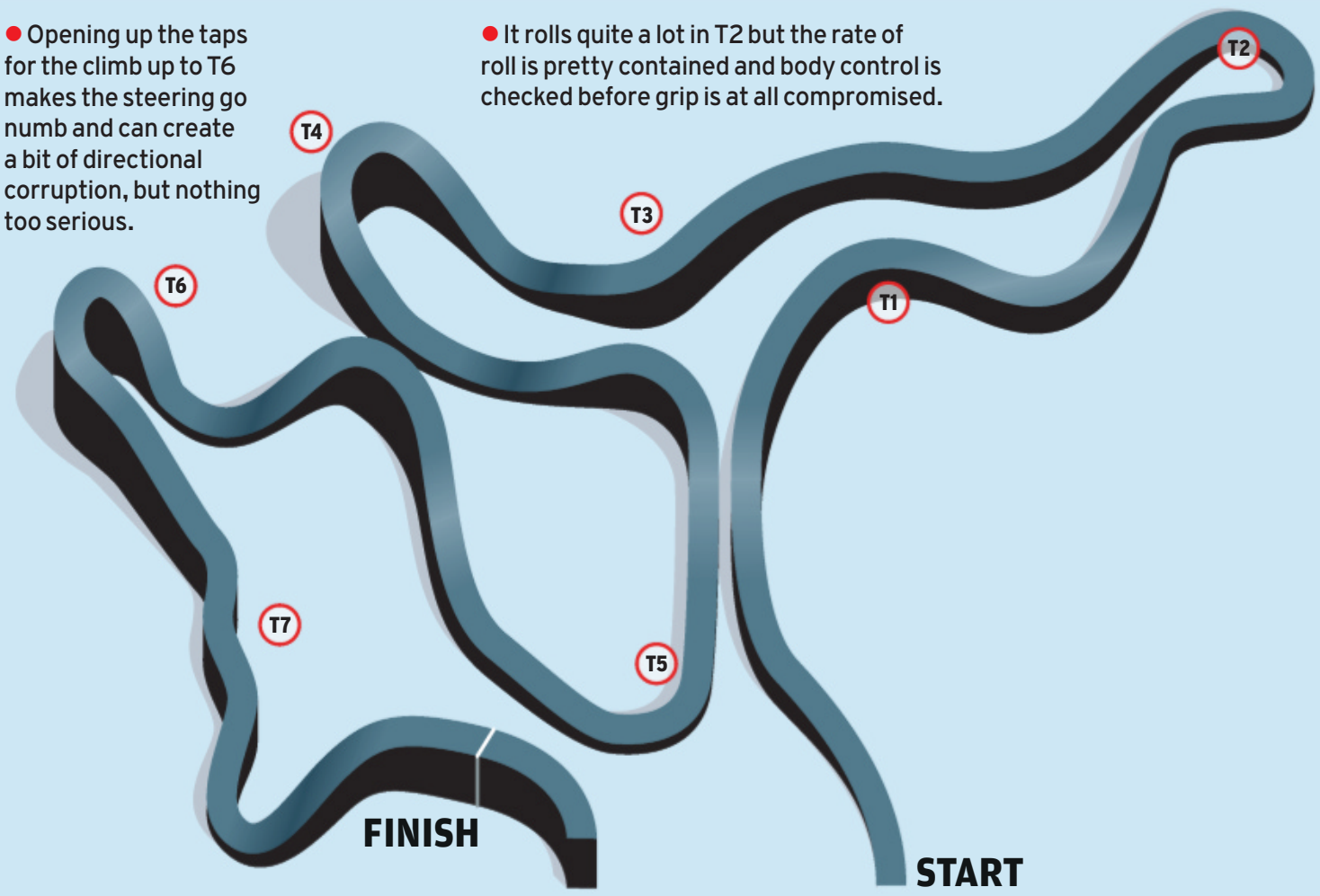
Driving the Superb iV up to the limit of grip reveals it to be the large, fairly soft and inert but still dynamically competent saloon car that you expect a Superb to be.

Much as the car only performs with any gusto if you get deep into the accelerator travel, so you only reach its lateral limits after plenty of wheel twirling and with reasonable body roll in evidence. Grip remains pretty well balanced under cornering load and the chassis tolerates being hurried meekly enough. Its electronics leave only the briefest snatches of wheelspin and steering corruption to let you know you're approaching the car's mechanical thesholds.

Hurrying it isn't rewarding or fun, though; and the car's shortage of dynamic poise over and above what you'd expect of a very ordinary family saloon is a tell-tale of how modest the car's positioning is and how mainstream the plug-in hybrid has now become.

● Opening up the taps for the climb up to T6 makes the steering go numb and can create a bit of directional corruption, but nothing too serious.

● It rolls quite a lot in T2 but the rate of roll is pretty contained and body control is checked before grip is at all compromised.



motor makes its presence felt through corners, too. The iV seems to be slightly more resistant to fast directional changes than conventionally powered Superbs and body roll is a degree more pronounced. Setting the Skoda's DCC adaptive dampers to Sport does help to minimise the slight pause that occurs between the wheel being turned and the weight then duly shifting from one side to another, but it never really seems to be able to truly distance itself from its heft.

COMFORT AND ISOLATION

★★★★½

Here, the Superb really comes into its own – thanks in large part to the flexibility afforded by its standard-fit adaptive dampers. In Comfort mode, the pillowiness of the Skoda's primary ride feels as though it could have been lifted straight from a luxury saloon a few price brackets higher.

On the motorway, the soft-edged, easy-going quality of its ride paints the Superb as a seriously comfortable long-distance machine. However, take it onto faster A- and B-roads and its elevated mass can cause it to begin to run out of answers when faced with larger undulations. Get a proper stride on and that well-judged sense of softness is replaced by the feeling that the suspension is approaching the point where it might run out of control over the car's upwards vertical body movements, while the Superb iV threatens to run out of suspension travel through bigger compressions.

Firming up the dampers does help rein things in to an extent, but even in Sport mode, you remain mildly aware of its up-and-down bobbing. The optional 19in alloy wheels that came fitted to our test car only thudded and thumped over particularly sharp edges.

Past these intrusions, the Skoda's cabin is a largely calm, quiet place. At a steady 70mph cruise, our microphone took cabin noise at 69dB, which is respectable enough if not quite as hushed as the previous Passat GTE's cabin (66dB).

BUYING AND OWNING

★★★★½

As is the case with all plug-in hybrids, long-term fuel economy is going to entirely depend on your typical trip characteristics. That the Superb iV returns around 40mpg purely under the locomotion of its downsized petrol engine suggests that high-mileage drivers are still better off buying a diesel model. However, if you drive shorter distances and have the ability to charge at home – and possibly also at work – you might manage half your weekly mileage on battery power alone, at which point you could expect an average economy of 75mpg.

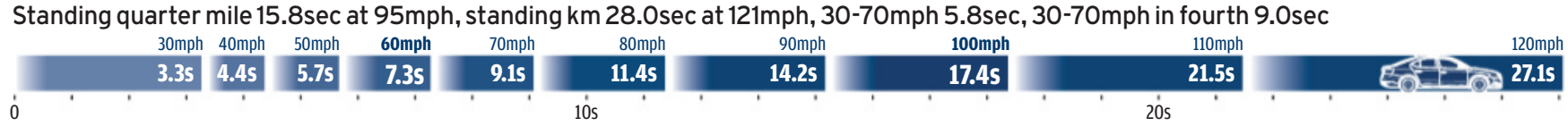
Company car drivers also stand to benefit from the Skoda's low benefit-in-kind payments, particularly after April, when changes to the way this tax is calculated will result in higher rates for non-hybrid cars and the iV will become the cheapest car to run in the range.

That the list price also undercuts not only the Passat GTE but both the Peugeot 508 Hybrid and, by an impressive margin, BMW's smaller 330e means private buyers benefit, too. The money saved could be put to use elsewhere or spent upgrading to L&K trim, which equips the Superb iV with almost every option it is possible to have and yet still brings the balance to less than £39,000. →

ACCELERATION

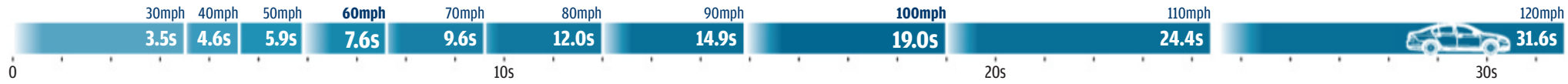
Skoda Superb 1.4 TSI iV SE L (6deg C, damp)

Standing quarter mile 15.8sec at 95mph, standing km 28.0sec at 121mph, 30-70mph 5.8sec, 30-70mph in fourth 9.0sec



Volkswagen Passat GTE (2016, 14deg C, damp)

Standing quarter mile 16.0sec at 93.2mph, standing km 28.6sec at 116.4mph, 30-70mph 6.1sec, 30-70mph in fourth 9.0sec



BRAKING 60-0mph: 2.79sec

Skoda Superb 1.4 TSI iV SE L (6deg C, damp)

Volkswagen Passat GTE (2016, 14deg C, damp)

Data log

SKODA SUPERB 1.4 TSI iV 218PS SE L

On-the-road price	£34,755
Price as tested	£37,255
Value after 3yrs/36k miles	£15,550
Contract hire pcm	£328.38
Cost per mile	61 pence

TYPICAL PCP QUOTE

3 years/30,000 miles £565.46

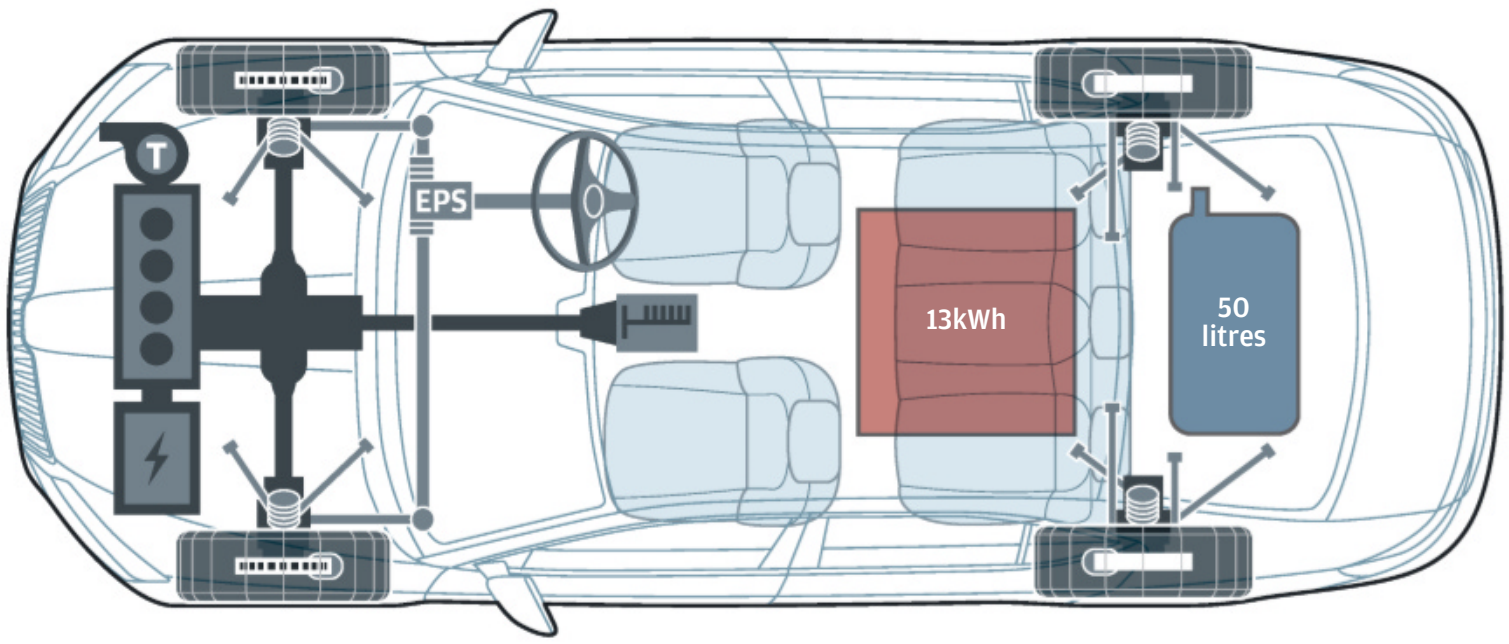
A deposit of £3726 and £565 per month will make you the custodian of a Superb 1.4 TSI iV in SE L specification on a three-year, 30,000-mile contract.

EQUIPMENT CHECKLIST

Adaptive cruise control	■
Drive mode selection	■
Dynamic Chassis Control	■
Dual-zone climate control	■
Full-matrix LED headlights	■
Headlight washers	■
In-door umbrella compartments	■
Keyless entry	■
Voice control	■
Wireless Smartlink for Apple CarPlay	■
Heated front seats	■
Ice scraper in fuel cap	■
Leather upholstery	■
8.0in Amundsen infotainment suite, including Apple CarPlay, Android Auto, DAB,Bluetooth, aux, USB, MP3	■
19in Canopus alloy wheels	**£680**
LED Package Plus	**£385**
Metallic paint	**£595**
Rear-view parking camera	**£375**
Virtual cockpit	**£465**

Options in **bold** fitted to test car

■ = Standard na = not available



TECHNICAL LAYOUT

Superb iV sits on Volkswagen's MQB platform, so its suspension consists of MacPherson struts up front and a multi-link arrangement at the rear. Adaptive dampers are standard. As on the Passat GTE, a 114bhp electric motor is positioned between the flywheel and the six-speed dual-clutch transmission. This now draws its power from a larger, 13kWh battery, which sits ahead of the rear axle line.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1395cc, turbocharged, petrol, plus electric motor
Made of	Aluminium block and head
Bore/stroke	74.5mm/80.0mm
Compression ratio	10.0:1
Valve gear	4 per cyl
Power	215bhp (system output)
Torque	295lb ft (system output)
Redline	6000rpm
Power to weight	130bhp per tonne
Torque to weight	178lb ft per tonne
Specific output	110bhp per litre

ECONOMY

TEST MPG	**Track**	22.1mpg
	Touring	45.0mpg
	Average	45.0mpg
CLAIMED	**Low**	28.3-30.1mpg
	Mid	44.8-48.7mpg
	High	47.1-54.3mpg
	Extra high	36.7-43.5mpg
	Combined	148.7-201.3mpg
	Tank size	50 litres
	Test range	495 miles

EMISSIONS & TAX

CO_2 emissions	35g/km (NEDC eq)
Tax at 20/40% pcm	£93/£185

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1655kg/1736kg
Drag coefficient	0.27
Wheels	8.0Jx19in
Tyres	235/40 R19 96W, Bridgestone Potenza S001
Spare	Mobility kit

TRANSMISSION

Type 6-spd dual-clutch automatic
Ratios/mph per 1000rpm
1st 3.5/6.0 **2nd** 2.773/9.8 **3rd** 1.852/14.7 **4th** 1.02/20.5 **5th** 1.023/26.6 **6th** 0.84/32.4
Final drive ratios 3.750 (1st, 4th, reverse), 2.885 (2nd, 3rd, 5th, 6th)

SUSPENSION

Front MacPherson struts, coil springs, adaptive dampers
Rear Multi-link, coil springs, adaptive dampers

BRAKES

Front 312mm discs
Rear 300mm discs
Anti-lock Standard, with brake assist
Handbrake type Switch
Handbrake location Centre console

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.8
Turning circle	10.0m

SAFETY

ESC, ABS, EBV, MSR, ASR, EDS, HBA, DSR, RBS, CBC
Euro NCAP crash rating 5 stars
Adult occupant 86% **Child occupant** 86%
Pedestrian protection 71% **Safety assist** 76%

CABIN NOISE

Idle 40dB **Max rpm in 3rd gear** 76dB
30mph 62dB **50mph** 66dB **70mph** 69dB

ACCELERATION

MPH	TIME (sec)
0-30	3.3
0-40	4.4
0-50	5.7
0-60	7.3
0-70	9.1
0-80	11.4
0-90	14.2
0-100	17.4
0-110	21.5
0-120	27.1
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

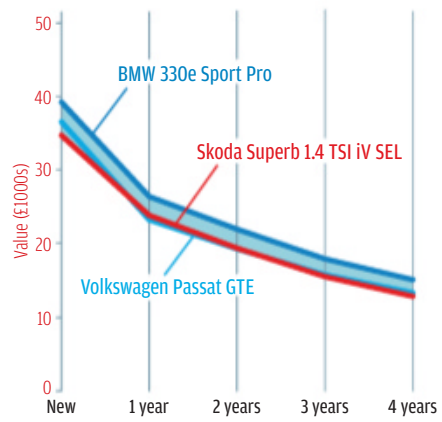
mph	2nd	3rd	4th	5th	6th
20-40	2.1	-	-	-	-
30-50	2.3	3.1	4.3	-	-
40-60	2.9	2.9	4.5	5.8	-
50-70	-	3.5	4.6	6.0	7.5
60-80	-	4.2	4.8	6.3	8.0
70-90	-	5.1	5.3	6.8	8.8
80-100	-	-	6.5	8.1	10.0
90-110	-	-	7.9	10.0	11.9
100-120	-	-	9.7	-	-
120-140	-	-	-	-	-
140-160	-	-	-	-	-
160-180	-	-	-	-	-
180-200	-	-	-	-	-

MAX SPEEDS IN GEAR

1. **36mph** 6100rpm
2. **60mph** 6100rpm
3. **90mph** 6100rpm
4. **125mph** 6100rpm
5. **139mph** 5225rpm
6. **139mph*** 4290rpm
   * claimed

RPM in 6th at 70/80mph = 2160/2469

RESIDUALS



● Skoda holds its value well against its rivals. The BMW 330e outperforms the Superb iV by the narrowest of margins.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Superb, contact Skoda UK Customer Services, Delaware Drive, Blakelands, Milton Keynes, MK14 5AN (03330 037 504, skoda.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5462

Read all of our road tests autocar.co.uk

VERDICT ★★★★☆

Almost militantly normal, but all the more appealing for it

The Superb iV is a proud moment for Skoda and a promising sign of things to come from its fledgling line-up of electrified cars. And although it shares much of its architecture with the Passat GTE, its ardent commitment to normality and utility over and above any sporting pretence certainly has its merits.

In this context, the powertrain's lack of character becomes a bit tougher to criticise, and its ability to wrap usable performance and efficiency up in a refined and impressively smooth package is all the more admirable. The same goes for its sensible handling and laid-back ride quality; for the savings in company car tax that it will offer over and above a traditional diesel saloon; and for the fuel savings that it'll deliver if used properly and charged frequently.

So adept is it at tackling the demands of the everyday that you could almost forgive it for the pervading sense of indifference it displays towards the concept of actually being driven. Almost. Ultimately, its character remains just a bit too staid to allow it to rise to the top here. But as a mascot for the pragmatic approach, Skoda has done a fine job indeed.

Testers' notes

RICHARD LANE
Any Superb is fantastically dull yet you can't help but wholeheartedly buy into their utilitarian appeal. It's hard to imagine one of these iV hybrids, in estate trim, wouldn't improve the everyday motoring lives of almost anyone.

SIMON DAVIS
I'm being a bit pernickety, but I'd prefer the iV's charging port to be on the side of the car rather than the front. That way, you're not forced to park nose in when using perpendicular charging bays.

Spec advice

- Wheel size matters for cars that prize ride comfort, which is why you should give the larger, optional 19in wheels, as fitted to our test car, a miss. Entry-level SE Technology trim is well equipped, but with SE L, you get matrix headlights, which we'd want.

Jobs for the facelift

- Crisper steering and body control that's just a touch sharper would give the Superb yet another, but more rewarding, string to its bow.
- Find a way to shrink the power electronics and restore the boot space that non-hybrids get.

ROAD TEST RIVALS

Verdicts on every new car, p82

1 BMW 330e SE
It's more expensive and less practical than the Superb but it remains our pick of the current crop of 'affordable' PHEVs, even in entry-level specification.
★★★★½

2 VOLKSWAGEN PASSAT GTE
A dash more sporting appeal than the Skoda, but not the driver's car that VW makes it out to be. A smooth operator nonetheless.
★★★★☆

3 SKODA SUPERB 1.4 TSI iV SE L
Superb's value positioning really hits home in this company. Refined, comfortable and roomy – although not that fun to drive. The pragmatist's choice.
★★★★☆

4 VOLVO S60 T8 TWIN ENGINE AWD
More performance than anything else here, but still not the sweetest to drive. Shows how quickly things can get pricey.
★★★½☆

5 MERCEDES-BENZ C300de SPORT EDITION
We've yet to drive it in the UK, but this diesel-electric Merc has impressed us abroad. Well suited to regular long-distance driving.
★★★½☆

	1 BMW 330e SE	2 VOLKSWAGEN PASSAT GTE	3 SKODA SUPERB 1.4 TSI iV SE L	4 VOLVO S60 T8 TWIN ENGINE AWD	5 MERCEDES-BENZ C300de SPORT EDITION
Price	£37,875	£36,610	£34,755	£49,805	£43,015
Power, torque	288bhp, 310lb ft	215bhp, 295lb ft	215bhp, 295lb ft	390bhp, 472lb ft	302bhp, 516lb ft
0-62mph, top speed	5.9sec, 143mph	7.4sec, 138mph	7.7sec, 138mph	4.6sec, 155mph	5.6sec, 155mph
CO_2, economy	37-38g/km, 188.3-201.3mpg	32g/km, 201.8mpg	35g/km, 148.7-201.3mpg	42g/km, 122.8-176.5mpg	38g/km, 176.6-235.4mpg

S GO 162E
86A
69 TDX

NEW AGE TRAVELLERS

Is 'road to zero' new car legislation about to consign the grand touring car to the history books? After a couple of days in the company of the latest ultra-modern GTs, **Matt Saunders** thinks not

PHOTOGRAPHY LUC LACEY

Polestar's plug-in hybrid powertrain straddles the technological middle ground

The news out of Whitehall earlier this month seemed very much like the death sentence for the internal combustion engine that so many of us have been dreading, didn't it? And with it there also came a numbering of days for all sorts of vehicle that it's hard to imagine being powered in any other way.

Well, maybe not. Things can change, after all, and where government policy is concerned, they usually do. But if prime minister Johnson's new car electrification plan for 2035, or perhaps 2032, sticks, it's likely to accelerate a global move towards ever more ambitious sustainability legislation, as the AK47 of public opinion gets aimed ever more squarely at the undeserving temple of the traditional piston-engined automobile.

When the shots are finally heard, we must simply hope that they mark an important beginning as well as an end. If there is to be no place at all for internal combustion in new cars sold just 15 years from now, then at least the certainty of that decree ought to give even greater impetus to the development of electric car technology than it has thus far had. It certainly needs to. From what you might call our 20th century legacy perspective, it's hard to fathom how the sheer breadth and variety of the car market as it is today might be supported entirely by batteries and electric motors and so few public charging stations. We must have faith that it won't seem like such a leap in a decade or so.

Tightening our focus in, we must also hope and trust that the classic fast grand touring car will survive the transition. It's one of the oldest automotive types of them all, and one linked inextricably with our very earliest, most formative and most romantic notions of motoring. The GT has done quite well already to survive more than a century of development, containing within that span a couple of world wars, several oil and economic crises and the rise and rise of budget airlines which, in some countries, sprang up as early as the 1970s.

Polestar is a 2+2, and then only for kids

AMG GT 4dr seats four in spacious luxury

The Taycan's rear is also accommodating

In spite of all that, with a long way to go and a short time to get there, plenty of us still choose to travel under our own steam, according to our own schedule and route and in our own company – by car. And for those who do, here's the good news: there is much heart to be found in the very latest ultra-modern fast GT cars, such that the traditions of 600-mile-a-day road trips will continue to be possible, at speed and in style, once we've reached the end of this 'road to zero' glidepath on which we now seem to be set so firmly. A couple of days like those I've just experienced, on the still magnificent and sparsely trafficked Route Napoleon and the surrounding roads of the French Prealps, with a couple of the most →

The Taycan driver sits low down but the cabin has a restrained feel

> “The traditions of 600-mile-a-day trips will continue to be possible, at speed and in style”

Polestar trumps both Porsche and Mercedes for luxury

AMG GT’s cabin is roomiest but feels the most sporting

The Taycan's performance requires a recalibration of what's possible for an EV

The Taycan's digital engine noise synthesis is the first system of its kind I've actually warmed to. It's multi-tonal and sensitive to speed throttle load – think sonorous humpback whale song meets Luke Skywalker's landspeeder.

← wanted, new-age electrified grand tourers for company – and a good combustion-engined fast GT car to provide the necessary context – is all it takes to make you feel significantly better about the future of long-distance motoring.

On our road trip was one of our favourite fast GT cars of the moment: the Mercedes-AMG GT 63 S 4-Door Coupé. A bit of a dinosaur, some might say – and possibly more oil tanker than oil painting, I grant. But as a yardstick of the sheer breadth and varied ability of the modern combustion-engined GT car, to represent everything it can do better, perhaps, than the very height of luxury and elegance it can reach, it takes some beating.

A 630bhp 4.0-litre turbocharged V8 engine mated to an active torque-vectoring four-wheel drive system makes it capable of performance you can call supercar-level without a moment's pause: 0-62mph in 3.2sec, 196mph flat out. The car feels every bit as quick on the road as those figures would imply, but it knows comfort and dynamic versatility just as well. It has a good-sized cabin with four usable doors and the same number of usable adult-sized seats, plus a boot that will swallow a long weekend's luggage for as many passengers without the slightest issue.

As we've reported many times, this car comes bristling with AMG-typical driver appeal and performance character, ready to handle as well as any bigger sports car but also to reach across long →

Electric, plug-in hybrid, petrol: three different takes on the GT theme. And a Renault 4

USED GRAND TOURERS FROM £35K TO £250K

MASERATI QUATTROPORTE SPORT GTS
Early versions got a mixed reception, but incremental improvements resulted in the fine Sport GTS. No more will we see the likes of a naturally aspirated 4.7-litre V8 and expertly judged passive chassis set-up free from electronic trickery. Expect to pay £35k.

PORSCHE PANAMERA TURBO
True, the Panamera Turbo doesn't have the instant push of the Taycan, but it's as good as it gets from a traditionally powered car. Revised models get 513bhp and 516lb ft deployed through a seven-speed PDK transmission that rattles off gearchanges like rapid fire. A bargain at £40k.

FERRARI GTC4 LUSSO
Ferraris with rear seats have always had acceptance issues, but the FF helped break the mould. In GTC4 Lusso form, it's hugely impressive: four-wheel steering, four-wheel drive (sort of), four usable seats and an 800-litre boot, as well as a 680bhp naturally aspirated 6.3-litre V12. Buy from £160k but don't just store it away...

LEXUS LFA
It took two attempts to get it right, but the Lexus LFA was a work of art when it arrived in 2010. Under the carbonfibre body lay an engine that was nothing short of a masterpiece: 4.8 litres, 10 cylinders and 552bhp produced at a redline of 9000rpm. Much like fine art, though, you'll need at least £250k to buy one.

BENTLEY CONTINENTAL GT
We weren't always sure about the W12 Conti, but this latest one has come good. As quick as an Aston and more refined than a Porsche, it enables you to revel in top-level luxury and thrilling 207mph performance. Boomers will love the rotating dash, too. Yours for £150k, or buy an older one from £13k.

“As a yardstick of the breadth of ability of the modern GT car, the AMG takes some beating”

Taycan's charging needs mean long journeys require more planning

You can turn brake energy regeneration on and off in the Porsche, with brake pedal feel improving a little with it off – but being good either way. Leave it off, though, and you'll struggle to get more than 190 miles of range in mixed use.

← distances in real comfort. And so it is in so many ways the complete any-occasion grand tourer. It comes with a 66-litre petrol tank which, with up to 32mpg possible on a long run, allows you to cover 450 miles between stops – and it can be refilled in less time than it takes your passengers to log into the service station's free wi-fi and check Whatsapp.

That kind of usable range and recharging capability remains well beyond the all-electric GT for now, but not quite so for the plug-in hybrid. To represent the latter, enter the stunning Polestar 1. Its eye-catching design should achieve one of this debut model's intended purposes – which is to invite onlookers to wonder what on earth a Polestar is – with impact to spare.

Underneath the square-set, emphatically proportioned CFRP bodywork lies a 'twincharged' 2.0-litre four-cylinder petrol engine and a trio of electric motors that can combine to make for as much as 591bhp and 738lb ft while also offering four-wheel drive. There's enough battery capacity for a real-world 60-70 miles of zero-emissions running, and then a fuel tank with enough for about 250 miles of 'range-extended' petrol running on the top. The catch? That such a configuration makes the Polestar the heaviest and slowest car of our trio – although, with 62mph coming up from rest in a whisker over four seconds and a 155mph top speed, it's still quick enough to cover ground very nicely indeed when the occasion calls for it. This is a driver's car and no mistake – although it is by no means an ideal one.

Not compared with the remarkable Porsche Taycan Turbo S, whose driving experience we'll come to in a moment. Porsche's first electric car was always unlikely to be any half-measure, and yet wrapping your head around this car's abilities doesn't immediately get much easier after your first test drive than it is while simply attempting to digest the technical breakdown: up to 751bhp and 774lb ft of torque for full-bore launches, 0-62mph in as little as 2.8sec, more than 160mph in full flight, four usable seats and naff all emissions. Reconcile that lot, and all from the same car, if you possibly can.

The range-topping Taycan Turbo S comes with an official WLTP range of between 241 and 256 miles, depending on specification, and it has rapid-charging capability to take its 93kWh battery from 5% charge to 80%, where there is a rapid charger of sufficient power, in less than 23 minutes. As EV owners will tell you, 350kW public chargers remain pretty rare things at present, but as they proliferate on motorway networks, and just off them, around Europe over the next few years, it should be entirely possible to plan 600-mile days in a Taycan in a not-dissimilar fashion to how you plan them in any other GT car.

The question for touring in electric cars, it seems to me, is whether you're happy to be bound to a pre-ordained route and schedule, and to have your journey and experience effectively defined by the nearest rapid chargers along it. If, however, you prefer to simply nurture your adventurous spirit and to point the prow of your car in roughly the right direction – to take the road less travelled as and when you fancy, and to worry about how and where you refuel when the need arises – well, perhaps electric long-distance motoring isn't for you. Perhaps it never will be; time will tell.

Whichever way you prefer to plan your journeys, it will be a while before any electric GT can beat the GT 63 S for ease of use. For straightforward ownership appeal, though, it's the →

AMG GT 4dr marries supercar pace with comfort and agility

> The Polestar 1 is a driver's car and no mistake, although it is by no means an ideal one

Wide grilles cool the petrol engines of Polestar and AMG; Taycan keeps its mouth shut

Polestar is heavy but, with 591bhp, it's far from slow

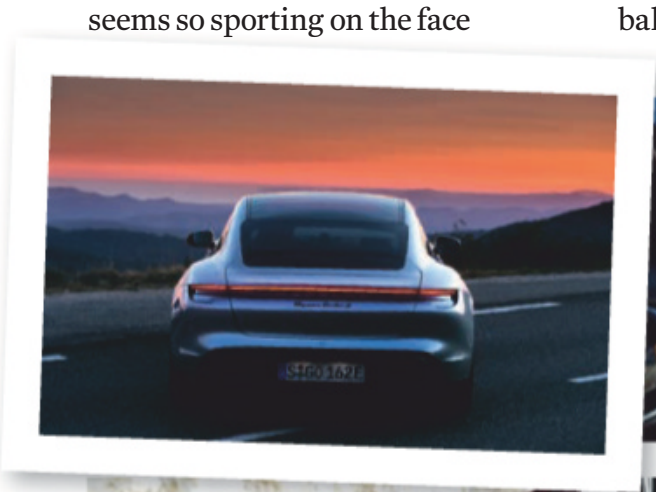
← Polestar that you'd choose out of this trio, I reckon. It's nowhere near as practical as the Mercedes, with 2+2 seating that would only ever make it a four-seater with younger kids in the second row, and even then over shorter trips only. The layout of the car's power management electronics also means boot space is limited, and there's no chance of loading longer items through into the cabin.

Even so, the Polestar's is a much richer, more pleasant and more luxurious place for two to travel in than is either the AMG's or the Porsche's. Where the Taycan's cabin is bigger on touchscreen technology but is ultimately more restrained and less ornate, and the AMG's is more spacious and more overtly sporting, the Polestar's is the bubble of sophisticated luxury that would make touring an easy pleasure. It juggles comfort, visibility, refinement, perceived quality and sense-of-occasion richness the best of the trio – and to drive, it has all the performance and handling appeal you'd expect in a biggish, expensive GT, although it doesn't reset any preconceptions.

Which is precisely what the Taycan does do, and in all sorts of ways. You wonder, to begin with, how it is that a car that seems reasonably compact on the outside – that seats you so low, that has such a low scuttle and that seems so sporting on the face of things – can possibly weigh 2.3 tonnes. It simply doesn't look like it does. It really doesn't drive like it does, either, but that's the upshot of being seated so low, in among the pouch cells that power the car's twin electric motors rather than on top of them, I suppose. Not to mention simply the result of what happens when you give designers and engineers from Porsche, rather than from any other car maker, a clean-sheet brief to come up with the very best electric driver's car imaginable.

It takes something special to comprehensively out-punch a 630bhp AMG on outright performance and handling dynamism, but the Taycan Turbo S manages to do both on the road. Holy moly, this car is quick. When picking up from low speed, it feels even more breathtaking both for response and outright power than you dare expect it might. This is a car whose throttle you squeeze – and you do so carefully at first.

But unlike the other high-end electrically powered offerings that this embryonic market niche has seen hitherto, the Taycan handles every bit as well as it goes – and it stops very well indeed. It steers as well as any Porsche barring perhaps the best GT-department specials. It turns flat, grips hard and contains it body movements tightly, at least until you hit very high speeds. It also manages to deliver the cornering balance and handling poise you would sooner expect from a 1500kg, mid-engined sports car.

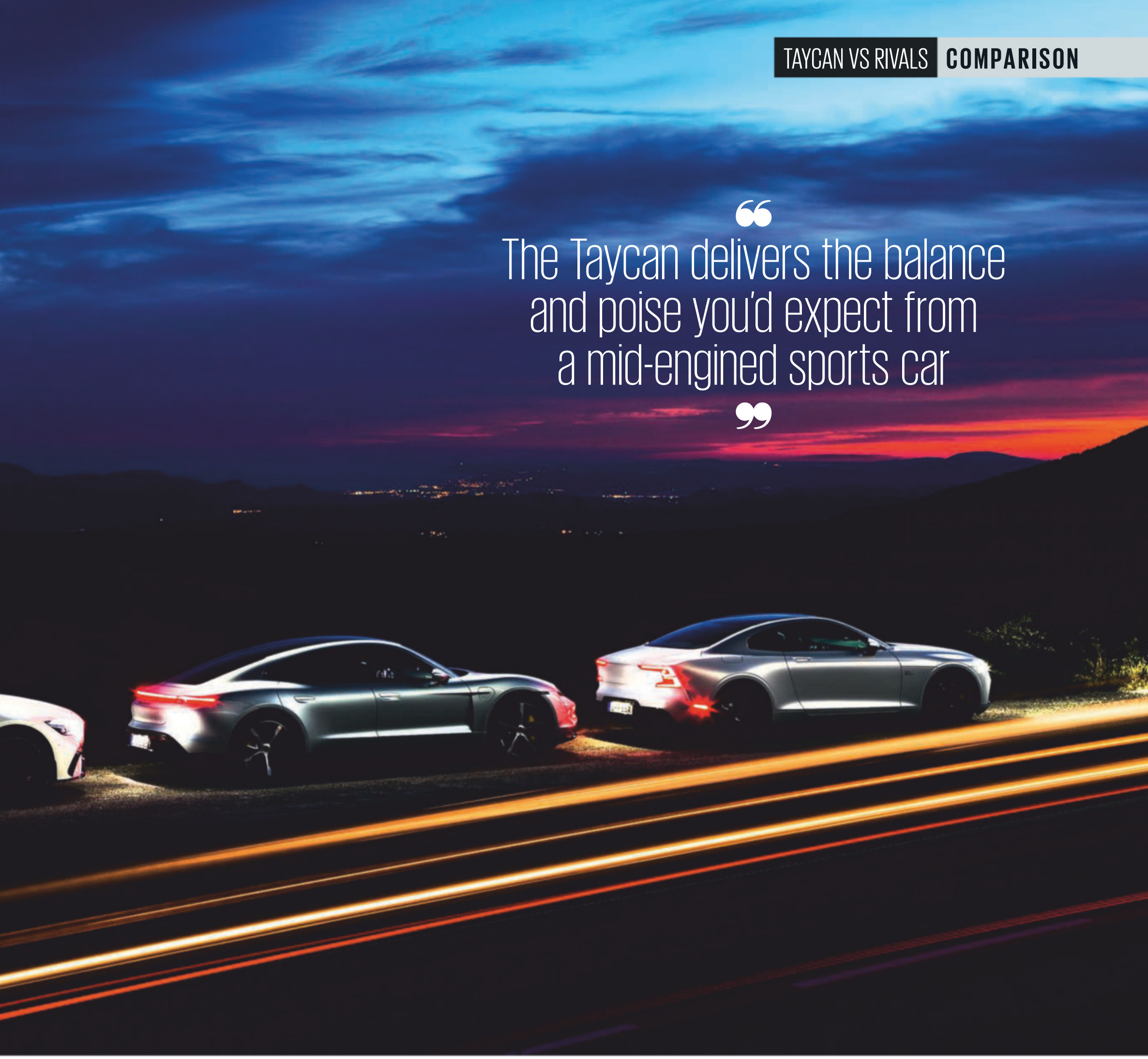


Clockwise, from top right: Polestar, AMG GT and Taycan all have latest touchscreen tech

So yes, it's driver's car, and a sensational one at that when driven really hard. It's most alike to some next-generation Nissan GT-R than anything else, but with even greater handling poise, tactile feedback and sheer wallop than that would suggest. And that's why, given the option of all three cars to take for one more tilt down a testing road, it's the Taycan I'd pick here and now – and probably again and again. Trying to fathom how it does what it does – and exactly how it can make the GT 63 S, which you might imagine ought to handle better because it is, in fact, 250kg lighter, feel like it's the heavier car – is one of the most superbly bewildering tasks I've had in this job.

None of which makes it a grand tourer, of course, which brings us to the summing up of this exercise with no little complexity to negotiate. The Mercedes-AMG GT 63 S 4-Door Coupé, Polestar 1 and Porsche Taycan Turbo S may all occupy similar notional market territory, but they will appeal for very different reasons, to very different people and for quite different intended purposes.

You might imagine that, with the 'road to zero' picture looking like it does, I'd recommend that someone with the means to be in this particular market should buy the Mercedes now, while they still can, before the public mood and legislative context turns irrevocably against it; the Polestar in a few years, it being an ideal bridge and introduction to an electrified touring



> The Taycan delivers the balance and poise you'd expect from a mid-engined sports car

future; and the Taycan in perhaps another few years more, when the world is ready to better support owning and charging it.

That sounds like a very reasonable argument. Trouble is, with the memory of all three cars and an epic couple of days now hardened but still fresh in the mind, the Porsche is all I can think about. How on earth does it perform and handle like that? How have they hidden all that weight so well? Could I possibly find a way to make it fit into my life?

Truly great cars have a habit of leaving you thus bewitched and bewildered, stuck for explanations. And GT or not, we can be sure of this much if nothing else: the Porsche Taycan deserves absolutely no less a billing than that. A

	Porsche Taycan Turbo S	Polestar 1	Mercedes-AMG GT 63 S 4Matic+ Premium Plus
	The same usability challenges as other EVs but breaks new ground for handling and driver appeal for its breed. Stunning to drive.	Luxury ambience, refinement and driver appeal match stunning looks. A few dynamic limitations but impressive all the same.	Electrified GTs still can't beat petrol's usability and charm. Fast, versatile, rewarding – even if it borders on social unacceptability.
RATING	★★★★½	★★★★☆	★★★★☆
Price	£138,826	£139,000	£145,495
On sale	Now	Now	Now
Engine	2 electric motors	4 cyls in line, 1969cc; 3 electric motors	V8, 3982cc, twin-turbo, petrol
Power	751bhp (during launch control only)	591bhp (total system output)	630bhp at 5550-6500rpm
Torque	774lb ft (during launch control only)	737lb ft (total system output)	664lb ft at 2500-4500rpm
Gearbox	2-spd automatic (r), direct drive (f)	8-spd automatic (f), direct drive (r)	9-spd automatic
Kerb weight	2295kg	2350kg	2045kg
0-62mph	2.8sec	4.2sec	196mph
Top speed	161mph	155mph (governed)	3.2sec
Economy	2.46mpkWh (WLTP combined)	403.5mpg (WLTP combined)	22.1-21.4mpg (WLTP combined)
CO_2 emissions	0g/km (WLTP combined)	15g/km (WLTP combined)	288-299g/km (WLTP combined)
EV range	251 miles (WLTP combined)	78 miles (WLTP combined)	na

HYTHE AND SLEEK

The petite car you see here is not a pre-war Italian racer but a special built in a Kent garage. **Colin Goodwin** meets its maker

PHOTOGRAPHY LUC LACEY

The view forwards is pure Fangio. A single pane of laminated glass set in an aluminium frame through which I can see a narrow bonnet and exposed wire wheels. My hands are on a wood-framed steering wheel with four alloy spokes and a stubby gearlever is to the right of my leg. White-faced instruments sit in an aluminium panel. It's very simple.

Although I'm in a single-seater, there's plenty of elbow room. I could do with the pedals being a bit closer, but unfortunately the seat isn't adjustable because this car has been set up for its owner, not a guest driver.

I first saw this car last summer at a Vintage Sports Car Club meeting at Brands Hatch, where it was parked in a line of kit cars outside the shops near the Kentagon pub. From a distance, I thought it was an Alfa Romeo 159 Alfetta, because it had a very similar egg crate grille. But as I got nearer and saw numberplates and indicators, I didn't know what it was. Whatever, it looked fantastic. Fortunately, in front of the car was a sheet of paper explaining all. A special, it transpired, built by a bloke called John Nash: a member of the Kent Kit Car Club, whose display it was part of.

I missed two races waiting for the owner to turn up. Why? First, because I wanted to congratulate him on his incredible workmanship. I've spent a lifetime peering at kit cars and specials and have never seen one so beautifully finished as this. Second, because I wanted to know what lay under the skin of the JNS Special. A Jaguar engine? An Alfa twin-cam? And, finally, I wanted to know how the hell Nash had managed to build such a wonderful-looking machine for less than six thousand quid.

Eventually he arrived, explained that he'd built it from scratch over five years and that it had been inspired by pre- and post-war grand prix cars. And that it had indeed cost only £5750 to build; 7000 man-hours had gone into it – and nearly one marriage.

> There has never been a front-wheel-drive F1 car, but Nash can be consoled that such machines took multiple Indianapolis 500 wins before and after the war.

Several months later, we're examining the JNS in Nash's garage in Hythe. It's not the first car of his own design. "I built a three-wheeler that looked fairly similar," he explains, "but quite a few of my friends said that it would look a lot better with four wheels. I first thought about modifying it but realised pretty quickly that it would be simpler to start from scratch."

With the bonnet off, the powerplant is revealed, and it's not what I'd expected. "A club member had a couple of ropey Renault 5s going begging, one of which was a Gordini Turbo. I managed to buy the pair for £200 and chop them up in his barn, taking away the bits I needed.

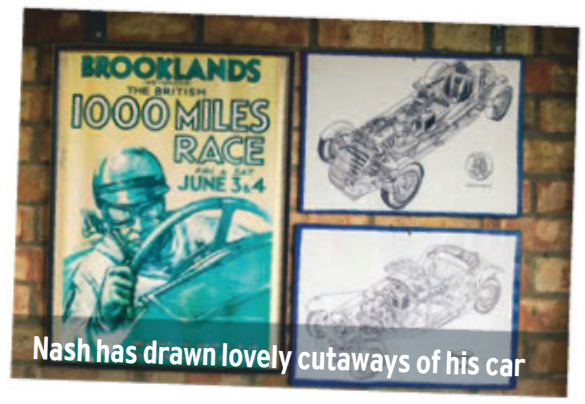
"Building a rear-wheel-drive car is complicated because you need room for the propshaft, so I reckoned that it would be a lot easier to simply use one of the Gordini engines as it was fitted to the Renault: longitudinally

See the lovely bulges on the JNS's bonnet that make room for the carbs and rocker cover? Nash accidentally made them different lengths but fabricated fake rivet heads to fool the eye into thinking they're symmetrical. An artist's trick.

Was this one built in Lombardy or Kent? There are a few clues

A DYING ART

Ground-up homemade specials are rare these days. They were common in the 1950s and 1960s, especially those built for racing. Gordon Murray's first car was a special, heavily influenced by the Lotus 7, built from scratch with a spaceframe of his own design. I've yet to show him a photo of the JNS, but I think he'll be impressed.



Nash has drawn lovely cutaways of his car

mounted with the gearbox in front. I was able to use all the Renault driveshafts, wishbones and torsion bar springs, plus brakes and hubs."

Nash spent a long time fiddling with the turbocharger. It sits in front of the engine in the Renault, but he wanted to position the JNS's radiator in a way that would achieve the low and narrow bodystyle he wanted: "Eventually, I came to the conclusion that having a turbocharger was just asking for a load of trouble, so I junked it and modified the engine with higher-compression pistons to restore the horsepower lost."

How Nash managed to build such a lovely machine on such a small budget is a combination of doing virtually everything himself and using a lot of lateral thinking when it came to sourcing parts. "Some of the critical welding I farmed out to experts," he says, "like the rear trailing arms. They're from a Citroën 2CV, but I needed to shorten them because the rear wheels would have been too far back without doing so. I made all the moulds for the fibreglass body and made the panels, but I got a professional to paint them."

When I first saw the JNS at Brands, I was sure I was looking at the work of a man with an engineering background as well as some experience of design. "I did an engineering apprenticeship," explains Nash, "but I ended up doing technical drawings for what was the Central Electricity Generating Board and, before I retired, illustrating operations manuals at Dungeness Power Station." That explains it, then. As does the beautiful cutaway of the JNS on the garage wall, drawn by its creator.

Driving valuable supercars never bothers me. One-off concept cars are a bit more of a worry, because they cost millions and often years of work to make. But they're still owned by big car companies. Driving the JNS is much more worrying. I've had it insured for £30,000, but it's not the money; it's the time it would take Nash to rebuild it if I stuffed it.

So I shall be damned careful. I'm sitting in a wide seat that was once fitted to a Vauxhall Viva. Those white dials came from a Triumph Dolomite (£10); Nash fitted the faces and made the numbers using Letraset. My feet, when they're not resting on the chequer plate aluminium floor that came from a toilet (£5), press pedals from a Triumph Spitfire.

The now-naturally aspirated Gordini engine breathes through a pair of Weber DCOE carburettors that Nash already owned, but he made the air filters from a sheet of foam and chicken wire. You don't want to buy expensive K&N filters when you can make some for a few quid. The engine sounds excellent: not loud, with just the right balance of noise from induction and exhaust.

How do you criticise the work of such an enthusiast? Easily when there's not much to fault. I'd rather there was less travel in the brake pedal and I might not have used a servo, plus there's a fair bit of slop in the gearlever. Nash has tried to sort that out but reckons he's got it as good as he can. These are just niggles; the overall dynamics of the car are quite extraordinary for a home built and designed machine.

The steering is wonderfully direct yet light and, because the engine makes only about 110bhp, there's no torque steer. Best of all is the ride: it's very pliant and comfy. At just 580kg, the JNS is plenty brisk enough.

Nash has been to Le Mans and back in his car with no problems. I can only imagine the pride he must feel every time he opens his garage door and sees that egg crate grille. A

Nash (left) did almost all the work himself

JNS is quicker than you might expect and rides very well

Interior was cheap as chips; turbo-liberated Gordini engine is good for around 110bhp

Family reunion

This original Mercedes A-Class is a packaging hero that served **Andrew Frankel** and his family for 10 years, until he sold it. Now he's bought it back

PHOTOGRAPHY MAX EDLESTON

Just over 20 years ago, me and the missus started a family, which was something of a shock to the system for a number of different reasons. One of which was that I, a motoring journalist, would have to spend my own money on a car. Oh, the horror of it. By then, I'd already spent 10 years in this business doling out advice to others concerning what they should buy, without once ever practising what I preached. Like the rest of my colleagues, I just drove test cars.

But that wouldn't work any longer, because even if I could keep up the supply of cars, I could hardly guarantee they'd all be big enough to carry what would soon turn out to be both of my children and all the clobber associated with having young people around, yet still be compact enough to park in a crowded London terrace street. In fact, being honest, none of them would. Except one.

The decision to buy an A-Class wasn't really a decision at all. When I inputted all the data about what we needed into what passes for the computer between my ears, the choice was (a) buy an A-Class or (b) sell your children.

It was so easy. The A-Class was short yet spacious, small yet strong. And if I bought a poverty-spec model that had just come off the Mercedes-Benz press fleet, having spent the first 10,000 miles of its life being thrashed to death by, well, people like

> As an innovation, no mass-produced car launched in the past 20 years can get near it

R130 ONH was our 4337th road test victim back in 1997

me, I could just about afford one, too.

Which is how R130 ONH came into our lives. To be honest, I wasn't very excited about its arrival. I wasn't as down on the ride and handling as some of my colleagues, but it looked a long way from cool, was pretty slow, and although I'll fly in the face of popular opinion and say it was quite well put together by class standards, some of the materials chosen weren't very Benz. At all.

But by then, I'd not realised what miracles these cars are. Okay, I'd been told that in packaging terms, they were the cleverest things to come to market since the original Mini; and I'd learned about the sandwich construction and the way the engine is slung almost under the car and how it absorbs almost all the force in a frontal impact by sliding backwards beneath you; but I'd not really studied the benefits because, until I bought one, I'd not really needed to.

It didn't take long. At the time, I had a Jaguar XJR saloon long-term test car, which was full to the gunwales with everything we needed for a weekend away in Wales until, at the very last moment and for reasons I can no longer recall, we had to take the A-Class. I can remember thinking that if we could fit half an XJ's worth of kit on board, I'd be pleased. In fact, it swallowed the lot with space to spare. And provided more rear leg room. The A140 is a little over 3.5 metres long. The XJ? A nice, round five metres.

But there's more. The A140's rear seats not only folded as you'd expect, but they could also be individually slid fore and aft, reclined or removed. As could the front passenger seat, which would therefore turn the A-Class into a single-seater. This car, which is less than the length of your thumb longer than a Volkswagen Up could, if you so chose, do a perfectly passable impression of a small van.

This is what you think about when you drive it. It doesn't have to have the dynamic prowess of a Caterham Seven or even a Volkswagen Golf GTI for it to be a great car. When lists of the world's greatest cars are drawn up, the Citroën DS always pops up somewhere but not, believe me, because of the way it drove: it was →

No Mk1 A140 will ever be fast or engaging to drive, but it will provide more rear leg room than a contemporary Jaguar XJ saloon while taking up less road space than a Ford Fiesta

← slow, cumbersome and dull. But it was innovative and beautiful and that was enough. Now, I concede the A-Class can't even play the prettiness card, but as an innovation, no mass-produced car launched in the past 20 years can get near it. Indeed, extend the trawl to the past 60 years and I would indeed put it up there with the original Mini.

But unlike the Mini, the A-Class didn't stay in production for over 40 years. It managed 15 in two very distinct series (W168 and W169, as Benz geeks will tell you) but the second series, while better built than the first, was nothing like as clever. Whereas the W168 had been available with two wheelbases (the longer providing more rear leg room than a Bentley Arnage in a car still shorter than a Ford Fiesta), the W169 had just one that split the difference. And its rear seats just folded like those of any other hatchback. Cheaper to produce, no doubt, but in all other regards, a serious backward step.

And I think there is now some sense that the original A-Class was a failure, although it was nothing of the sort. It got off to a difficult start after a Swedish magazine inverted one avoiding an imaginary elk, but with different suspension settings and standard-fit stability control, it conquered that. The build quality was more of an issue, not because it was especially terrible for its class or price point, but because it was not what people expected of a Mercedes-Benz. Even so, for a hatchback from a brand with no track record in the class, it actually sold well: over a million W168s in the seven years it was on sale.

So why discontinue it? Why was the third generation A-Class as conventional as the original was revolutionary? The answer is all in that word 'hatchback'. The way it was designed, a hatchback was all it could ever be, and that's just not how the world works these days. It meant, for instance, the car would never be sold in North America.

Today, the A-Class is built on Mercedes' modular MFA2 front-wheel-drive platform. It is built as both a five-door hatchback and a four-door saloon and also as an MPV, although that's called a B-Class. Change the outfit once more into that of a four-door coupé and you have a CLA or, with five doors, a CLA Shooting Brake. Hop into another costume and it'll give you a GLA crossover or a GLB compact SUV. Really stretch the point and you'll find A-Class underpinnings beneath the Infiniti Q30 and QX30, too. Against such possibilities, a humble hatchback has no chance, however ground-breaking is its design. The irony that one of the most versatile cars of its era was killed by its platform's lack of versatility has not been lost on me.

But for us, R130 ONH was perfect and remained that way (figuratively if not literally) for another 10 years. My children grew up in it. It took the dogs to the beach, the rubbish to the tip. But even we managed eventually to outgrow it, so about 10 years ago, we sold it back to Mercedes. At the time, Mercedes was building a small fleet of historic models and wanted the A140 because, so far as anyone could work out, it was the oldest A-Class in the country.

And over the years, Mercedes restored it to original condition. Apparently, the greatest challenge was getting rid of the all-pervading odour of damp Labrador. The car was exhibited whenever a new A-Class model was launched, and every so often, a journalist would borrow it for a job. But last year, Mercedes decided it had done all it could do and felt it was time to move it on. Did I want it back?

The answer was clearly not. We have a family runabout, and although the A-Class might have had a role as a car for my now grown-up children to drive, the reality was that the moment I pointed out it had neither air conditioning nor any way of connecting to a smartphone, their noses turned north. I was about to tell them it was the A-Class or a bus pass, but then I looked at the cost of insuring it for them and realised it would cost far more than the car was worth to cover them for just one year.

So, no, there were no grounds to buy it back. So, of course, I did. For all 22 years of its life, it has only ever been owned by Mercedes-Benz and me, and I just didn't like the idea of losing touch with a car that had played such a central role in my family's most formative years. So it has joined the 1950s 2CV, 1960s Fiat 500 and 1970s Land Rover in my small accumulation of silly old cars, where I expect it to stay for another 10 years. After that, Mercedes can have it back again. A

Boot is very roomy, given the car's footprint. Classic is a frills-free trim. That engine will slide back and under the cabin in a collision

WHAT TO PAY FOR A USED MK1 (W168) A-CLASS

£2000
This is absolutely top end. Expect full history, low miles and pristine condition. Long-wheelbase versions are well worth a look, too, because they're still shorter than a Ford Fiesta.

£1000
Plenty of low-mileage cars are available for a grand. But watch out for signs of rust. W168 A-Classes are not as good as later Benzes at resisting tin worm. Ensure recall work has been done and there aren't too many broken bits inside.

£500
Even 500 notes can buy you a perfectly usable A-Class, and quite a late one, too. It will probably have done a few miles and look quite shabby, particularly inside, but if it has been well maintained, it could still be a bargain.

This car has had two owners from new: Mercedes and Frankel

> There were no grounds to buy it back. So, of course, I did

Frankel says the cabin is better assembled than is often credited

SMALL WONDERS

1949 CITROEN 2CV
More than 70 years ago, a car with a ground-hugging flat-formation engine, McLaren-style interconnected springing and an interior whose seats could be removed in seconds. So much more clever than it looked.

1956 FIAT 600 MULTIPLA
Think an A-Class is space-efficient? The original Multipla was shorter still yet provided seating for up to six people – albeit at the expense of luggage space. And probably not great in a crash, either...

1959 BMC MINI
A transverse engine, rubber springs, single-skin doors, external hinges and even everted body seams all contributed to making the Mini a packaging miracle. A masterpiece of smart thinking.

1963 HILLMAN IMP
The Imp was abrim with innovation. Britain's first rear-engined car, it also had independent suspension and synchromesh on all gears. The design was superb. The build quality, sadly, was not.

1999 AUDI A2
Audi must have been nuts trying to make an all-aluminium mass-market car, but the result was a spacious five-door hatchback that, at less than 900kg, weighed no more than today's Smart Fortwo. An expensive but brilliant failure.

Now pay attention...

The latest Bond film stars not one but three different Aston Martins. **Mike Duff** heads to Silverstone to drive the most famous of the lot

Even by Silverstone's high standards of specialness, this Valentine's Day was pretty remarkable.

Out on the main circuit the new Mercedes-AMG Formula 1 car was making its moving debut, the W11 snarling and stuttering its way around the track as Valtteri Bottas and Lewis Hamilton put it through its paces, a smattering of VIPs standing trackside and with drones buzzing overhead to capture footage. Ordinarily I'd have been looking for a vantage point, but the cars on the junior Stowe Circuit – now Aston Martin's high-performance test track – proved to be even more compelling.

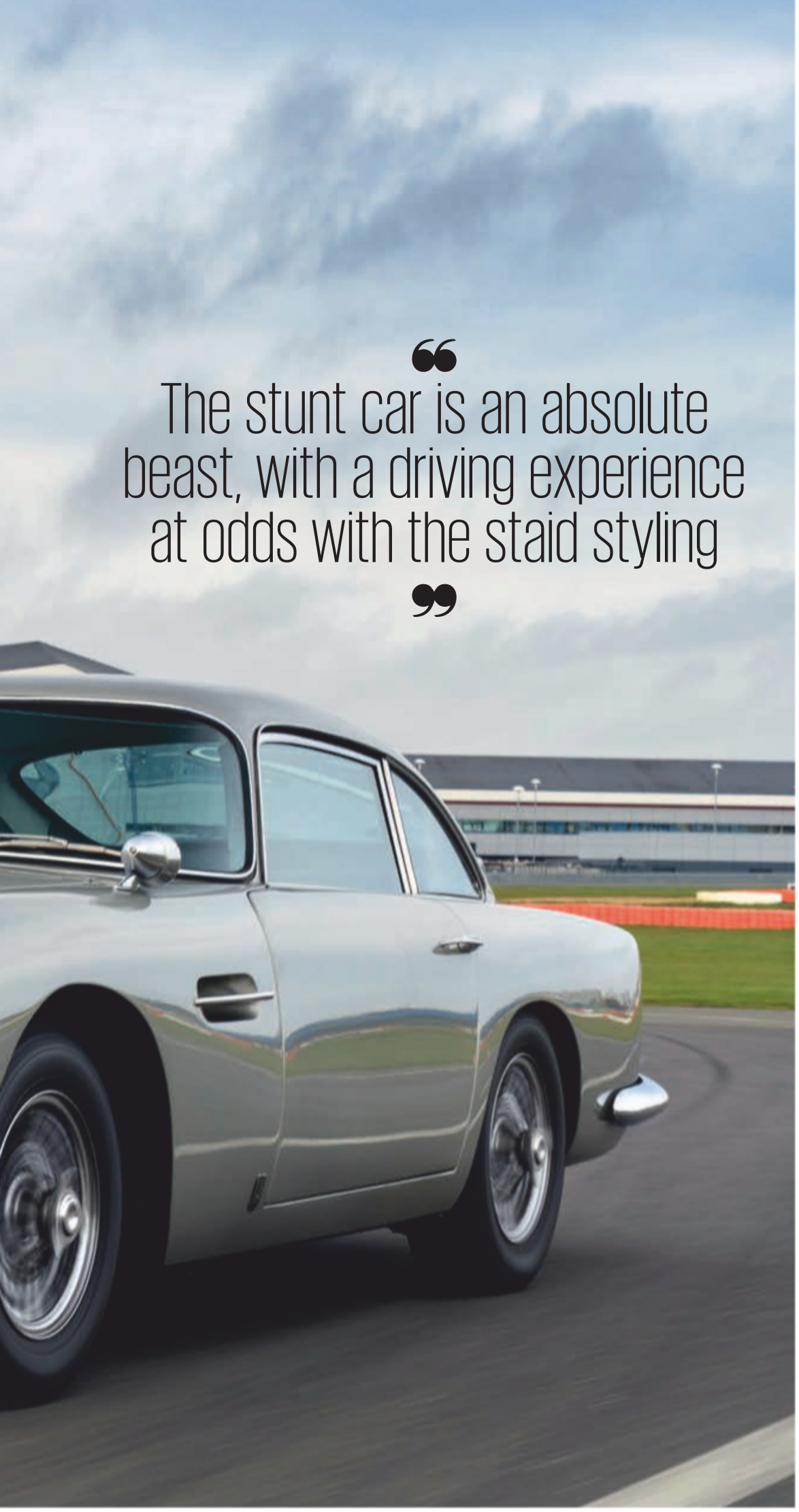
Several Astons feature in 007's latest film

To celebrate its involvement in the forthcoming James Bond film No Time To Die, Aston Martin had assembled a group of cars connected with the film. That meant a DBS Superleggera, a 1980s V8 pretty much identical to the one featured in The Living Daylights and which has a modest cameo in the new film, and what appear to be four near-identical DB5s in the silver birch colour made famous by the one Sean Connery first drove in Goldfinger.

That turns out to be half right. Two of the DB5s are very much the genuine article. One is an immaculate 1964 car wearing the BMT 216A registration of the original film car, the other a similar-vintage model that's being used as a test bed for the gadgets in the forthcoming Goldfinger continuation version – and yes, it has replica Browning machine guns in its indicators. The other pair look identical but are pretty much entirely different, being two of the eight near-perfect replicas that Aston Martin built for stunt work.

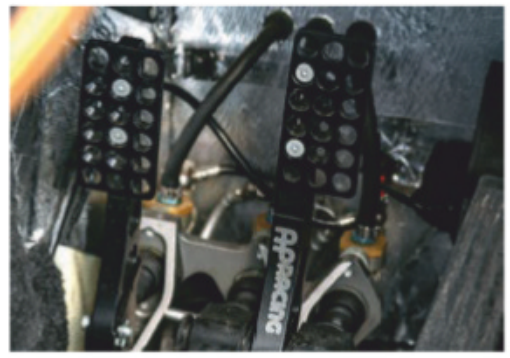
I was lucky enough to get a chance to visit the set in Matera, Italy last year to see one of the set pieces of No Time To Die being filmed (see p56), but today promises to be even more special, with the chance to drive both the original DB5 and its high-tech doppelgänger back to back. And I'm not even wearing a dinner jacket.

While there are external differences between the real DB5 and the deepfake, you've got to be trying hard to spot them. The replicas use carbonfibre bodywork over what is essentially a steel spaceframe, the mouldings created from the scans of the original DB5 that were also used for the Goldfinger continuation



> The stunt car is an absolute beast, with a driving experience at odds with the staid styling

Duff's steely-eyed focus reflects this particular DB5's value



The 007-spec DB5s are swapped for stripped-out stunt doubles during action scenes

models. Look closely and you'll see that the replica car's radiator grille comes fractionally further forwards, the silver finishing on the front wing vents is shorter, the headlight bezels are more flush and the windscreens don't quite fit, with gaps around the beading. More obviously, the new cars also have socking great roll-cages in them, for fairly obvious reasons, given the demands of filming. But they are close enough to be barely distinguishable from 10 feet away, let alone when moving at speed. One of the stunt cars is also wearing plastic wrap to approximate the damage it's meant to have picked up during the chase sequence.

Interiors are much more different. The original DB5 features an abundance of chrome-bezeled instruments, what now seems like an impossibly dainty gearlever and a seating position that forces the driver to adjust to fit around the huge wooden-rimmed steering wheel, rather than the other way around.

The driving experience is equally special but equally dated. The straight six engine feels a little anaemic at low revs but turns raspy when pushed and delivers impressively strong urge. But the hugely heavy unassisted low-geared steering, limited front-end grip and copious body roll limit enthusiasm for pushing hard – as does the seven-figure price tag. The idea of hustling one in a high-speed stunt sequence is plainly ridiculous.

Not so the replica, which has been built for a life of pure abuse. The dashboard has holes instead of instruments, with nothing more than a speedo and rev counter. The wooden wheel is similar but mounted far farther out to be positioned for the motorsport-grade carbonfibre bucket seat. There's an AP Racing pedal box, a huge hydraulic handbrake – which I'm under strict instruction not to use – and a gearlever whose familiar shape rather negates Aston's refusal to say where the donated engine and gearbox comes from. The official line is that it's a naturally aspirated straight six making around 340bhp, but let's just say they didn't go to Q Branch, more M division.

The stunt car is also an absolute beast, with a driving experience completely at odds with the staid styling. With a mass of just 1000kg, it has more than twice the power-to-weight ratio of the original DB5, plus a much stiffer structure and rallycross-derived suspension. The hydraulically assisted steering feels spot-on, yielding instant responses without any of the slop of the →

Stunt cars are built to be abused

Stunt DB5s weigh 1000kg but pack a 350bhp punch

original car. There's a surprising abundance of grip considering the narrowness of the tyres – behind the period pattern is a racing compound – and the replica's cornering stance is surprisingly neutral considering how slidey it looks in the film's trailers.

Not that it's hard to make it go sideways, with the engine having more than enough torque to engender plentiful oversteer and the steering staying utterly faithful as the car starts to slide. But my modest efforts are nothing compared to those of lead stunt driver Mark Higgins, who is on hand at Silverstone to show what the car is capable of and treats me to a passenger ride that mostly involves looking through side windows.

It's no exaggeration to say that James Bond is one of the UK's biggest cultural exports; collectively, the films have grossed nearly £5.5 billion worldwide, or more than £9bn when adjusted for inflation. Getting a DB5 in Goldfinger – something Aston was then reluctant to do – is now regarded as one of the most successful examples of product placement of all time.

For No Time To Die, Aston has built and supported the use of the stunt cars but isn't paying Eon Productions anything for featuring either the DB5 or newer models. There's no official word on how much this cost, but a senior company insider says it's "unbelievably little" for the publicity it will generate. Long may the association continue.

Higgins (right) schools Duff on stunt driving

> "There's more than enough torque to engender oversteer"

ON SET IN ITALY

The DB5's role in No Time To Die was mostly shot in Matera, Italy, the spectacular rock-hewn city being the backdrop for an extended chase sequence involving the Aston and a pursuing pack of bad guys driving cars as diverse as a 1990s Maserati Quattroporte and an early-2000s Lancia Thesis. Former British rally champion Mark Higgins is the lead stunt driver, having worked on three previous James Bond films and today one of the acknowledged experts of action-packed precision driving.

Not that he had to do any on the day I visited the set, most of which featured the DB5's bulletproofing being tested after the villains have him cornered. Despite this, Higgins was still ready to go at all times – and wearing carefully applied dots on his face to make it easier to digitally morph Daniel Craig's more bankable features onto his in close-ups.

Matera's slippery stone streets proved to be a serious challenge, with Higgins admitting he was "sceptical we could make it work" when he first encountered them. The solution proved to be fizzy cola: about £50,000 worth of the full-sugar version was sprayed onto the surfaces to increase grip by about 50%. "Rear grip is never an issue, because you want it to look exciting," Higgins said. "But without grip you don't have speed, and without speed you can't do anything."

The key to movie stunt driving, Higgins reckons, is not only repeatability but also not making things look too neat and tidy: "The problem is that what they are looking for and what I think is cool can be very different. So you can have a lovely drift scene and it can feel great in the car, but it doesn't look real – you have to make it look scrappy, not fluid. As a driver, it can be frustrating, but I'm here to do what I'm told."

Higgins admits the DB5's big finale was particularly entertaining to shoot, and indeed to shoot – spoiler alert approaching – with the car having a substantial upgrade from the Connery-era machine guns to twin multi-barrel miniguns that deploy from within its headlights, then wiping out the surrounding bad guys with a spectacular full-power donut.

"I read that in the script and thought 'oh yes, that's very Bond'," Higgins remembers.

No priceless Astons were harmed during filming, only some very expensive ones

Facelift includes six-barrel machine guns

Matera's streets were too slippery

BUGATTI THE UK'S CHIRON, FERRARI PISTA, FERRARI 812, FERRARI 488, FERRARI TESTAROSSA, PORSCHE MACAN, PORSCHE CAYENNE, PORSCHE 911, PORSCHE GT3, PORSCHE PANAMERA, RANGE ROVER VELAR, LAND ROVER DISCOVERY, LAND ROVER NO. 1 DEFENDER, RANGE ROVER, RANGE ROVER SPORT, RANGE ROVER EVOQUE, MASERATI GRANTURISMO, LAMBORGHINI MIURA, LAMBORGHINI HURACAN, LAMBORGHINI AVENTADOR, FUNDER FOR LAMBORGHINI COUNTACH, LAMBORGHINI URUS, LOTUS EVORA, LOTUS EXIGE, ASTON MARTIN VANTAGE, ASTON MARTIN DBS, ASTON MARTIN VANQUISH, ASTON MARTIN DB4 TESLA MODEL X, TESLA MODEL 3, PRESTIGE, SPORTS TESLA MODEL S, BENTLEY CONTINENTAL GT, BENTLEY BENTAYGA, ROLLS-ROYCE PHANTOM, ROLLS-ROYCE DAWN, ROLLS-ROYCE WRAITH, MCLAREN 720S, AND CLASSIC CARS MCLAREN 650S, MCLAREN 570S, MERCEDES-BENZ C-CLASS, MERCEDES-BENZ AMG GT, MERCEDES-BENZ GLS, MERCEDES-BENZ C63, MERCEDES-BENZ PAGODA, JAGUAR F-PACE, JAGUAR F-TYPE, JAGUAR E-TYPE, BMW M5, BMW M4, BMW M3, BMW X5, AUDI R8, AUDI Q7, AUDI S3, AUDI RS4, AUDI A5.

This is a small selection of the thousands of cars we fund every year. Get in touch for tailored funding and personal support for your next car purchase.

Talk to Oracle today on **0330 838 7461**.
oraclefinance.co.uk

Trustpilot **4.9** out of 5

Please note: we are a credit broker and not a lender. This means we act independently through a wide range of lenders to offer a broad and competitive choice of products and solutions. Oracle Asset Finance is not affiliated to any motor manufacturer. Please contact us for an individual quotation on any prestige or sports car. Finance and terms are subject to status. UK residents only. Oracle Asset Finance Limited is authorised and regulated by the Financial Conduct Authority for the sale of consumer credit. Calls will be charged at your standard network rate.

DIAMOND CUT

Renault Sport's R26R went down in hot hatch history, but has it been surpassed by its successors? **Matt Prior** gathers the ultimate version of each Mégane RS to see

PHOTOGRAPHY JOHN BRADSHAW

I had always imagined the 275 Trophy-R was the high point of the really hot Renault Mégane model series. I'm not sure why but I remembered it as the high watermark. With its coupé-ish appearance and rock-rigid body, it seemed as modern as today's Mégane does, but with less than 300bhp, it retained the delicacy of old hot hatchbacks.

It's also the only one I drove at the Nürburgring, the track that has made this series of special Renault Sport Méganes famous, because each of the trio set a new lap record for a front-driven production car. That's not any guarantee of greatness, of course, but it helped here, and I always felt that the 275 Trophy-R was the standout among a series of standout cars. Today, though, will tell. We have the three cars in the series together in the same place at the same time. It's a sequence that started in 2008 with a car called the R26R, or R26.R in Renault-speak of the sort that led to the Kia cee'd becoming the Ceed by the time it had passed via sensible sub-editors.

There had been hot Renaults before the R26R. The most bonkers Clio ever had a V6 installed in its middle; there's an amusing 'three-litre Clio' story involving a confused Volkswagen chief, Ferdinand Piëch, attached to that (see p90). And even before that, there were Group B rallying-homologated, mid-engined Renault 5 specials. But the R26R had a different kind of competition in mind and went about succeeding at it in a different way. Renault wanted the Mégane to become the fastest front-wheel-drive production car around the Nordschleife – a feat that, remember, doesn't necessarily make for a great driver's car – so set about throwing 123kg from an already light hatchback, including ditching the rear seats and swapping rear window and tailgate glass for plastic. Thus equipped and riding on optional Toyo track tyres, Renault's tame test driver Vincent Bayle took the R26R around the 'Ring in just 8min 17sec.

Consensus among hot hatch fans is rare...

There were quite a few production examples of this car built at the old (and new) Alpine factory in Dieppe: 450, of which Renault UK was quite bullish about the prospects of selling in Britain, opting to take 230 of them.

It didn't quite pan out like that. As with the earlier, if anything more special, Ford Racing Puma, the market baulked at the £23,815 (plus another £3000 for the track tyres, roll-cage and titanium exhaust that no R26R should be without) asked for a two-seat Renault, so some of the allocation made its way onto

In many important regards, the R26R doesn't feel its age

Buckets with harnesses are a given

Carbonfibre wheels are a £12k option

Renault's internal car scheme on favourable rates and other examples were sold back in France.

Used values, at one point, dropped to the low teens. Sigh. Yes, we probably should have. Now they will cost what they did when they were new, but even at that price, as when new, I think they're worth every penny. To drive one today is to still find a hugely enjoyable hot hatch. Or perhaps 'small coupé' would do it more justice.

With the R26R, Renault set out (and this is a theme it continues) to do more with less. So the 227bhp turbocharged 2.0-litre four-cylinder engine and six-speed manual gearbox came in unchanged from the standard Renault Sport Mégane, which was called the R26.

Acceleration increased marginally (0-62mph fell by half a second to 6.0sec) as a result of the weight loss, but the lap time came from extra poise, grip and braking.

Some old cars, even future classics, start to feel a bit tired as their bodies fatigue and their suspension bushes soften, but this evidently well-looked-after R26R feels impeccably tight. So although the steering wheel is thin-rimmed and slow-geared by today's standards, it's still exceptionally precise and controls a chassis that generates brilliant grip and poise.

At a test track, it hangs on gamely and resists understeer, including under power, feeding back plenty of splendid road feel while it's at it. Partly that keen line is possible because it makes less power and torque (at 228lb ft) than a truly modern hot hatch. But it also has an ability to damp road lumps, owing to 10% softer springs than the standard R26 (lightness keeps on giving, as Renault recently demonstrated once again so deftly with the Alpine A110), while there's a lovely throttle adjustability that subtly and predictably brings the rear wheels into play in faster cornering. It's three generations old, this car, but it feels every inch as rigid and competent now as I remember it was at the time.

That time, though, wasn't quite so long ago, really. Renault used to launch its super-special version just as time was running out for the model that spawned it, so the R26R set its fast lap and failed to find buyers as recently as 2008 – the same year the Mk3 Mégane was launched.

It took until 2014 for the German Ring Road Special edition of that variant to find its way onto the street in the form of the 275 Trophy-R. More than 80kg was removed from the standard 275's kerb weight, but the measures weren't quite so extreme as the first time (maybe through fear →

101kg
The difference in weight between the R26R and today's 300 Trophy-R.

Eleven years and 69bhp separate these Méganes

The R26R allows you to easily adjust your line with your right foot

500
The total number of 300 Trophy-Rs that will be made. Compare and contrast: in the end, Renault produced more than 12,000 examples of the Clio Williams.

that market forces would again shun it), so while there were no back seats, there were still glass windows and a strut-brace rather than a half roll-cage. And that meant you could tell your other half you were buying a small van.

The price went up to £36,430, but the UK was allocated just 30 cars. The lap time, set by Laurent Hurgon, dropped to 7min 54.3sec, beating the Seat Leon Cupra 280 by four seconds.

I remember loving it dearly at the time, and while it's no less impressive today, trying it and the R26R back to back reveals that they're not night-and-day different in class in the way I had remembered. I thought I remembered the steering of the R26R being vaguer, but while it's true that the 275 Trophy-R has a weightier, much quicker and more responsive rack, it's actually no more accurate than its predecessor's.

What it does simultaneously do is feel wider, heavier, taller of scuttle and firmer. A lot firmer. Quicker, too, in a straight line – unsurprisingly, given the 44bhp power increase that came with it. But more noteworthy still is the on-or-off nature of the handling; you turn at a corner and the 275 Trophy-R really dives to the apex. Do the same with the throttle off or, if chance allows, with the brakes trailed and the rear wheels are exceptionally but predictably and controllably mobile. While

	Renault Mégane R26R	Renault Mégane RS 275 Trophy-R	Renault Mégane RS 300 Trophy-R Nürburgring Record Edition
Price	£26,815 (in 2008, inc. options)	£36,430 (in 2014)	£72,140
Engine	4 cyls in line, 1998cc, turbocharged, petrol	4 cyls in line, 1998cc, turbocharged, petrol	4 cyls in line, 1798cc, turbocharged, petrol
Power	227bhp at 5500rpm	271bhp at 5500rpm	296bhp at 6000rpm
Torque	229 ft at 3000rpm	265 ft at 3000rpm	295 ft at 3200rpm
Gearbox	6-spd manual	6-spd manual	6-spd manual
Kerb weight	1230kg	1280kg	1381kg
Top speed	147mph	158mph	163mph
0-62mph	6.0sec	5.8sec	5.4sec
Fuel economy	27.7mpg (NEDC combined)	37.7mpg (NEDC combined)	35.3mpg (NEDC combined)
CO_2	199g/km (NEDC combined)	174g/km (NEDC combined)	180g/km (NEDC combined)

"There is a fairly natural progression: each is bigger, faster, grippier and yet more responsive to its steering"

FIVE MORE SPECIAL HOT RENAULTS

8 GORDINI
The Gordini version of the 8 taught Renault a few things about selling hot models: it shifted 9000 examples of the rear-engined 'La Gorde' between 1964 and 1970. In rallying, it won three consecutive Tours de Corse.

5 TURBO
A Group 4 special that allowed Renault to go rallying with a mid-engined car, the 5 Turbo had a 1.4-litre motor to drive its rear wheels. A marginally less special version, the Turbo 2, followed once the homologation run was done.

CLIO WILLIAMS
Renault needed to build 2500 Clios with a 2.0-litre engine, the maximum displacement for its rally class. It was brilliant, and Renault could've sold lots more. So it did, adding second and third build phases to the irritation of many Mk1 buyers.

SPORT SPIDER
The first-ever road car to bear Renault Sport badging was the Sport Spider of 1996, a two-seat roadster for which a windscreen was optional. It was fun, but it weighed 930kg and arrived at the same time as the Lotus Elise.

CLIO V6 RS
The original Clio V6 Trophy models were made by TWR, but the second-phase version, introduced in 2001 and much better to drive, was a full-on Renault Sport production from the Dieppe factory in which Alpine is based today.

The 275 Trophy-R possesses fantastic cornering capabilities

Back seats are just unnecessary kilos

Heritage earned and proudly boasted

300 Trophy-R steers more naturally than its standard siblings

6%
The amount – or 29sec – by which Renault has lowered its Nürburgring lap time since the R26R set its record in 2008.

the R26R is relatively delicate and mild-mannered, the 275 Trophy-R is much more brutish and physical.

To that end, it's not unlike three cars we ran in another test featuring a decade-old car: a Porsche 911 GT3 RS from 2010, which lined up alongside a recent 911 GT2 RS. There, as here, the newer car felt all of more rigid, heavier and larger and yet simultaneously more responsive, grippy and accelerative – if not necessarily any more enjoyable.

The 275 Trophy-R isn't the same as a GT2 RS, obviously; there's the small matter of 425bhp between them. But there are similarities between the ultimate Renault Sport line and GT Porsches. And there's no denying that, in the same way that the most powerful new car, the GT2 RS, is the most extreme model, the latest Mégane 300 Trophy-R is similarly the most ballistic and hardcore of all the Renaults.

For the 300 Trophy-R's concept, the same path as with the other two cars here is followed: there are no rear seats, so weight is reduced, and power hasn't been increased. This time, the big weight loss comes from ditching the active rear steering mechanism that makes the standard 300 Trophy such an unpredictable drive, leaving you wondering just how much it'll turn on each steering input and coursing bends like it's outlining a 20p piece.

You'll need a lot of those coins to get one. I wonder if Renault, buoyed by the relative commercial success of the 275 Trophy-R, has overstepped here. I love the 300 Trophy-R dearly – more than most of my colleagues – and, given the depth of engineering changes, I'm happy to explain away its asking price of £51,140.

Add carbonfibre wheels, carbon-ceramic brake discs and a straight-feed air intake to that, though, and you're looking at a price of £72,140, for a car with the Nürburgring Record Pack. Worth it? It depends. I like this car very much even without them, but nothing other than a back-to-back test on the same road will truly reveal what difference the wheels and brakes make to driver feel. But the fact is that it won't go as fast without them. Only 32 examples of the 300 Trophy-R will make their way to the UK, and only two of those will be fitted with the Record Pack.

Either way, by gum it's fast. The lap time has fallen to 7min 45sec but, in a straight line, the gulf between the 275 and 300 feels a strong as between the R26R and the 275. It zaps to the redline with such ferocity that it feels like the clutch is slipping, and there's a real breathiness to it, making more intake noise and less exhaust sound than the 275 – over which it also feels bigger and heavier again. And, in rather sophisticated style, the 300 is exceptionally agile: if you turn in with no power on, it moves around predictably, quickly and controllably (who needs rear-steer?), with a steering system that, at 2.3 turns between locks, is pretty fast, but somewhat distilled like the rest of the car. It's a sports car with more front-end bite than the others, and that lets you lean on it much harder.

The 300 feels softer than the 275, but neither matches the delicacy of the R26R. In this company, that car almost feels an entire class smaller.

So, while each of the three cars in this series is today still in the category of 'thoroughly enjoyable and a bit too quick for the road', there is a fairly natural progression: each is bigger, faster, grippier and yet more responsive to its steering, in the same kind of way that a modern Range Rover leaves a 40-year-old one feeling like a creaky compact car.

Only the R26R isn't that old – and coming as it does with fixed-back seats, harnesses and half a roll-cage, it's just as rigid as it was when it was new, which is still pretty rigid by today's standards. So yes, there are faster Méganes and more expensive Méganes, but I don't think there are such immersive, charming and fun Méganes as the original R26R. A

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Electric learners

While on my lunchtime walk, I saw something that prompted a few questions: a Mk2 Nissan Leaf being used by a driving school. This got me thinking. Did the pupil deliberately choose an electric car because this is the only type of car they plan to ever buy or use? Will there be sufficient decline in the sale and availability of cars fitted with manual gearboxes to negate the risks of having an auto-only licence? Has this particular driving school stolen a march on others that have not yet considered the switch from ICE cars? And most EVs include clever self-driving tech, so will the use of these be included in lessons, and eventually in the driving test? There may be an opening there.

Marvin Samuels
Chester

Name and shame

What is it with the Volkswagen Group? All of its manufacturers are adopting weird, confusing naming systems that sound so similar. Arona and Ateca; Kamiq, Kodiaq and Karoq; Tiguan and Touareg; Cayman, Cayenne and Taycan; and now Bentayga and Bacalar. I had to Google all these names, because I couldn't remember them! Are they deliberately trying to make the names forgettable? A bit like how their cars are starting to look too similar and forgettable...

Maxi Cooper
Via autocar.co.uk

Superlative S-Class

Further to your excellent article 'Top 50 cars to try before you die' (12 February), I totally agree: the W140 is the last of the over-engineered and super-reliable Mercedes. I've owned a pristine 1998 model since 2003 and not once had to do anything to it apart from routine servicing.

Yes, today's S-Class may be far superior in terms of technology but, 20 years from now, will it have presence or turn heads like the W140 still does today when I take it out for a drive (after checking there is virtually no cloud in the sky)?

Asif's W140 S-Class still turns heads

I think not! Truly from the days when Mercedes were exclusive and 'engineered like no other car'.

Asif Tanvir
Huddersfield

Making a splash

John Evans recently replied to a reader's question concerning the penalty for drenching a pedestrian by driving through a puddle (5 February). His answer was that this constitutes driving without due care and attention. This is incorrect; the offence would be inconsiderate driving, which carries a different penalty. I speak from the perspective of experience in the field.

Darryl Armstrong
Via email

LETTER OF THE WEEK

Two's better than one

John Evans' good article on the Mk2 Golf GTI (Used Buying Guide, 5 February) correctly notes that it lives in the shadow of the Mk1. Perhaps, but I'm a 50-something-year-old GTI fan and have no interest in a Mk1. Among Volkswagen enthusiasts, the Mk1 (under-braked and with the older chassis) was and remains nowhere near as sought after as the Mk2. Even in the 1980s, the Mk1 was comfortably eclipsed by the Mk2 (faster, better brakes and better handling – and we preferred the four-headlamp styling).

You only have to check out the 'yuppie' car adverts of the era to realise the Mk2 was also the GTI with the wider social impact. It may be that traditional 'Vee-Dubbers' will always prefer a classic Golf in its Mk2 16V format, while the Mk1, with its pure Giugiaro design and its mould-breaking place in hot hatch history, is the choice for the generality of classic car fans who may not necessarily have been obsessed with these great little cars the first time around.

Seán mac Cann
Trillick, County Tyrone

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

ValetPRO
PROFESSIONAL VALETING SUPPLIES

Fun with Escorts

I enjoyed the 'Top 50 cars to try before you die' feature and agree with 42 of the 50, having been lucky enough to drive 13 and have owned four as daily drivers.

For me, though, there's a missing car that makes me smile and laugh uncontrollably: the original two-door Ford Escort. I own two: a 1974 RS2000 and a 1968 V6 Superspeed. They're the nearest thing to the Toyota GT86 that I can think of, except the world knows what they are, thanks to Fast and Furious 6, and everyone smiles with me – even kids, and even when I'm sideways.

I also agree that the DC2 Honda Integra Type R is the best front-wheel-drive car to ever have existed, having had one from new for 70,000 miles as a daily – noise included. I've never sat in a Ferrari F40, but it's a dream car to try, even though a race-prepared 365 GTB/4 was alarmingly unsettled whatever I did.

Trevor Chesterton
Leicestershire

Trevor adores his Mk1 Escort RS2000

Way off Corsa

Who on earth is going to buy a Vauxhall Corsa for a £2633 deposit and a little more than £415 per month (road test, 22 January) when a few pages later a BMW 118i M Sport can be had with a £820 deposit for £273 per month and a Volkswagen Golf 1.5 TSI for even less. Has the PSA Group lost the plot, or is there something sinister behind this pricing policy?

Bob Hamilton
Via email

No-brainer

If ever there were a graphical depiction of the problems Vauxhall is facing, turn to p31 of the 12 February issue. Side by side, a Grandland X and a Touareg, the flagship SUVs of Vauxhall and Volkswagen. One almost £47,000, the other £45,500 – in favour of the Volkswagen. One only has to think about which car almost every sane buyer would choose to see what Vauxhall is up against.

Bob and Paul are shocked at Vauxhall's latest prices

Admittedly, once the desperate dealer has actually managed to get you into the showroom, you'll be showered with the kind of discounts that would embarrass a meat trader at a town market, but the point stands: Vauxhall is trying to stand itself up as competition to the very best but, being honest, it simply can't. It won't be long before the PSA Group sees that and concentrates on the market it should: Poundland superminis, not upmarket SUVs.
Paul Hallett
Via email

Vantage point

It's not hard to see why the new Aston Martin Vantage has suffered from disappointing sales. The stunningly beautiful 2006 model was £79,000, whereas the somewhat-less-so 2018 version was £120,000. I was always amazed motoring magazines never pointed out that such ambitious pricing certainly made it no longer a rival to the Porsche 911 Carrera – a car it struggled to better even with pricing equilibrium.

Beauty is most certainly in the eye of the beholder but, apart from it just being too wide, its frontal impact is at best mediocre – especially around the nondescript headlight area, where the Aston identity is lost. The much better-looking new vane grille makes a huge difference and will no doubt be a popular retrofit.
Tim Bulmer
Via email

Worse than before

As an Audi S3 owner, I was interested to read your article on the new model (5 February). I'm pleased to hear the ride may have been improved and the control weights refined. However, I was very disappointed to see the spy shots of the dashboard area. One of the excellent features in the current model is the easy control of major functions and the pop-up screen, which is nearer the natural eyeline of the driver. Control design should be safety-driven, not 'latest tech'. I'll wait for the road test but, at first glance, I'll be keeping my current car.
Bob Bull
Via email

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 4 MARCH

Supermini mega-test: can the Ford Fiesta be toppled?
This is the year of the new supermini, with the likes of the Clio, 208 and Corsa all being launched. Which of the nine cars will come out on top?

Geneva motor show
Pictures and details of all the star cars, including the new Golf GTI

On the scrap heap
We follow the process of scrapping a car from start to finish

EVERY WEEK

Mercedes-AMG A45 S
Now this £50k hot hatch is a verified giant-killer, it must face our road test

Mini Electric
We've driven the Oxford-built EV in Miami; now it's back on home soil

Mk1 Ford Focus RS
How to own an example of Ford's legendary comeback hot hatch

SUBSCRIBE autocar.co.uk/subscribe or see p24

CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

BMW 330e

CITROEN BERLINGO

MG ZS EV

SKODA SUPERB ESTATE

SUZUKI JIMNY

VOLVO S60

CITROEN BERLINGO

Was this MPV as easy to live with as its ability to rack up miles would suggest?

Ladies and gentlemen, welcome on board this Berlingo Airways service

FINAL REPORT **MILEAGE** 17,984

WHY WE RAN IT
To see if this funky new van-based MPV could recapture the practicality, flexibility and simplicity of the original

There was never going to be a good time to hand back the keys to our Berlingo, was there? This humble MPV or, as Citroën likes to call it, leisure activity vehicle has slotted into my life more smoothly than any other long-term test car I can remember. And not just because of how easily it swallows the numerous flight cases and camera bags that I need to lug up and down the country for my job.

Over the course of almost 18,000 miles, it has shattered my preconceptions of van-based people carriers and proved just how car-like the driving experience can be when you aren't making use of its cavernous rear stowage. Perhaps that shouldn't come as a surprise, given that it shares a platform with the Vauxhall Grandland X, Peugeot 5008 and DS 7 Crossback, but take one look at those boxy dimensions and it's all too easy to jump to conclusions.

That's certainly what my friends did when I bundled them into the back for a camping trip to Scotland. Claims it was nothing more than "a van with windows" that had "a whiff of Motability about it" were quickly silenced once it became clear that no-one was going to have to last 500 miles with a rucksack on his or her lap. The Modutop roof-mounted internal stowage isn't perfect, with its translucent plastic looking a bit messy once you've loaded it with various bits and bobs, but it's a genuinely clever storage option that puts most of your kit within quick reach. Plus, it creates an aircraft cabin vibe, which I really like. With the economical 1.5-litre diesel engine nudging 50mpg on a cruise, the trip was fairly light on my wallet as well.

From that point, it was regularly

There always seemed to be space for more stuff in the 775-litre boot

Berlingo was smooth and frugal at all times

Not a brochure pic but one of Lacey's camping excursions

> "Had you told me that I'd enjoy so many of those miles, I doubt I'd have believed you"

called into action for weekends away doing the kinds of 'lifestyle activity' that you see in all the brochures. The splashes of orange trim added by the XTR customisation pack certainly helped what could otherwise be considered a fairly innocuous car to stand out. Less picturesque were the trips that ended up as washouts, but I did at least discover that the tailgate doubles as a very effective umbrella.

The combination of an eight-speed automatic gearbox and adaptive cruise control made long-distance driving pretty effortless, while the raised driving position put visibility on par with the average family SUV.

The Berlingo is about as big as one of those but even easier to place in car parks, thanks to its short overhangs, so for daily duties there was little to complain about. And despite appearances, I managed to find some fun on more challenging roads, too. I enjoyed the drama of pulling sports car-style paddle shifters, even if the humble 1.5-litre diesel engine doesn't really reward you for doing so.

It was that kind of spirited driving that caused Berlingo's only real fault: I managed to shake loose one of the headlights while chasing a Bowler Bulldog as part of our Britain's Best Driver's Car feature. While it proved a useful tracking car, thanks to its sliding side doors, the Citroën's suspension was no match for the Bowler's Bilstein shocks. It was a quick fix, though, that my local Citroën dealer did for free.

Any other downsides to report? Perhaps Citroën could do more to disguise the interior, forcing you to pay extra for a raised centre console if you aren't a fan of the van-like open cockpit. And maybe some privacy glass would have disguised the bag that I forgot was tucked under the rear bench just a few weeks before the car was due to be returned, which led to a smashed window and a stolen wallet. But let's be honest, I'm going to have to take the blame for that one.

Ultimately, it was never going to take driving the equivalent of two thirds around the world to work out that van dimensions, a huge rear door and a folding bench would make this car good for carrying things. But had you told me last year that I'd enjoy so many of those miles behind the wheel, I doubt I'd have believed you.

Labelling the MPV a dying breed is easy when the buying public have decided they prefer SUVs. But spend some time with one and it's clear the Berlingo has the edge in practical terms, with modern styling going a long way to countering the stigma many still associate with these cars.

You also get a lot for your money, with equally equipped, similar-size SUVs costing thousands more. According to our sister title What Car?, dealer discounts approaching £4000 off the list price of a Berlingo aren't out of the question, either.

Tempted? I was. I don't think I've ever come closer to phoning the press office and making an offer to buy a car rather than return it. Which, in the end, is as glowing a recommendation as I can give.

LUC LACEY

SECOND OPINION

Citroën has done a great job of balancing the Berlingo's practical nature with styling that doesn't scream 'van'. It's modern, easy enough on the eye and better accepted as a daily driver than its Vauxhall Combo Life platform-mate, which looks better suited to a Royal Mail delivery depot than family life. **TM**

TEST DATA

CITROEN BERLINGO M FLAIR BLUEHDI 130

MILEAGE	
At start	610
At end	17,984
PRICES	
List price new	£24,950
List price now	£25,010
Price as tested	£26,545
Dealer value now	£18,700
Private value now	£17,400
Trade value now	£15,450
OPTIONS	
Metallic paint £545, Drive Assist Pack £200, Modutop £750, Smartphone charging plate £100	
FUEL CONSUMPTION AND RANGE	
Claimed economy	50.3mpg
Fuel tank	50 litres
Test average	44.6mpg
Test best	48.3mpg
Test worst	38.7mpg
Real-world range	491 miles
TECH HIGHLIGHTS	
0-62mph	11.0sec
Max power	129bhp at 3750rpm
Max torque	221lb ft at 1750rpm
Transmission	8-spd automatic
Boot	775/1414 litres
Wheels	16in, alloy
Tyres	205/60 16H
Kerb weight	1430kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£270.13
CO2	146g/km
Service costs	None
Other costs	None
Fuel costs	£2104
Running costs inc fuel	£2104
Cost per mile	11 pence
Depreciation	£9560
Cost per mile inc dep'n	63 pence
Faults	Drooping headlight
PREVIOUS REPORTS	
24 Jul, 7 Aug, 4 Sep, 11 Sep, 2 Oct, 23 Oct, 6 Nov, 13 Nov, 24 Dec, 8 Jan, 29 Jan	

OWN ONE? SHARE YOUR EXPERIENCE
autocar@haymarket.com

LOVE IT

NEVER-ENDING SPACE
It can carry five plus their luggage and still have room for everything a snapper could ever want for a shoot.

EASY CRUISER
Automatic gearbox and adaptive cruise control take away much of the stress of long motorway drives.

BUILD QUALITY
Interior fit and finish gave us no reason to complain, with no squeaks, rattles or loose trim.

LOATHE IT

DRIVER AIDS
Easily tricked by old road markings and can be a bit too eager to wrestle you back into the centre of a lane.

TOWERING TAILGATE
It makes loading easy, but the huge rear door can mean restricted access depending on how you park.

DEPRECIATION IS CALCULATED FROM TAKING THE TRADE VALUE FROM THE ORIGINAL LIST PRICE MINUS OPTIONS

More amazing Road Tours in 2020

Corsican Adventure

10-15 May 2020.
£2600 per car (2 people).

The event is a 2000 mile, 6-day road tour that travels to Chalons-en-Champagne, Mont Ventoux, Corsica, including crossing the island west to east and south to north along purely mountain roads, the Col de Turini, the Col du Galibier and Challes-les-Eaux. All cars are welcome.

Alpine Adventure

2-7 July 2020.
£2900 per car (2 people).

The event is a 2000 mile, 6-day road tour that travels to Lake Lucerne, the San Bernardino Pass, the Umbrail Pass, the Stelvio Pass, the Bormio Pass, Innsbruck, the Grossglockner Pass, Villach, the Austrian F1 GP at the Red Bull Ring, Salzburg and the Nürburgring. All cars are welcome.

Pyrenees Adventure

18-22 September 2020.
£2300 per car (2 people).

The event is a 2000 mile, 5-day road tour that travels to Bordeaux, Lourdes, the three highest passes in the Pyrenees including the Col du Tourmalet, Port d'Envalira and Port de Pailheres, Ax-les-Thermes, Andorra la Vella, Ripoli, the Millau Viaduct, the Massif Central and Vichy. All cars are welcome.

BMW 330e

Electric-only commuting is now possible in both directions – conditions permitting

MILEAGE 3289

WHY WE'RE RUNNING IT
Plug-in 330e will overtake 320d as the biggest-selling 3 Series. We'll find out if it can match the diesel's all-round appeal

The company car tax benefits of plug-in hybrids like the BMW 330e are such that instances of them being returned with the charging cables in the boot still in the Cellophane wrapper still occur, admits BMW.

But that is becoming a rarer occurrence, and in my entry for understatement of the year, you need to be charging your plug-in hybrid to get the most out of it. You could just drive it and never charge it, but then you'd be struggling to get 35mpg from a 2.0-litre petrol 3 Series with a load of extra weight you're making no use of, plus a much smaller fuel tank that means you'll be stopping to fill up with fuel more often anyway.

With an electric-only range that sits between about 20 and 25 miles with the cold weather at this time of year (the official range is 35 miles), the 330e needs to be charged quite frequently and driven on electric power for as long as you can to really get the most out of it to save money on fuel as well as in tax.

Home charger was fitted for £449. BMW app (right) is handy, especially in winter

My commute is between 25 and 30 miles in each direction, depending how bad the traffic is on any given route, so I can tackle it almost entirely on electric power and feel a bit of a poster child for the effective use of a plug-in hybrid, given that the longer journeys I undertake at the weekend mean I'm also making use of the petrol engine. I'm able to be said poster child because we have the luxury of charging at work and, as I have a driveway, I can charge the car at home, too. For someone like me, plug-in hybrids are a very sensible and pragmatic solution.

Getting a charging point installed at home was much more straightforward than I thought it would be and was explained to me by the BP Chargemaster fitter in electricity terminology that even my limited DIY ability allowed me to understand. I'd had my fuse box upgraded last summer, leaving a spare connection for a charging point to be hooked up to and given its own switch on the consumer unit.

The BP Chargemaster Homecharge unit I went for typically costs £449, assuming there are no special requests or circumstances that deviate from what should be quite a straightforward installation.

That figure is after a £500 grant from the government's Office for Low Emissions Vehicles' Electric Vehicle Homecharge Scheme. Put simply, anyone getting an electric or plug-in hybrid car can get that grant, and up to two per household are allowed should there be two qualifying cars per household. The BP Chargemaster unit is a 7kW charger (which I went for), but it can fit a 3.6kW if your property's power isn't sufficient.

You can choose where the Homecharge unit is fitted – I went for down the side of the house – so long as an earthing rod can be fitted in the vicinity (and your car's charging cable can reach, which in the case of the 4.5m-long cable offered in the 330e and the charging point being located on the front wing, requires reversing as close to the house as I can get).

All in, installation took about two hours, and the 330e can now have its 12kWh battery fully recharged on my drive in about two and a half hours, at a cost of about £1.30 on my current electricity tariff. On that point, you can get tariffs now that give you cheaper power overnight specifically with charging your electric or plug-in hybrid car in mind.

BP Chargemaster offers an app that lets you track how much you're spending. BMW also has one that allows you to precondition the car ahead of your chosen departure time so long as it's connected to the charger – ideal for making the cabin toasty warm and the glass frost-free on the cold winter mornings we've had so far.

That's now two chunky reports on the 330e and I've hardly said anything about actually living life with the car itself. That's not posturing: it simply goes to show just how much there is to get used to with the car, and how much preparation is needed in advance to make sure it's a sensible choice for you in the first place, and then know what you need to do to get the most from it as soon as it arrives. Seeds now sown.

MARK TISSHAW

LOVE IT

BMW CONNECTED APP
Great for checking battery and fuel tank range – and turning on the climate control to defrost the car.

LOATHE IT

ENGINE CUTTIN IN
Driving on electric power is so quiet and soothing that it's a shame to be interrupted by the petrol engine.

TEST DATA

BMW 330e M SPORT
Price £39,860 **Price as tested** £49,300
Faults None **Expenses** None
Economy 70.9mpg **Last seen** 12.2.20

OWN ONE? SHARE YOUR EXPERIENCE
mark.tisshaw@haymarket.com

MidlandCredit.co.uk

Getting the Nation **Driving**

NEED CAR FINANCE?

BUY ANY CAR *from any* DEALER

Over £20 MILLION APPROVED EVERY MONTH!

FAST DECISION WITHIN 1 HOUR ✓ **NO DEPOSIT** ✓

POOR CREDIT ✓ **NO FEES** ✓

26.9% APR REPRESENTATIVE

THE UK'S **MOST TRUSTED** CAR FINANCE BROKER*

TRUSTPILOT

FINANCE FROM £3,000 to £50,000

NO ADMIN FEES

APPLY ONLINE NOW!

www.**midlandcredit**.co.uk

Or **Call us NOW on**

03339 00 00 00

Midland Credit Ltd is a licensed credit broker and not a Lender and is authorised and regulated by the Financial Conduct Authority for consumer credit FCA no. 732202. **26.9% Apr** representative written quotations available upon request , the rate you will be offered will depend upon your personal circumstances

SKODA SUPERB ESTATE

A trip to the family business results in a grudging conversion

MILEAGE 5946

WHY WE'RE RUNNING IT
To see whether the latest Superb can cut it as an object of not only supreme practicality but also luxury

Our Superb has been with us only six weeks, yet it has already settled into the kind of rhythm of service that makes very short work of the everyday. I've taken to describing it as being like a great cup of tea: it's entirely ordinary but also entirely perfect in its own way, and it has a habit of making the apparently unbearable seem, well... just fine.

As I've been coming to appreciate, this car is both comfortable and comforting to use in a much bigger way than encompasses just its function. It eases the pain of a 5am start and a 150-mile schlep before breakfast very nicely indeed – and I have plenty of days when that particular talent is so greatly appreciated. There isn't a journey on the planet from which it couldn't remove stress – and that's not simply because it's so spacious, refined and compliant, but also because it's so wonderfully easy to use.

Space for some spuds? No problem, Dad

The one thing it isn't, though, as is already very plain to me, is special. The Superb is a car almost totally without ego. There is no sense of occasion about driving it; and if there was, the minor strain it might put on your brain to perceive it would likely feel entirely un-Superb-like.

And so, because it's such a humble thing and you don't feel inclined to take it on special trips to 'nice' places, I've made a mental note to ensure I do get it out and about a bit more than I have been. Every new car needs a fuss made of it, after all.

Trip number one was up to the Midlands to visit my folks – not least to find out what my dad, who's a bit of a car buff himself, would make of the Superb. Dad's a veteran of 35 years as a fish shop proprietor; and he clearly did much better at frying fish 'n' chips in his younger years than I have at taking photos of cars, because 20-something years ago, he had a brand-new E36-generation BMW M3.

I was so keen to find out what he'd make of the Superb that I simply parked it in front of the chippy and let him make his mind up. He definitely liked what he saw – at least to begin with. He was interested; said it looked great; wanted to know more about it. And then I told him that it was a Skoda – and he insisted I move it away from the front of the shop immediately.

Dad has always been one for expensive German cars – BMWs and Mercedes, mostly – and, to be honest, his reaction didn't surprise me. But I persisted. I showed him the sheer size of the Superb, the quality and richness of the interior and all of the on-board technology – and eventually he nodded that nod. It was the nod of a man who has inwardly realised he might have misjudged something, but possibly not seriously enough to admit as much to your face.

Every visit to the family chip shop ends in the same way: dad wishes you well and gives you a sack of surplus potatoes to take away with you. These slid into the Superb's boot next to all of my uncommonly bulky photography gear with room to spare. Of course it did.

And then I wended my way home at much the same easy 40mpg stride at which I arrived, feeling like the Superb and I had done our bit both for Kordal family relations and Skoda's international brand perception.

OLGUN KORDAL

LOVE IT

SPACE EXPLORATION
It's a big car, but I haven't knowingly passed up a parking space in it yet; and I've yet to get anywhere near filling up it – either with cargo, rubbish or both.

LOATHE IT

LETHARGIC ENGINE
I'm not a fan of diesels of any kind, but the lethargic responses of this one really do annoy at times. I'm just going to have to slow my mental pace a bit...

TEST DATA

SKODA SUPERB 2.0 TDI 190 L&K DSG 4x4 ESTATE
Price £40,295 **Price as tested** £41,845
Faults None **Expenses** None
Economy 40.6mpg **Last seen** 19.2.20

OWN ONE? SHARE YOUR EXPERIENCE
olgun.kordal@haymarket.com

MG ZS EV

MILEAGE 2104 **LAST SEEN** 12.2.20

I was reminded of our MG's low price during Storm Ciara. The raised ride height and skinny wheels meant I got decent exercise keeping the wheel straight, while a faulty rear door seal made cabin noise a bugbear. Also frustrating were the concerning levels of torque steer when traversing slippery junctions and the thudding of fallen branches against the under-insulated floorpan. **FP**

Volvo S60

MILEAGE 2775 **LAST SEEN** 19.2.20

While I enjoyed every minute behind the wheel of a Porsche 718 Cayman T I tested recently (flatulent engine aside), I was still pleased to slide back into the Volvo. The slightly detached S60 is the antithesis of the Cayman to drive but, when facing a long drag around a clogged-up M25, the soothing Swede's refinement and superb cabin are hard to resist. **JD**

Suzuki Jimny

MILEAGE 12,010 **LAST SEEN** 12.2.20

There's no faster way to confirm the Tonka Toy appeal of the Jimny than to stick it in front of a 10- and 12-year-old, who would scarcely have uttered more super-mega-cool superlatives if I'd drawn up in a bright-green Lamborghini. That said, the lax body control and confined conditions left the 12-year-old feeling car sick after just a 60-minute journey. **JH**

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

Facelifted 75s (2004 on) have one-piece headlights like this

ROVER'S GRAND MASTER

In fact, less than a grand gets you a tempting 75 but be careful

We are in a strange place when it comes to the Rover 75. Is it a banger? Is it a classic? Either way, it appears to be hanging on for dear life in the real motoring world. There was a fabulous Reader's Ride in our 22 January issue and, just the other day, reader Steve said he fancied a diesel one. Unsurprisingly, Steve can find only less than brilliant examples as the 75 slips in the netherworld of 27-owner examples with short MOTs. What is really out there, then?

The 75's BMW diesel engine helps matters and, despite limited space in the rear seats, the car has over the years made a living in the rural private-hire game. First off is a 2004 CDTi Connoisseur SE at £350 with 130k miles. Foggy headlight glass and not much in the way of detail suggests that perhaps things are not going to be easy. Mind you, for £50 more, a 2003 CDT Club with almost 200k miles and a fair whack of MOT seems not half bad at all. Better still is a £595 2003 Club SE with just under 110k miles and a full service history.

Although there are a limited number of good ones around, I'm getting drawn into the madness of actually buying one of the last decent Rovers – and for less than £1000. That includes the later, facelifted ones, such as a 2004 Connoisseur CDTi SE auto for £895. They do need to be looked at up close, of course, which could change everything.

Tourers? I know there's an issue with the tailgate fit on many of these estates. They don't exactly have Volvo levels of luggage space, but they do look the part of a sophisticated spaniel mover. As a whole, they seem to go for closer to £1000 with an MOT and some prospects. So a 2004 2.0 CDTi Connoisseur SE Tourer with a 148k miles could be yours for £995.

As for petrols, the 1.8 has a reputation for letting its head gasket go, although I have known lots of owners to have trouble-free experiences. The 2.5 V6 is interesting and suits the nature of the 75 perfectly. A 2.5 Tourer from 2003 with 72k miles at £1275 seems to me like a lovely way to travel.

> "I'm getting drawn into buying one of the last decent Rovers"

These are Rover 75 bargains all, and we haven't even scratched the surface of its sporty MG ZT sibling. A 2003 2.0 CDTi Plus would be great, even within a whisker of 200k miles – concrete proof that the BMW engine is the solid heart of this classy car. It's priced at £895 and looks magnificent, going by the pictures. That's good enough for me, but it is up to Steve. He will be spending his hard-earned on what is at the very least a 16-year-old Rover.

ZT adds a sporting touch to the 75's sophisticated aura

WHAT WE ALMOST BOUGHT THIS WEEK

FIAT TIPO 2.0 SEDICIVALVOLE

With its galvanised body and spacious interior, the Tipo of 1988-95 was quite a thing. The Sedicivalvole (16-valve) hot hatch version packed 146bhp and was quicker than the VW Golf GTI. We saw this 1994 one in a collector's garage. It has done 88,000 miles and is up for £4450. Not bad but it does need some work.

TALES FROM RUPPERT'S GARAGE

MILEAGE 84,061

BMW 320

The Baby Shark is rather filthy at the moment. Not only does it need a clean, but I think the nearside sill is looking a bit red, too. However, there is the outstanding issue of the piece of body trim that separated itself from the shark-shaped one. Well, here it is, bent back a bit, so it doesn't poke my eye out every time I go into the garage. A new part from Germany is €40 (roughly £34) plus postage. I have decided to tease mine back into shape. This may be the last time you see it, if and when I make a hash of it.

READER'S RIDE

Volvo V70

Huge thanks to Craig for sharing this with us and making a fabulous case for buying the sort of cars we love. "I'm 28," he says, "and have spent the past decade in small cars and hot hatches on PCP contracts. They were trouble-free but costly and constantly upgrading meant I never owned the car I had.

"A recent change of circumstances prompted a rethink: out with my Abarth 595 Competizione and in with something bigger, comfortable and automatic. I came across a five-cylinder diesel automatic Volvo V70 with just 160,000 miles on the clock for £1000.

"Driving around with heated seats on, dual-zone climate control, the 10-speaker CD stereo playing and the sunroof open, I can't help feeling I have had a good win on the used car game. My mates, who drive A3s, 1 Series and A-Classes (like everyone these days), can only wonder what it's like to have most of the kit that's fitted on my Volvo, and I feel pretty smug not paying £300 a month for the privilege.

"All in all, I've got an ideal car and more cash in my pocket – and I haven't sacrificed any modern comforts. A total win-win, and credit to your column, because I wouldn't have had the nerve to do this without reading the experiences of you and other people."

READERS' QUESTIONS

QUESTION I'm looking for a hot hatch or saloon up to VW Golf size. Due to the appalling state of my local roads, it must be able to cope with potholes well. Also, it needs four or five doors and enough space in the back for two child seats. No SUVs, please! Any suggestions?

Andy Gulliver, Battle

ANSWER You say Golf-sized, and we can think of few cars better than exactly that model. You don't mention a budget, but you can get a 2016-reg Mk7 GTI DSG 5dr with 40,000 miles for around £15,500. Or consider its sibling, the Skoda Octavia vRS, which has a roomier cabin and a bigger boot. A 2016-reg manual Octavia vRS with the same mileage is £2000 cheaper and would be our pick. **JE**

QUESTION I often find out about interesting motoring events after they've happened. Where can I find a comprehensive motoring calendar so I don't miss out?

Joe Shelley, Grimsby

ANSWER Recently, in My Week In Cars, Steve Cropley gave events guide themotoringdiary.com the thumbs up. Check out carcal.co.uk, too. Our sibling magazine, Classic & Sports Car, has published a comprehensive 2020 events guide online; search 'C&SC best classic car events guide'. Try classiccarevents.uk, too. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com **AND READERS' QUESTIONS TO** ✉ autocar@haymarket.com

AS GOOD AS NEW

JAGUAR XJ

For a limo with driver appeal, try this mould-breaker, says **John Evans**

After 42 years of staring at its reflection in the mirror, the Jaguar XJ cracked the glass and went its own way in 2010. The X351 iteration is a fastback rather than a three-box saloon – a practical as well as luxurious car designed to compete head on with rivals from Audi, BMW and Mercedes, rather than rest on fading laurels.

There are standard and long-wheelbase versions, motorway expresses with efficient 3.0-litre diesel engines, Tarmac shredders with supercharged 5.0-litre petrol V8s, versions with just the essentials and others groaning under the weight of folding tables.

Prices range from £6000 for early high-mile diesels to £50,000 for the last, 2019-reg dealer demos. Although production ended in July 2019, you can still pick up unregistered XJs, too, at prices approaching £84,000, before a hefty discount.

The XJ was produced for nine years, during which time it played leapfrog with the competition. It means that it's best to buy as late an XJ as you can afford. And compare those you find, too, because no two models are quite the same.

The diesel versions are most plentiful. From launch, the 3.0-litre V6 unit had 271bhp, but it's a 2013-model-year car you want, because it's cleaner and cheaper to tax (£200 versus £260). Better still is a 2016 car. True, road tax is back to £260, but power stands at 296bhp. Incidentally, that's £260 road tax for examples registered before 1 April 2017. Those registered from that date attract the five-year tax surcharge for cars that cost more than £40,000 new. This year, it stands at £320 on top of the £145 standard rate – or the cost of an XJ service.

This later 3.0-litre diesel engine (badged 300) is the pick for its effortless performance and good economy (around 45mpg). That's handy because there are few used petrols around. First out of the traps in 2010 was the 5.0-litre V8, in naturally aspirated (380bhp) and supercharged (503bhp) forms. The first is rare and around £2000 cheaper today, like for like. They were followed in 2012 by a supercharged 3.0 V6 producing 335bhp. This is the way to go if you want a petrol with reasonable economy, and a 2013-reg Portfolio with 45,000 miles is £17,500. If you go for a low-mileage model, choose the supercharged V8 (£14,500 for a 2011-reg with 90,000 miles).

In 2013, the XJR arrived with 542bhp from its supercharged V8. (We found a mint 2014-reg one with 63,000 miles for £23,975.) By 2015, the V6 and two supercharged V8s were the only petrols, but the 567bhp V8 XJR 575 arrived in 2017 to see the model through its final years.

As for trims, Portfolio (massaging seats and premium stereo) dominates but Premium Luxury is reasonably plentiful, too.

Jaguar founder Sir William Lyons might not recognise the 2010-19 XJ, but in the context of its rivals today, it is a motor of real distinction.

TOP SPEC PICK
AUTOBIOGRAPHY LWB
All the features of lower-spec models plus rear business tables and an entertainment system, a 360deg camera and a 1300W Meridian hi-fi. A 2015-reg 5.0 V8 with 31,000 miles is £33,995.

This generation of XJ cut its styling ties with forebears

PERFORMANCE CARS BEST LEASE DEALS

MERCEDES-AMG GT C ROADSTER
£20,519 deposit, £3420 per month, 24 months, 8000 miles per year
This angrier, more pumped-looking version of the GT Roadster has a wider body and track, adaptive dampers and 550bhp from its twin-turbo 4.0-litre V8. It's a huge improvement on the regular car.

BMW i8 COUPE
£8905 deposit, £1484 per month, 24 months, 8000 miles per year
After six years on sale, the i8 remains a fascinating, innovative and great-looking car. It goes hard yet can creep around silently on electric power for up to 23 miles. It's also beautifully finished inside and out.

JAGUAR I-PACE EV400 S
£3743 deposit, £624 per month, 24 months, 8000 miles per year
An electric car it may be, but I-Pace can pretty much stand shoulder to shoulder with some of the more conventionally powered cars here in terms of performance. It's luxurious, too.

NEED TO KNOW

- Depending which survey you believe, the XJ is either among the most reliable luxury cars on the market or about the least. All agree that its electrical systems are its most troublesome aspect, though.
- The XJ has had a number of major updates. The first, in 2012, introduced a more efficient auto gearbox, four-wheel drive on some 3.0 V6 petrols, recalibrated suspension and a digital radio. Styling tweaks arrived in June 2015 and then, in 2016, there were new engines, a new infotainment system (InControl Touch Pro) and All-Surface Progress Control (ASPC). Finally, the XJ gained more new technology in 2017.
- The black C-pillars work best with dark cars to create the wraparound look its designers intended.

OUR PICK

JAGUAR XJ 3.0D SWB PREMIUM LUXURY

From the 2016 model year, the 3.0 diesel engine produces a more-than-adequate 296bhp, while Premium Luxury trim brings heated seats all round, keyless go and an uprated stereo.

WILD CARD

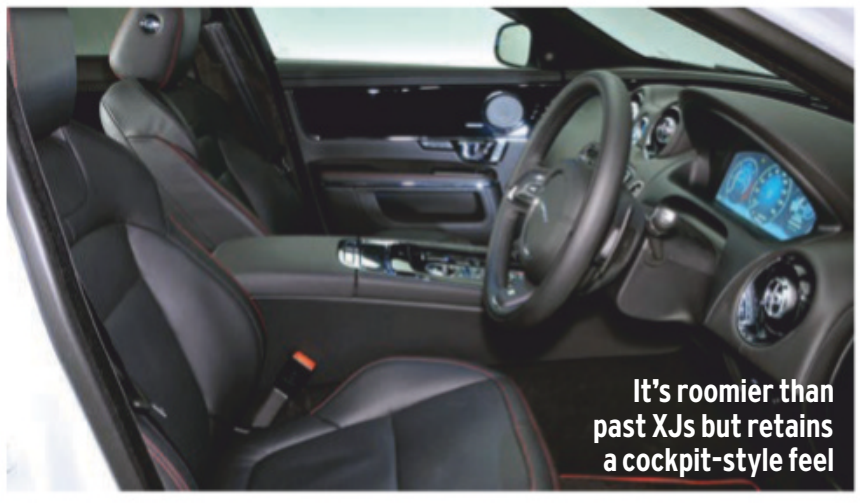
JAGUAR XJR 575 SWB

Thanks to its 567bhp supercharged V8, the XJR dispatches 0-62mph in 4.2sec on its way to 186mph. A luxurious interior and a compelling combination of handling, fluidity and comfort make it irresistible.

ONES WE FOUND

- 2011 5.0 V8 Portfolio LWB, 96,000 miles, £12,495
- 2015 3.0 TD 275 Portfolio SWB, 65,000 miles, £17,300
- 2017 3.0d 300 Luxury SWB, 26,000 miles, £21,499
- 2019 3.0d Premium Luxury SWB, 3000 miles, £35,450

Few luxury cars corner with the XJ's assured composure


It's roomier than past XJs but retains a cockpit-style feel

BMW M8 COMPETITION COUPE

£10,831 deposit, £1805 per month, 24 months, 8000 miles per year

More than an M5 with prettier bodywork and two fewer doors, the M8 is a 617bhp track weapon that will see off most rivals. The UK gets only the Competition version, which has been tuned for sharper handling responses.

RANGE ROVER SPORT SVR P575

£6490 deposit, £1082 per month, 24 months, 8000 miles per year

No other SUV combines handling prowess, functionality and sheer performance savagery like the Sport SVR. It weighs two tonnes, but you'll struggle to believe it from the driver's seat. Thirsty but so much fun you won't care.

FORD MUSTANG 5.0 V8 BULLITT FASTBACK

£4118 deposit, £686 per month, 24 months, 8000 miles per year

Manual-only tribute 'Stang gets a 10bhp hike to 453bhp and is finished in authentic Highland Green (or black). Top speed 163mph, 0-62mph 4.9sec.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

FULL-FAT OLD-SCHOOL GROWLER

Mercedes-AMG C63 Estate £16,995

Trips to the tip will never be the same again with one of our five hot estates, starting with this, the Mercedes-AMG C63. It's the W204-series model produced from 2008 to 2015 and powered by a 451bhp 6.2-litre naturally aspirated V8.

A neighbour of mine has run a 2011-reg example for the past few years. His facelifted model has 50,000 miles on the clock, and it growls sonorously when he does the school run.

It's a good basis for a buying guide. The firm suspension and 19in wheels have weakened the interior a touch so that it creaks a little over bumps. He has to keep his eye on the oil: up to two litres between services isn't uncommon. With a heavy right foot, fuel economy slips well into single figures. That might explain why many C63s we encountered in the classifieds could count five previous keepers in the logbook.

Our find has just two. It's a 2012-reg with 70,000 miles and full Mercedes service history. It rides on 18in wheels so might be a tad more comfortable than my neighbour's car, as well as a bit tighter feeling.

If we were properly serious, we'd check the condition of the oil-filled engine mounts (they can start vibrating at around 60,000 miles) and the operation of the coolant thermostat. Our find's full Mercedes service history means the 40,000-mile transmission fluid and filter change is likely to have been done.

The front control arms are a weak spot. It's a heavy car with bags of grunt so we'd want to see lots of life on those discs and pads. Inside, we'd listen for creaks and rattles and ensure the infotainment works.

JOHN EVANS

300BHP, 4WD ALL-ROUNDER

Volkswagen Golf R Estate £15,250

All the thrills of the hatchback with added practicality. It comes with an automatic gearbox only yet that's no hardship. The rear springs are stiffer but the ride remains comfortable. This one's a 2015 car with 59k miles, full service history and one owner.

QUICK FOR SENSIBLE MONEY

Skoda Octavia 2.0 TFSI vRS Estate £2995

This 2008 vRS has done 119k miles but looks good on it. It's the everyman's sports wagon, with 200bhp for the price of something much less exciting. This pre-facelift model has less troublesome engines than later direct-injection ones.

A WAGON TO MAKE YOU GRIN

Ford Focus ST-2 Estate £9650

Larger than the hatchback but just as much fun, the ST Estate has a 1516-litre boot that'll make light work of an Ikea expedition, and its 2.0-litre engine doles out 247bhp for 0-62mph in 6.2sec. We found a 2013-reg with 67k miles and full service history.

WILD CARD

Audi RS4 Avant £11,990

Another V8 load-lugger (see the C63, above) is the RS4 Avant of 2006-08. It makes 414bhp and sounds fantastic. Quattro drive keeps it all pointing in the right direction. Our find is a 2006-reg with 119k miles and full Audi service history.

AUCTION WATCH

JAGUAR XKR 4.2

Billed by the auction house as an Aston Martin DB7 for half the money, this 79,000-mile, 2004-reg XKR reached £7600. It was a well-maintained example with 11 stamps in the book, the last job being new discs and pads. These cars are not rare, of course, and you can buy earlier 4.0-litre versions with more than 100,000 miles for just £4000. However, tidy, lower-mileage 2004-reg 4.2s like our auction example generally start at around £10,000, so someone, probably a trader, had a good day. Incidentally, it was fitted with the standard 18in wheels rather than anything larger so should have been comfortable as well as quick.

FUTURE CLASSIC

Smart Roadster Price £3495

In truth, it's already a classic but appreciated by only a small circle of clued-up folk who buy into its titchy, albeit turbocharged, 698cc three-cylinder engine. It produces 81bhp, which is fine for a car weighing 790kg. Rust? Forget it: the body panels are plastic and its Tridion safety cell is galvanised (that said, black ones are showing early signs of tin worm). Rain leaks are a problem, though, so beware any car that has been parked outside for any length of time. Our example is a one-owner, 2005-reg with 40k miles and a good service history.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a pumped-up pick-up for less than £15,000, please.

Mitsubishi L200 Walkinshaw Performance £14,950

Cadillac Escalade EXT £11,995

MAX ADAMS Established performance tuner Tom Walkinshaw has been over my choice with a fine-toothed comb. Not only is there more power, but it has a sophisticated five-link rear suspension system to make it handle better, too. What wallowy barge have you got, Mark?

MARK PEARSON Yes, well, I've found a bit of a peach here, Max. Take one Cadillac Escalade of immense vigour and extreme mega-SUV style and transmogrify it into a pick-up you can use with ease and impunity everywhere. A 6.0-litre V8, chrome 22in wheels, custom leather interior and all the trimmings. Lovely.

MA To be fair, my L200 has most of those luxuries and is a damn sight more capable off-road, thanks to its chunky BF Goodrich all-terrain tyres. It's also 10 years younger than your 2004 truck.

MP In many ways, though, mine is the best car in the world. It's powerful, refined, comfortable and spacious, with room for all your household goods in the back. It's the sort of thing the Kardashians would buy for their gardeners. Yours, I can't help feeling, is a bit ordinary.

MA Hang on! Yours has a set of speakers in the bed, making it a rather impractical rig. There'll be no hauling of goods in that gaudy piece of Americana.

MP I can always tell when you're getting a little jealous. Your cheeks go red.

MA No, that's just a reflection of the excellent paintwork of my winning truck.

VERDICT

That Escalade is more pumped-up than Arnie. I'll take it. **JOHN EVANS**

HOW TO BUY A

VOLKSWAGEN BEETLE

MILLENNIUM BUG

The first modern Beetle is basically a Mk4 Golf in fun, retro-inspired clothing, so it's no wonder owners tend to hang on to them. **John Evans** looks at the early-2000s bug

It was intended as a development mule for the Mk4 Golf R32, but the Beetle RSI was such a hit that it went into production, albeit limited to 250 copies. That was in 2001. Today, used ones start at around £40,000. It's an intriguing mix of curvy styling underpinned by Mk4 mechanicals and Haldex four-wheel drive running gear and powered by a 3.2-litre V6 producing 221bhp. There's no vase.

That's right: the much-mocked receptacle on the dashboard is absent from the RSI. No such luck with its more run-of-the-mill stablemates, although browsing the classifieds, it's interesting to see how few sellers risk trying to seduce buyers with a cheap plastic flower. The thing is, it does pigeonhole the model, which is a shame, because the Beetle is a smile-inducing, reliable and beautifully built motor powered by a choice of appealing engines.

To distinguish it from the air-cooled original, Volkswagen called it the New Beetle. It was produced from 1998 to 2011, when it was replaced by the, er, New Beetle. It was always a two-door but practicality is boosted by folding rear seats. There's bags of head room, too, at least in the front.

Such was demand that many of the first Beetles to be registered here were left-hand drive. It was only in 1999 that the first right-hand-drive cars began to arrive. They were powered by a 114bhp 2.0-litre petrol engine. Later on, a 101bhp 1.6 joined the range, followed by sportier offerings in the forms of the 168bhp 2.3 V5 and 148bhp 1.8T. There was a 100bhp 1.9 TDI diesel, too.

Then, just as the model appeared to be blending into the background, out popped the more stylish cabriolet. That was in 2003. Engines included the 1.6 and 2.0 petrols, the diesel and a new 74bhp 1.4 petrol, also available with the tin-top version. A facelift (sharper wheel-arch edges and restyled headlights) came in 2005.

Today in the classifieds, images of used Beetles appear to paint a flattering picture. Most interiors look to have aged extremely well and the two-colour dashboard (pale below, dark above) and pale door trims help lighten the interior. One dealer we spoke to had nothing but praise for Golf Mk4 quality and reckoned it's mirrored in the Beetle. True, he said, light-coloured seat upholstery can absorb the blue from jeans (it's a devil to remove), but the switchgear feels tight, cabins are rattle-free and seats feel firm and supportive.

The highest-mileage car we saw was a 200,000-mile 1.9 TDI. Many have done well over 100,000 and, interestingly, have had few owners, which must demonstrate an attachment to the vehicle.

Standard kit includes those folding rear seats and more expensive trims bring alloy wheels, air conditioning and heated, leather seats.

Its vase may hold a flower, but if you're a shrinking violet, the Beetle probably isn't for you. As a brighter alternative to a Mk4 Golf, though, it's worth a look.

Cabin trim wears fairly well. Flower in vase is optional

Film star
In 'Herbie: Fully Loaded' (2005), air-cooled Herbie takes a shine to a new Beetle but is told he's too old for her.

Cabriolet arrived in 2003, five years after the fixed-head

> "The highest-mileage Beetle we saw was a 200,000-mile 1.9 TDI diesel"

HOW TO GET ONE IN YOUR GARAGE

An expert's view

RICHARD DUNCAN, OWNER, RD GARAGE SERVICES

"The Beetle is a tough car inside and out, but too many are neglected. Oil and filter changes are essential to prevent problems such as oil sludging in the sump and to keep belt tensioners well lubricated. The engine bay is cramped, making even checking or changing the battery more of a chore than it needs to be. And some parts are becoming hard to track down. I'm thinking especially of convertibles. Meanwhile, we're seeing more Beetles failing their MOT for things like airbag lights. My favourite is the 3.2 RSI [pictured above], but the V5 is fun and nothing like as rare."

Buyer beware...

■ ENGINE
Make sure the timing belt and water pump have been replaced every 60,000 miles or so. A sluggish diesel may have a failed solenoid or a clogged turbo vane. Misfiring and rough running on 1.4 and 1.6 engines can be traced to problems with the ECU or engine management sensor. Poor running may also be a faulty mass airflow sensor, failing coil packs or incorrect spark plug gaps.

■ TRANSMISSION
Gearboxes are tough. On the manual, check for a rattling dual-mass flywheel. It's expensive to replace.

■ SUSPENSION AND BRAKES
Listen for front suspension lower arm bushes and anti-roll bar bushes knocking. If the ABS light is on, a new wheel sensor or ABS control unit may be required.

■ BODY
Any rust is likely to be repair related. Check the condition of the headlight release mechanism for bulb changing. It's plastic and breaks easily. On convertibles, ensure the plastic release handle is present. Scrutinise the nose and tail for parking damage.

■ INTERIOR
As well as checking for the ABS light, watch for the airbag warning light, which can be triggered by faulty crash sensors at the front, requiring removal of wings and bumper to replace. Window regulators can fail. An effective fix usually involves fitting not only a new regulator but also new motor and glass.

Also worth knowing

For those hard-to-find items, try VW's classic parts division at volkswagen-classic-parts.de/en. Alternatively, there's Heritage Parts Centre, VW UK's authorised classic parts supplier.

How much to spend

£400-£999
Choice of tidy but high-mileage cars up to 2005 and including some cabriolets.

£1000-£1749
Mileages now below 100k and some interesting cars with good histories, such as a one-owner, 2003-reg 1.8 T for £1290.

£1750-£2499
Mainly 2006, post-facelift cars but still knocking on the door of 100k miles.

£2500-£3450
Nicer facelift cars up to 2010-reg with 60k-90k miles.

£3500-£4899
More sub-60k-mile cars in top condition.

£4900-£5500
The best cars with lowest mileages.

One we found

VOLKSWAGEN BEETLE 1.8T CABRIOLET, 2008/08-REG, 81,000 MILES, £2990
Described as a "tidy little eye-catcher". But there's more to this car than good looks, including a full service history and £2000 of recent work. "Roof works perfectly", says the ad, so the fragile control handle must be present.

Thanks to Richard Duncan (rdgarageservices.co.uk), Heritage Parts Centre (www.vwheritage.com)

Elite Registrations

OPEN: MON-FRI 10AM-4PM, SAT 9AM-5PM, SUN 10AM-5PM

Tel: 01380 818181 elitereg.co.uk

All registrations are offered on a first come, first served basis. All are subject to VAT and the £80 Dept. for Transport transfer fee. Prices may fluctuate. See website for full terms. We have been trading for over 45 years. THOUSANDS MORE AVAILABLE. Write: P.O.Box 100, Devizes, SN10 4TE

I83 ABK	£650
GI9 ABY	£750
3044 AC	£2100
M21 ACE	£850
M24 ACE	£750
M27 ACY	£750
8783 AD	£1600
L23 ADY	£750
M24 ADY	£650
S3 AFC	£750
AFP 206	£1500
L24 AJB	£750
Y300 AJB	£650
M27 AJH	£750
K888 AJH	£650
L27 AJM	£650
M24 AJW	£650
J888 AKY	£950
L21 ALS	£650
LI21 ALX	£650
FI9 ALY	£750
ALZ 441	£650
L31 AMA	£950
GI2 AMG	£950
P28 AMG	£850
S30 AMG	£750
K2 AML	£1200
L31 AML	£650
L21 AMR	£650
L21 AMS	£2100
L31 AMY	£1300
LI21 AMY	£1100
P27 ANA	£950
L25 AND	£750
VIII AND	£950
L26 ANG	£850
L31 ANG	£950
ANN 6A	£4700
PI5 ANN	£1300
L21 ANN	£1700
R21 ANN	£1500
M6 APM	£750
M21 ARA	£650
L24 ARA	£1100
LI21 ARA	£850
M31 ARM	£650
C9 ARN	£950
R21 ART	£650
LI0 ARY	£750
M23 ARY	£650
L8 ASD	£750
L26 ASH	£1300
L27 ASH	£1200
PII ATY	£1300
D5 AUG	£650
936 AUG	£1500
R35 BAR	£650
H4 BAX	£650
M8 BAX	£750
TI2 BBY	£750
N21 BBY	£650
A3 BCK	£650
L26 BEC	£750

L21 BEE	£750
R29 BEE	£650
BEK 2A	£1900
BEK 4A	£2400
M24 BEK	£650
N27 BEN	£1400
P27 BEN	£1300
BER 29G	£650
L31 BET	£650
R23 BEV	£950
600 BJ	£3400
884 BJF	£950
BL 632	£3500
M7 BMH	£650
43 BO	£4100
5555 BO	£2400
P23 BOB	£950
P24 BOB	£1100
P77 BOB	£1100
H9 BON	£850
P23 BOX	£650
S26 BOX	£750
BOX 793	£1800
GI9 BRY	£850
M27 BRY	£950
RI23 BRY	£650
C4 BUD	£950
W9 BUD	£850
D6 BUG	£1200
A8 BUG	£1300
K20 BUG	£650
M5 BUS	£850
I985 CA	£2300
CAB 23W	£750
L28 CAB	£850
765 CAB	£1900
Y26 CAL	£750
LI23 CAL	£650
P23 CAP	£650
B80 CAR	£750
M21 CAS	£850
L26 CAS	£950
M31 CAS	£750
P23 CAT	£1100
D24 CAT	£1200
M28 CAT	£1100
M29 CAT	£950
TI23 CAT	£750
501 CCJ	£1100
EI0 CHR	£650
M24 CJB	£650
M23 CJW	£650
N7 CLK	£750
R31 COE	£650
N23 COL	£1200
L96 COL	£1100
L21 COM	£650
M24 COM	£750
N3 COP	£650
M24 COS	£750
KI3 COX	£650
CSU 943	£650
I953 CW	£2600

P23 DAB	£650
K5 DAF	£750
SI7 DAL	£650
UKI2 DAN	£650
L32I DAN	£1200
L29 DAS	£650
N4 DAT	£1900
M45 DAV	£850
J5I DAV	£950
L3I DAW	£650
N2I DAY	£750
L27 DAY	£650
4830 DD	£1400
L2I DDS	£650
L28 DDY	£650
DEB 4Y	£4900
PI9 DEB	£1500
A8 DEE	£1600
L9 DEE	£1500
L2I DEE	£1400
M2I DEE	£1400
N2I DEE	£1300
M24 DEE	£1200
L2I DEL	£950
M29 DEL	£850
L3I DEL	£750
DEN I4	£4700
L2I DEN	£1500
P24 DEN	£1100
A77 DEN	£1700
A83 DEN	£1500
SI23 DEN	£850
DES 2M	£1700
DG 7422	£2300
L26 DJB	£650
L23 DJC	£750
L26 DJC	£650
405 DJD	£1200
N2I DJS	£650
I98 DK	£3100
7629 DN	£1200
T7 DOL	£750
S24 DON	£1300
J400 DON	£650
DI DOT	£2100
SI4 DOT	£650
KI6 DOT	£850
L66 DOT	£750
686 DOT	£1300
I054 DP	£1700
K2 DSM	£650
M2I DUG	£750
P2I DUG	£650
DUG 77Y	£850
DUG 409	£1700
I08 DVK	£750
R9 DXN	£850
EA 9678	£1200
S5I5 EAN	£750
EAR 5L	£2200
4II EC	£3100
I988 EC	£1800
EC 826I	£1400

EE 994I	£1700
II22 EG	£1900
K7 EGG	£750
L3I EGH	£1500
EJ I008	£1800
Y5 EJM	£650
58 EK	£4300
B4 EKS	£1700
258I EL	£650
L2I ELE	£650
N2I ELE	£650
B6 ELL	£2300
L25 ELL	£750
L25 ELS	£750
L24 EMA	£750
M26 EMA	£650
EMM 3Y	£4900
MI23 EMM	£650
II0 ER	£4100
N4 ERN	£750
J77 ERY	£650
ES 9767	£1600
4988 ET	£1300
EVA 3N	£2300
EVA 8N	£2400
AI6 EVE	£1100
L2I EVE	£950
557 EW	£2900
M23 FEE	£750
84 FEE	£3900
FEL 3T	£950
FIL 47I	£1300
I699 FM	£1500
P26 FOX	£950
L2I GAR	£750
M28 GAR	£650
GAR 795Y	£850
F99 GAV	£650
AI GBB	£850
P23 GEE	£750
M27 GEE	£650
T9 GEF	£1100
HI0 GEF	£950
AII GEF	£850
L28 GEO	£650
GER 3Y	£4700
R2I GER	£650
M28 GGS	£650

M26 GGY	£650
GIL 822	£1400
GIL 7688	£650
888 GJ	£3400
AI6 GRA	£650
J60 GRA	£750
GUM IY	£2900
D6 GUY	£1200
TI3 GUY	£750
GYL 8S	£1600
J004 HAN	£650
RI5 HAR	£1500
L25 HAR	£850
N28 HAR	£750
L2I HAY	£750
735 HBF	£650
P25 HEN	£650
HIB 453	£650
HIL 44I	£1300
547 HLW	£750
26 HO	£3500
R27 HOG	£650
C22 HOW	£650
HUG 2H	£4100
W4 HUG	£650
HUG 88H	£2100
374 HUL	£750
N23 JAC	£1300
L3I JAC	£1400
P3 JAG	£1600
HI0 JAG	£1200
JAK 2Y	£3700
J6 JAK	£2700
P27 JAK	£950

E7I JAN	£1200
B92 JAN	£950
M23 JAR	£650
WI8 JAS	£950
P23 JAY	£1300
JEE 848	£1800
J77 JEF	£750
A92 JEF	£650
L29 JEM	£650
N27 JEN	£1600
L9 JEP	£850
P2 JER	£750
R6 JER	£850
P25 JES	£850
C77 JES	£950
J92 JES	£1500
JIL 339	£950
AI4 JKO	£750
L23 JMB	£750
L26 JMG	£650
I02 JN	£3300
J0D 30Y	£2100
JON 2D	£4400
N24 JON	£1400
W25 JON	£1300
L28 JON	£1500
JON 4IR	£2600
C225 JON	£650
243 JOY	£1700
EI8 JPM	£750
V23 JPM	£650
BI2 JUD	£650
JUD 2IY	£2900
JW I59I	£2900

N3I KAY	£850
N2I KEL	£750
KEN 4Y	£2900
KEN I7P	£1400
X23 KEN	£1100
T26 KEN	£1300
X99 KEN	£1200
M32I KEN	£750
N555 KEN	£850
L2I KES	£650
KES 444A	£750
M23 KEV	£850
L3I KEY	£650
KEZ II7	£750
KIG I5I	£650
6588 KR	£1200
CI KSW	£850
679 KUG	£950
683I KX	£850
N2I KYM	£750
P2I KYM	£650
LAC 7Y	£4100
SI0 LAC	£650
W5 LAH	£750
LAM IY	£3800
M2I LAM	£750
L26 LAM	£650
NO02 LAN	£950
N24 LAN	£750
LAR 2F	£850
LAR 3Y	£1800
N2I LAR	£650
M23 LAR	£750
R6 LAS	£850

N24 LEE	£1500
L25 LEE	£1400
LEN 6X	£1800
LEN 8A	£2500
BI2 LEN	£1400
DI8 LEN	£1500
L2I LEN	£1200
N24 LEN	£1300
LEN 26	£2900
R55 LEN	£750
LEN 353	£1900
P2I LEO	£650
L24 LEO	£850
P5 LES	£1500
N8 LES	£1400
N2I LES	£1400
L24 LES	£1300
M32I LES	£1300
M2I LET	£650
LET I54A	£1500
R23 LEX	£650
L28 LEX	£750
M28 LEX	£650
LIL 299	£950
EII LJH	£650
I5I LL	£2900
L2I LLA	£650
L2I LLO	£650
M23 LLY	£650
L2I LOC	£650
630 LOO	£950
L27 LOR	£650
J3 LOS	£950
L2I LOS	£650

L3I LYD	£650
N23 LYN	£1200
L24 LYN	£1400
L3I LYN	£1400
LYN 65D	£1500
L3I LYS	£750
MAC I3Y	£2800
M23 MAC	£1600
N23 MAC	£1300
MAC 838V	£650
P2I MAD	£750
P23 MAD	£650
MI4 MAG	£1200
PI5 MAG	£850
N23 MAL	£850
L24 MAL	£1200
L3I MAL	£1400
MAR 8Y	£3900
C24 MAR	£1300
S54 MAR	£1300
RI2I MAR	£750
L27 MAS	£850
L3I MAS	£750
OH07 MAT	£650
P23 MAT	£1400
L25 MAT	£1300
N27 MAT	£950
J30 MAT	£1500
PI2I MAT	£750
PI23 MAT	£850
L26 MAX	£1700
S29 MAX	£1500
P3I MAX	£1300
A2I2 MAX	£1400

PI2I MEL	£850
L3I MES	£650
MIL 663	£850
LI2I MJC	£650
NI MJE	£750
L9I MJH	£750
MJI 5II	£750
L23 MJT	£650
L27 MJW	£650
P4I MLA	£1900
L2I MMA	£650
L2I MMO	£650
L8 MMS	£750
M24 MMY	£650
T774 MMY	£650
L23 MOG	£650
S999 MOL	£650
L26 MON	£650
342 MON	£1600
R2I MOR	£650
L28 MOS	£650
P2 MPW	£650
97I4 MT	£1400
AI2 NAD	£650
M23 NAD	£650
H8 NAM	£1700
NAS 6H	£3300
J008 NAS	£850
L2I NAS	£1300
L24 NAS	£750
NAT 8N	£3300
J77 NAT	£1300
N28 NDY	£650
L29 NDY	£650

NIB 5II	£750
I955 NJ	£1700
L28 NNA	£650
N2I NNO	£650
PE07 NNY	£950
M2I NNY	£1400
M3I NNY	£1300
MI23 NNY	£650
L2I NOR	£650
M24 NOR	£650
L2I NOX	£650
L23 NOX	£950
A5 OAT	£950
OIL 88I	£850
T2 OLY	£1500
D9 OLY	£1400
L2I ORD	£850
599 OS	£2700
L2I OTT	£650
L2I OUS	£650
P2I PAD	£650
PAG 63E	£750
PAM 7P	£2400
E8 PAM	£1500
M9 PAM	£1600
SII PAM	£1400
JI2 PAM	£1300
Y29 PAM	£750
T3I PAM	£950
K33 PAM	£1100
G37 PAM	£1200
PAN 66I	£1200
PAT 3T	£2300
VI7 PAT	£1300
CI8 PAT	£1400
PAT 4IK	£1500
D48 PAT	£1200
D89 PAT	£950
D32I PAT	£750
PAU I8A	£2900
PAU I44A	£2400
PAZ 42	£1200
PEG IY	£2100
P9 PEG	£650
L2I PEN	£750
PEN 3IY	£1900
PEP 624	£850
332 PH	£4900

6784 PJ	£1200
N6 PJH	£750
PM 3282	£3100
PMJ 576	£750
N6 PMW	£650
D7 POL	£1400
K3 POT	£650
POW IIL	£2400
PP 4928	£2300
D2 PRA	£650
PWP 492	£1400
TI RAC	£2300
V66 RAC	£650
D20 RAD	£650
P23 RAJ	£750
L23 RAM	£850
LI2I RAM	£650
NI RAS	£950
M27 RAS	£650
N4 RAY	£2300
VI4 RAY	£850
R27 RAY	£1500
RAY 32M	£1600
RAY 59R	£1700
RB 6542	£2600
L24 RCH	£650
E9 RDY	£650
REE 5A	£3100
L24 REE	£650
K99 REG	£650
P2I REN	£650
REW 945	£1100
REX IC	£1500
H6 REX	£650
D7 REX	£850
9000 RJ	£2500
E6 RJP	£650
6689 RK	£1800
L24 RNE	£650
58 RO	£4700
L23 ROB	£1500
L333 ROB	£950
ROD 5Y	£2600
ROD IIR	£1800
N20 ROD	£850
A62 ROD	£950
G6 RON	£1900
WI4 RON	£1500
R2I RON	£1500
E34 RON	£1100
RON 47A	£2900
J66 RON	£1400
S77 RON	£1500
RON 327R	£850
R24 ROO	£650
E2 ROS	£1500
ROS 9A	£2400
WI7 ROS	£750
S50 ROS	£1400
P2I ROW	£750
M23 ROW	£650
TI4 ROY	£1200
S24 ROY	£1100

ROY 60W	£1500
ROY 398W	£650
ROY 683	£2300
L24 RRS	£850
L23 RRY	£850
M26 RRY	£750
G322 RRY	£1800
M29 RUS	£850
L3I RUS	£650
C43 RUS	£750
RUT 9H	£4100
LI0 SAL	£1200
N2I SAL	£1100
L24 SAL	£950
L24 SAM	£1600
SAM 45N	£2500
D5I5 SAM	£850
L2I SAN	£1400
L28 SAN	£1300
R45 SAN	£1200
S777 SAN	£1900
GI7 SAR	£950
L2I SAR	£850
M24 SAR	£750
SAZ II8	£850
SDD 72I	£1500
P23 SEB	£650
DI0 SEL	£750
L2I SEL	£650
L2I SEY	£850
L3I SEY	£950
L23 SHA	£650
M24 SHA	£850
N24 SHA	£750
SIB 355	£650
SIL I55	£850
L28 SJB	£650
L2I SJC	£650
L2I SJH	£650
L23 SJM	£650
P77 SJT	£650
B63 SMB	£850
LI SOF	£650
L3I SON	£850
NII SPR	£750
A3 SPT	£750
I593 SR	£1800
D5 SRG	£650
204 STD	£650
P2I STR	£650
B8 STS	£650
M2I STU	£1400
P2I STU	£1300
D486 STU	£850
53 SU	£3900
555 SU	£2900
EI4 SUE	£1600
RI7 SUE	£1700
N24 SUE	£1400
L27 SUE	£1500
J63 SUE	£1700
SUE 79W	£2500
SUE 422R	£1300

SUE 762R	£1200
AI8 SUN	£650
CI SUS	£1500
M2I SUS	£650
E7 SYD	£650
N2I TAN	£650
P2I TAN	£650
L23 TAN	£650
M29 TAN	£650
E7 TAP	£650
N8 TAS	£1300
N27 TAS	£650
N3I TAS	£850
L24 TAY	£650
TAZ 223	£850
N55 TED	£750
L2 TEL	£1600
M24 TEL	£650
F4I THE	£3200
L3I TLE	£850
J70 TOM	£1600
K88 TOM	£1500
L23 TON	£850
L27 TON	£1300
I85 TR	£3600
TRO 2Y	£1600
P28 TTY	£650
9254 TW	£1600
UCF 280	£650
75 UE	£3300
28 US	£4300
L2I USH	£850
82 UV	£3900
267 UXF	£850
UZ 6I74	£750
295 VAE	£850
3970 VB	£750
VDR 45	£1100
55 VE	£3900
I664 VM	£1200
VTT 672	£750
WAE 234	£650
WAL IIL	£1300
WAS 422	£950
R2 WAT	£1300
L29 WEB	£650
CI WES	£1700
LOI0 WES	£650
L28 WES	£950
WES 89M	£650
WIL 955	£1200
WR I84	£2300
WRX 207	£750
L24 WRY	£750
L2I WYN	£650
P2I WYN	£650
R24 WYN	£650
L3I WYN	£850
DI4 XEY	£1100
R22 YAN	£1900
YAZ 334	£650
YBH 396	£750
5I0 YUY	£750

SIMILAR REGISTRATIONS WANTED FOR IMMEDIATE PURCHASE

L600 JAK	£650
JAN IIM	£2200
CI9 JAN	£1500
N2I JAN	£1400
R2I JAN	£1500
T33 JAN	£1500
JAN 39W	£1500

J5 KAS	£1400
M2I KAS	£750
L28 KAT	£850
W8 KAY	£1400
KI4 KAY	£1700
M2I KAY	£1300
P2I KAY	£1100

M3I LAS	£650
L3I LAW	£1200
R200 LAW	£750
D36I LAW	£650
L23 LEA	£750
A45 LEA	£850
P23 LEE	£1600

M2I LOS	£750
M24 LOU	£1300
L2I LOW	£650
R38 LPH	£1100
M32I LSA	£650
L2I LSY	£650
L24 LUK	£650

R3I MAY	£650
MAZ 880	£850
L99 MCC	£850
W9 MCF	£750
P24 MCF	£650
G23 MEG	£950
L27 MEG	£850

P2I NES	£650
M28 NES	£650
W88 NES	£750
A2 NET	£2500
DI NEV	£1200
B8 NEV	£850
KI8 NEV	£650

NEWLY REFURBISHED SECURE PRIVATE CARPARK IN THE HEART OF KENSINGTON W8 WITH 24 HOUR SECURITY CCTV, TRICKLE AND FULLY ELECTRIC CAR CHARGING POINTS

Individual bays available to rent from **£4,500 per annum plus vat**

A limited number of bays are available to purchase on a long lease

For further details email **lw@jaresidential.co.uk** or call **0208 349 7171**

JAMES ANDREW RESIDENTIAL

Please visit our website **oak-designs.co.uk** to see further examples of our product range, case studies and special offers. You can also now design your own garage using our **'Quote my Design'** tool online.

THE CHAILEY

£3,150+ VAT*

**T&Cs available upon request. Offer ends 31/03.*

Oak framed buildings | Workshops | Garages | Home offices
Garage + first floor | Dual purpose building | Carports | Porches

01273 400411
sales@oak-designs.co.uk
www.oak-designs.co.uk

Oak Designs Co.

ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★½☆												
35 TFSI S line	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★☆												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	–	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★½												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	–	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★☆												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	–	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330d xDrv M Spt	155	5.5	14.5	5.2	12.7	3.31	262	428	48.9	42/53	1922	15.1.20
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé/convertible ★★★½☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
M8 Competition	155	3.3	7.4	2.7	8.2	2.71	617	553	40.8	19/32	2020	5.2.20
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★½☆												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★☆☆												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★☆												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★½												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★☆☆												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-31.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
ST	155	6.1	14.1	4.9	6.1	2.70	273	310	27.2	32/41	1433	11.9.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Ranger 4dr pick-up ★★★★☆												
Raptor	106	10.5	37.7	10.5	–	3.46	210	367	41.1	24/33	2516	28.8.19
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
Nexo 5dr SUV ★★★½☆												
Nexo	111	9.6	38.5	9.7	6.1*	2.88	161	291	–	42/60**	1852	12.6.19
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon/5dr estate ★★★½☆												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
S'brake 300 R-S	155	6.6	16.8	6.2	10.6	2.81	296	295	44.1	24/37	1727	17.4.19
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
SVR	176	4.1	9.3	3.5	10.4	2.69	542	502	41.6	18/29	2070	24.7.19
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Wrangler 5dr 4x4 ★★★★☆												
2.2 M'Jet-II Ov'd	112	9.0	29.9	9.1	–	2.37	197	332	38.3	29/38	2044	10.4.19
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-LS	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Xceed 5dr crossover ★★★½☆												
1.4 T-GDi	124	9.3	28.8	8.7	12.3	3.55	138	179	31.7	35/47	1452	20.11.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
e-Niro First Ed'n	104	7.2	19.0	–	3.7*	2.70	201	291	–	3.5/3.6†	1776	1.5.19
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
Aventador 2dr coupé ★★★★☆												
SVJ	217	2.9	6.1	2.2	5.0	2.65	759	531	33.7	12/21	1770	19.6.19
Urus 5dr SUV ★★★★☆												
Urus	190	3.3	7.8	2.8	–	2.70	641	627	43.0	19/29	2285	3.7.19
LAND ROVER												
Discovery Sport 5dr SUV ★★★★☆												
D180 AWD SE	125	10.3	35.2	10.5	10.7	3.54	177	317	39.8	31/48	2145	8.1.20
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon ★★★½☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S Granlusso	164	5.1	12.7	4.5	–	2.73	424	478	39.8	16/24	2232	8.5.19
MAZDA												
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch ★★★★☆												
2.0 Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible ★★★★½												
3.8 V8	201	2.9	6.1	2.1	–	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
C63 S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★★☆												
B180 Sport	132	8.4	23.5	8.3	–	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon ★★★☆☆												
CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	–	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV ★★★★☆												
G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GLS 5dr SUV ★★★½☆												
GLS 400d 4Matic	148	6.5	17.5	6.0	10.7	3.00	326	516	46.2	30/38	2634	12.2.20
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV ★★★☆☆												
EV Exclusive	87	8.9	–	8.0	5.2*	3.60	141	260	–	2.7/3.1†	1556	4.12.19
MINI												
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★½☆												
1.0 DIG-T 117	112	11.9	44.8	11.8	16.3	3.10	115	148	28.2	38/46	1256	29.1.20
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★☆☆												
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★☆												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	191	3.4	7.7	2.8	14.3	–	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★½												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
Cullinan 5dr SUV ★★★★☆												
Black Badge	155	4.9	11.3	4.2	2.4*	3.07	591	664	–	19/24	2739	19.2.20
SEAT												
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★½☆												
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★☆												
1.4 TSI iV SE L	138	7.3	17.4	5.8	7.5	2.79	215	295	32.4	–/45	1736	26.2.20
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16
SSANGYONG												
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16
SUBARU												
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16
SUZUKI												
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15
TESLA												
Model 3 4dr saloon ★★★★☆												
St'd Range Plus	140	5.8	14.2	4.7	2.8	2.77	252	277	8.6	3.1/4.0†	1633	4.9.19
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17
TOYOTA												
Yaris 3dr hatch ★★★½☆												
GRMN	143	6.4	15.4	5.4	9.8	2.9	209	184	27.7	27/39	1135	28.3.18
Corolla 4dr saloon/5dr hatch/5dr estate ★★★★☆												
2.0 Hybrid ST	112	8.5	22.4	7.7	4.5*	2.84	178	–	–	44/53	1537	5.6.19
GT86 2dr coupé ★★★★★												
2.0 manual	140	7.4	18.8	6.8	10.6	2.6	197	151	23.5	30/45	1235	4.7.12
Prius 5dr hatch ★★★★☆												
Business E'tion	112	11.1	32.0	10.7	6.4*	3.1	121	–	–	53/63	1400	16.3.16
Mirai 4dr saloon ★★★★☆												
Mirai	111	10.1	36.5	10.2	6.5*	3.3	152	247	22.5	44/62**	1400	27.4.16
C-HR 5dr SUV ★★★★☆												
Excel 1.8 Hybrid	106	11.6	43.5	11.9	7.3*	2.7	121	–	–	49/60	1420	4.1.17
GR Supra 2dr coupé ★★★★☆												
Pro	155	4.4	10.7	3.6	7.6	2.65	335	368	39.2	28/39	1495	14.8.19
VAUXHALL												
Corsa 5dr hatch ★★★½☆												
1.2T 100 auto	119	11.2	35.8	11.5	16.9	3.47	99	151	34.6	42/52	1171	22.1.20
Crossland X 5dr SUV ★★★☆☆												
1.2T 130 Elite	128	9.8	31.4	10.3	8.9	2.9	128	170	30.5	40/54	1199	7.6.17
Astra 5dr hatch/estate ★★★★☆												
1.6 CDTi 136 SRi	127	8.8	25.7	8.8	8.6	2.6	134	236	33.4	55/58	1350	30.9.15
ST CDTi B'tbo SRi	137	8.4	22.2	7.7	8.1	2.6	158	258	33.7	57/59	1435	13.4.16
Combo Life 5dr MPV ★★★½☆												
1.5 TD 100 En'gy	109	14.7	–	16.2	14.4	2.8	99	184	32.0	45/60	1552	27.12.18
Insignia Grand Sport 4dr saloon ★★★★☆												
2.0D SRi VX-Line	140	8.7	23.8	7.9	8.9	2.7	168	295	36.1	39/51	1507	3.5.17
Insignia Sports Tourer 5dr estate ★★★☆☆												
GSi 2.0 B'tbo D	144	8.4	23.1	7.7	9.5	2.7	207	354	38.6	36/47	1807	30.5.18
VXR8 4dr saloon ★★★★☆												
GTS-R	155	4.8	9.6	3.3	6.6	3.1	587	546	34.9	20/27	1858	10.1.18
VOLKSWAGEN												
Up 3/5dr hatch ★★★★☆												
GTI 1.0 TSI 115	122	8.5	25.7	7.8	7.6	2.8	114	147	24.7	39/54	1070	21.3.18
Polo 5dr hatch ★★★★½												
1.0 TSI 95 SE	116	10.7	34.4	11.1	12.1	2.8	94	129	27.1	43/57	1145	31.1.18
GTI	147	6.7	17.4	5.9	8.6	2.8	197	236	–	37/47	1355	1.8.18
Golf 3/5dr hatch ★★★★½												
GTI Perf. DSG	155	6.5	16.4	5.9	8.9	2.8	227	258	34.4	32/38	1402	10.7.13
GTE	138	7.7	18.2	6.1	7.7	2.5	201	258	7.6	44/45	1599	20.5.15
1.5 TSI R-line	134	8.8	22.7	8.1	9.9	2.1	148	184	28.0	40/52	1324	2.8.17
T-Roc 5dr SUV ★★★★½												
2.0 TSI SEL 4Mn	134	6.7	20.2	6.5	13.3	3.2	187	236	35.6	31/37	1495	24.1.18
Arteon 5dr hatch ★★★½☆												
2.0 BITDI 240	152	6.5	17.7	6.2	8.9	3.3	237	369	37.8	38/56	1828	27.9.17
Passat 4dr saloon/5dr estate ★★★★☆												
2.0 TDI 190 GT	144	8.7	23.6	8.1	13.1	3.2	187	295	37.9	45/52	1614	4.2.15
GTE	140	7.6	19.0	6.1	7.8	3.3	215	295	32.3	38/43	1722	7.9.16
Touran 5dr MPV ★★★★☆												
2.0 TDI 150 SE	128	9.9	29.3	9.7	13.6	3.2	148	251	37.0	54/60	1571	3.2.16
Tiguan 5dr SUV ★★★★½												
2.0 TDI 150 SE	127	10.4	33	9.6	12.4	3.2	148	251	40.0	44/52	1683	22.6.16
Caravelle 5dr MPV ★★★★☆												
2.0 BITDI Exec.	126	11.6	36.1	11.7	10.2	3.2	201	332	22.7	38/45	2386	23.12.15
Touareg 5dr SUV ★★★½☆												
3.0 TDI R-Ln Tch	146	7.2	18.6	6.5	21.5	2.8	282	442	47.6	37/42	2070	8.8.18
Grand California 4dr motorhome ★★★½☆												
600	102	15.8	–	16.7	19.0	4.0	174	302	33.3	26/29	3095	2.1.20
VOLVO												
XC40 5dr SUV ★★★★½												
D4 AWD First Ed.	130	8.5	24.8	8.5	13.7	3.0	188	295	39.8	38/44	1735	7.2.18
S60 4dr saloon ★★★½☆												
T8 Polestar En'd	155	5.4	12.6	4.5	6.1	3.07	400	494	38.6	34/40	2013	24.12.19
V60 5dr estate ★★★★☆												
D4 M'tum Pro	137	8.9	23.8	8.2	12.7	2.8	188	295	41.0	35/43	1847	27.6.18
XC60 5dr SUV ★★★½☆												
D4 AWD R-Des'n	127	8.9	26.2	8.8	14.2	2.8	188	295	38.9	40/49	1836	5.7.17
S90 4dr saloon ★★★★☆												
D4 Momentum	140	8.2	22.1	7.9	11.1	2.6	188	295	40.1	40/51	1717	13.7.16
XC90 5dr SUV ★★★★☆												
D5 Momentum	137	8.3	23.9	8.3	5.0*	–	222	347	33.6	37/39	2009	17.6.15
WESTFIELD												
Sport 0dr roadster ★★★★☆												
Sport 250	142	3.6	11.1	6.4	4.0	2.7	252	270	22.7	32/42	665	29.11.17
ZENOS												
E10 0dr roadster ★★★★½												
S	140	4.3	11.2	4.1	5.3	2.9	250	295	33.9	21/23	725	7.10.15

Smart EV charging from just £195

If you are OLEV eligible you can claim back from the government up to £500 off your product **only until March 2020***

zappi

zappi is an EV charger with a difference. Not only does it operate as a traditional EV charger, it can also charge your EV using 100% FREE energy generated from your Solar PV or wind generation.

Here's the SMART bit. zappi can charge for FREE using your PV during the day and be set to charge at the most economical times at night.

myenergi

www.myenergi.com
03333 001 303

sales@myenergi.uk
support@myenergi.uk

@myenergi @myenergiltd @myenergi-ltd myenergi

**£195 includes OLEV grant but does NOT include installation or myenergi hub*

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★½☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★½☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★½☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★½ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open **£16,685–£25,485** ★★★½☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Essesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open **£23,895–£25,895** ★★★½☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO

Giulietta 5dr hatch **£19,975–£25,730** ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon **£33,595–£64,900** ★★★★½
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV **£37,745–£70,900** ★★★★½
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA

B3 S 5dr touring **£63,000** ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open **£73,100–£78,600** ★★★½☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring **£89,000–£91,000** ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

4.4 V8 BiTurbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon **£121,850** ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

4.4 V8 BiTurbo	599	205	4.2	24.4	265

D5 S 4dr saloon **£62,000** ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

3.0 BiTurbo	345	171	4.9	TBC	TBC

XD3 5dr SUV **£57,900** ★★★★☆
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. **LxWxH** 4732x1897x2015 **Kerb weight** 2015kg

3.0 BiTurbo	330	158	4.9	TBC	TBC

ALPINE

A110 2dr coupé **£47,810–£56,810** ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL

Atom 0dr open **£39,950** ★★★★½
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open **£38,000** ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé **£123,850** ★★★★½
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open **£147,900–£174,995** ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open **£225,000–247,500** ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon **£194,950** ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1995kg

6.0 V12	599	205	4.2	TBC	TBC

AUDI

A1 Sportback 5dr hatch **£18,310–£27,230** ★★★½☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch **£23,300–£39,145** ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon **£25,020–£39,320** ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open **£31,095–£43,515** ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon **£29,260–£42,940** ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate **£30,660–£68,270** ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé **£35,465–£69,660** ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé **£34,790–£69,660** ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open **£39,395–£58,310** ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon **£39,860–£55,400** ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191

A6 Avant 5dr estate **£41,960–£57,500** ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

2.0 45 TFSI quattro	242	155	6.2	32.5-33.2	193-197
3.0 55 TFSI quattro	335	155	5.3	29.4-30.1	213-217
2.0 40 TDI	201	149	8.3	44.8-46.3	161-166
2.0 40 TDI quattro	201	150	7.8	43.5-44.8	166-170
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196

A7 Sportback 5dr coupé **£48,860–£79,385** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	32.8-33.6	190-195
3.0 55 TFSI quattro	335	155	5.3	29.7-30.1	214-215
2.0 40 TDI	201	152	8.3	45.6-47.9	155-164
2.0 40 TDI quattro	201	155	7.0	44.1-45.6	162-169
3.0 45 TDI quattro	227	155	6.5	37.7-38.2	193-195
3.0 50 TDI quattro	282	155	5.7	37.7-38.2	193-196
3.0 TDI S7 quattro	344	155	5.1	TBC	TBC

A8 4dr saloon **£71,200–£81,315** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	28.0-29.7	216-228
3.0 55 TFSI quattro LWB	335	155	5.7	27.7-28.8	223-232
3.0 50 TDI quattro	282	155	5.9	37.7-40.9	182-196
3.0 50 TDI quattro LWB	282	155	5.9	37.7-38.7	190-197

E-tron 5dr SUV **£72,270–£83,020** ★★★★½
A rounded, uber-luxurious addition to the premium EV niche. **LxWxH** 4901x1935x1629 **Kerb weight** 2490kg

55 quattro 95kWh	403	124	5.4	TBC	0

whatcar.com

WHAT CAR?

makes buying a new car online easy

Just follow these three steps:

pick.
Pick your perfect car, helped by clear, simple buying advice and independent reviews from our in-house experts.

shop.
Shop our network of approved dealers anonymously, and enjoy guaranteed Target Price savings.

drive.
Drive away happy, knowing you've paid the right price for the right car without any awkward haggling.

Q2 5dr SUV **£23,395–£37,820** ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV **£30,805–£47,130** ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV **£36,365–£48,765** ★★★½☆
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg

1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV **£42,095–£55,035** ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV **£54,070–£95,060** ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	152	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV **£67,760–£104,990** ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	152	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé **£32,140–£53,905** ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open **£33,890–£55,655** ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé **£128,295–£154,195** ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open **£136,985–£162,885** ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC

Mono 0dr open **£165,125** ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé **£148,800–£159,900** ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open **£163,700–£176,000** ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon **£234,000–£280,500** ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV **£130,500–£182,200** ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW

1 Series 5dr hatch **£24,430–£36,430** ★★★★½
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg

118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé **£25,765–£53,260** ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open **£28,965–£43,085** ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch **£25,565–£37,550** ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV **£27,470–£37,750** ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon **£32,565–£48,555** ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

3 Series Touring 5dr estate **£35,235–£48,765** ★★★★½
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg

330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

4 Series 2dr coupé **£34,805–£65,300** ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open **£41,495–£68,720** ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé **£34,755–£50,040** ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon **£37,640–£98,100** ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate **£39,890–£55,900** ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch **£43,910–£59,010** ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon **£69,565–£139,120** ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

740i	338	155	5.5	31.7-34.0	TBC
750i xDrive	527	155	4.0	25.7-26.9	TBC
M760Li xDrive	583	155	3.8	20.8-21.6	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
745e	283	155	5.1-5.2	104.6-141.2	TBC

8 Series 2dr coupé/2dr open **£71,840–£107,220** ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840i	335	155	5.0	33.2-33.6	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC
840d xDrive	316	155	4.9	39.2-40.4	TBC

8 Series Gran Coupé 4dr saloon **£69,340–£97,720** ★★★★☆
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg

840i	335	155	5.2	31.7-33.2	TBC
M850i xDrive	523	155	3.9	24.4-24.6	TBC
840d xDrive	316	155	5.1	38.2-39.2	TBC

X1 5dr SUV **£28,795–£38,145** ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
xDrive20i	189	TBC	7.7	34.4-35.8	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV **£29,725–£44,235** ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	189	141	7.7	37.2-39.8	TBC
xDrive20i	189	TBC	7.6	34.9-36.2	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV **£40,355–£77,190** ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M Competition	503	155	4.1	26.9	TBC
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV **£44,875–£80,110** ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M Competiton	503	155	4.1	26.7	TBC
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV **£57,640–£74,170** ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive45e	282	TBC	5.6	188.3-235.4	TBC
M50i	523	155	4.3	22.6-23.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV **£59,340–£76,870** ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

xDrive40i	338	155	5.5	26.4-28.5	TBC
M50i	523	155	4.3	23.0-23.5	TBC
xDrive30d	254	143	6.7	32.5-33.6	TBC
M50d	375	155	5.2	29.4-30.1	TBC

X7 5dr SUV **£72,315–£90,935** ★★★★☆
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg

xDrive40i	338	155	6.1	24.6-24.8	TBC
M50i	523	155	4.7	21.6-21.9	TBC
xDrive30d	262	155	7.0	32.8-33.6	TBC
M50d	398	155	5.4	31.0-31.4	TBC

i3 5dr hatch **£35,350–£37,840** ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster **£115,105–£127,105** ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

Z4 2dr coupé **£37,115–£49,185** ★★★★☆
Better to drive than ever, but makes a better open-top cruiser than a true sports car. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

sDrive20i	195	155	6.6	38.7-39.8	TBC
sDrive30i	255	155	5.4	37.7-38.7	TBC
M40i	338	155	4.6	33.2	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany – but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490-£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770-£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTI 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDI 130	129	117	10.4	TBC	TBC
1.5 BlueHDI 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650 ★★★★½
Boxy, slightly quirky and immensely practical van-based car returns to top form. **LxWxH** 4403x1921x1849 **Kerb weight** 1398kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDI 75	75	95	16.5	TBC	TBC
1.5 BlueHDI 100	101	109	12.3	TBC	TBC
1.5 BlueHDI 130	128	116	10.3	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-£41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995-£11,595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.2	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055 ★★★½☆
A more expensive and slightly more rugged cheap car – but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	73	98	15.1	TBC	TBC
0.9 TCe 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 75	71	98	14.7	TBC	TBC
0.9 TCe 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.8	TBC	TBC

Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
0.9 TCe 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 TCe 100 4x2	99	105	12.5	TBC	TBC
1.3 TCe 130 4x2	128	118	11.1	TBC	TBC
1.3 TCe 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS

3 3dr hatch/2dr open £19,480-£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705 ★★★½☆
First foray into compact SUVs comfortably competes with more established rivals. **LxWxH** 4118x1802x1534 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDI 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476 ★★★★★
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. **LxWxH** 4611x1979x1206 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTC4 Lusso 2dr coupé £200,890-£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,165-£20,995 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £10,080-£16,580 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,905-£19,575 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,300-£15,050 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £15,995-£26,495 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC

Focus 5dr hatch £18,545-£31,995 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.7	34.3	179
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,645-£33,095 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
2.3T Ecoboost 280 ST	276	155	5.9	TBC	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch/4dr saloon £21,495-£32,595 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x1852x1482 **Kerb weight** 1455kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TiVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,295-£34,095 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x1852x1501 **Kerb weight** 1476kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 180	177	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 180 AWD	177	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £38,795-£51,045 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,300-£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,900-£30,460 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £30,490-£42,470 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC

Galaxy 5dr MPV £33,210-£39,070 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC

Ecosport 5dr SUV £17,850-£23,000 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC

Kuga 5dr SUV £23,375-£37,200 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £37,020-£46,035 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

Ranger 4dr pick-up £25,924-£48,784 ★★★★☆
Capable pick-up becomes off-road monster in Raptor spec, but loses VAT incentives. **LxWxH** 5277x1977x1703 **Kerb weight** 1866kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 EcoBlue 130	128	106	13.5	42.8	173
2.0 EcoBlue 170	158	109	11.8	40.4-43.5	184-207
2.0 EcoBlue 213	210	106	10.5	TBC	201-233
3.2 Duratorq TDCI 200	197	109	10.6	32.1-36.2	221-231

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,600-£19,810 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 i-VTEC	99	113-118	11.2-12.3	48.7	TBC
1.5 i-VTEC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £19,305-£34,075 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 Door 4dr saloon £19,905-£28,155 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £20,040-£29,615 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC
1.6 i-DTEC	120	119	10.0	54.3-56.5	TBC

CR-V 5dr SUV £26,310-£38,830 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 i-VTEC	171	130	9.3	38.7	TBC
1.5 i-VTEC AWD	171	124-129	9.8-10.0	32.5-36.2	TBC
2.0 i-MMD hybrid	181	112	9.2	40.9	TBC

NSX 2dr coupé £144,755 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 hybrid	573	191	2.9	TBC	TBC

HYUNDAI

i10 5dr hatch £9895-£14,425 ★★★★☆
Prioritises maturity over fun, resulting in a car that is practical and well-priced. **LxWxH** 3665x1660x1500 **Kerb weight** 933kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 DOHC	64	97	14.7	50.4	TBC
1.2 DOHC	84	103-109	12.1-13.8	40.9-46.3	TBC

i20 5dr hatch £13,995-£18,645 ★★★★☆
Combines decent performance with good practicality and running costs. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDI 100	98	113-117	10.8-11.4	47.9-49.6	TBC
1.0 T-GDI 120	118	118	10.2	46.3	TBC
1.2 MPI 75	74	99	13.6	46.3	TBC
1.2 MPI 84	83	106	12.8	45.6-46.3	TBC

i30 5dr hatch £17,125-£29,495 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120	118	118	11.1	45.6	TBC
1.4 T-GDi 140	138	127-130	8.9-9.2	42.2-46.3	TBC
1.6 CRDi 115	113	118	11.0-11.2	58.9-60.1	TBC
2.0 T-GDi 250 N	247	155	6.4	34.9	TBC
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	TBC

i30 Fastback 4dr saloon £20,435-£29,995 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm. **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.5	54.3	TBC
1.4 T-GDI 140	138	129	9.2	49.6-52.3	TBC
2.0 T-GDI 275 N	272	155	6.1	34.0	TBC

i30 Tourer 5dr estate £17,625-£26,125 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 T-GDi 120	118	117	11.4	47.9-49.6	TBC
1.4 T-GDi 140	138	126-129	9.2-9.5	44.8-46.3	TBC
1.6 CRDi 110	108	117	11.3	58.9-60.1	TBC
1.6 CRDi 136	134	123	10.9	56.5-57.6	TBC

i40 4dr saloon £22,995-£29,125 ★★★½☆
Useful, inoffensive and well-priced, but don't expect any fireworks. **LxWxH** 4745x1815x1470 **Kerb weight** 1497kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDI 135	133	122	11.5	39.2	TBC
1.6 CRDi 115	113	117	12.0	56.6	TBC
1.6 CRDi 136	134	122	10.8-11.5	54.3	TBC

i40 Tourer 5dr estate £21,610-£29,630 ★★★½☆
A practical estate but still rather dull and ordinary. **LxWxH** 4775x1815x1470 **Kerb weight** 1514kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDI 135	133	121	11.6	38.2	TBC
1.6 CRDi 115	113	116	12.2	54.6	TBC
1.6 CRDi 136	134	121-122	11.0-11.7	52.3	TBC

Ioniq 5dr hatch £21,790-£32,045 ★★★½☆
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Hybrid 141	139	115	10.8-11.1	61.4-62.8	TBC
1.6 Plug-in Hybrid 141	139	110	10.6	247.8	TBC
Electric Motor	118	103	10.2	TBC	0

ix20 5dr hatch £15,750-£19,200 ★★★½☆
Usable high-roofed hatch is short on overall flair. **LxWxH** 4120x1765x1600 **Kerb weight** 1267kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 125	123	112	11.5	34.3-37.1	TBC

Kona 5dr hatch £17,100-£38,645 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style. **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (mpg) | CO_2 (g/km)

1.0 T-GDi 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★⯪☆
Impressive effort that heads in the right direction for fuel cell cars. **LxWxH** 4670x2060x1640 **Kerb weight** 1814kg

95kW fuel cell	161	130	9.6	42mpkg	0

Tucson 5dr SUV £22,045–£34,945 ★★★⯪☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425–£43,295 ★★★⯪☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR

XE 4dr saloon £31,505–£45,640 ★★★★⯪
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950–£53,035 ★★★★⯪
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390–£55,035 ★★★★⯪
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360–£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925–£113,085 ★★★★⯪
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405–£118,575 ★★★★⯪
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930–£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520–£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495–£74,995 ★★★★⯪
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755–£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

Renegade 5dr SUV £23,500–£31,400 ★★★⯪☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★⯪☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★⯪☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865–£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720–£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220–£18,010 ★★★⯪☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295–£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295–£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840–£28,140 ★★★⯪☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725–£30,495 ★★★⯪☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

1.6 GDi 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260–£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100–£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435–£40,535 ★★★⯪☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625–£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505–£28,445 ★★★⯪☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490–£30,845 ★★★⯪☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540–£21,200 ★★★⯪☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305–£34,545 ★★★⯪☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

Sorento 5dr SUV £30,225–£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900–£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000–£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295–£49,565 ★★★★☆
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg

2.0 eD4	145	113	10.6	TBC	TBC
2.0 P200	198	134	8.0	29.1-31.3	TBC
2.0 P250	248	143	7.0	29.1-31.2	TBC
2.0 P300	298	150	6.3	28.9-30.9	TBC
2.0 D150	148	125	10.5	42.1-44.9	TBC
2.0 D150 AWD	148	122	11.2	39.9-40.0	TBC
2.0 D180	178	127	9.3	38.2-41.5	TBC
2.0 D240	238	140	7.2	37.8-40.9	TBC

Range Rover Velar 5dr SUV £45,260–£86,685 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

2.0 P250	248	135	7.1	27.7-30.8	TBC
2.0 P300	298	145	6.2	26.9-29.8	TBC
5.0 V8 P550 SVAD	548	170	4.5	23.0	TBC
2.0 D180	178	120	8.9	37.8-42.0	TBC
2.0 D240	238	135	7.4	36.5-41.1	TBC
3.0 V6 D275	272	135	7.0	34.7-38.0	TBC
3.0 V6 D300	298	150	6.7	34.7-38.0	TBC

Range Rover Sport 5dr SUV £68,155–£101,810 ★★★★⯪
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

2.0 P300	298	125	7.3	24.0-26.1	TBC
2.0 P400e PHEV	401	137	6.7	75.3-86.9	TBC
3.0 P400	398	140	6.2	24.9-27.4	TBC
5.0 V8 P525	522	155	5.3	18.9-20.2	TBC
5.0 V8 P575 SVR	572	176	4.5	18.9	TBC
3.0 SDV6	302	140	7.1	28.5-32.0	TBC
4.4 SDV8	336	140	7.2	25.5-27.0	TBC

Range Rover 5dr SUV £83,655–£115,875 ★★★★⯪
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

3.0 SVD6	272	130	7.9	29.1-31.5	TBC
4.4 SDV8	336	135	7.3	25.4-26.6	TBC
3.0 P400	398	140	6.3	25.1-26.7	TBC
2.0 P400e	399	137	6.8	75.7-85.1	TBC
5.0 V8 P525	522	155	5.4	18.9-20.0	TBC
5.0 V8 P565 SVAD	562	155	5.4	18.9	TBC

Discovery Sport 5dr SUV £31,575–£42,475 ★★★★⯪
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

2.0 D150	148	121	10.5	42.0-47.8	TBC
2.0 D150 AWD	148	118	10.7	38.0-40.9	TBC
2.0 D180	178	126	9.1	37.3-40.4	TBC
2.0 D240	238	137	7.2	36.6-39.6	TBC
2.0 P200	198	129	8.5	28.5-30.8	TBC
2.0 P250	247	140	7.1	28.4-30.5	TBC

Discovery 5dr SUV £47,745–£57,360 ★★★★⯪
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150–£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150-£45,650 ★★★⯪☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895–£40,995 ★★★⯪☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270–£98,670 ★★★⯪☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145–£69,690 ★★★⯪☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

2.5 VVT-I RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595–£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

NX 5dr SUV £35,950–£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

2.5 VVT-I NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700–£61,700 ★★★⯪☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

UX 5dr SUV £29,905-£40,355 ★★★⯪☆
Refreshingly different premium SUV is a credible, if not class-leading, alternative. **LxWxH** 4495x1840x1520 **Kerb weight** 1620kg

2.0 250h	181	110	8.5	46.3-53.3	TBC

LOTUS

Elise 2dr open £41,655- £49,555 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £62,285-£103,285 ★★★★⯪
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £88,065 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC

MASERATI

Ghibli 4dr saloon £53,415–£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230-£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285–£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050–£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315–£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595–£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595–£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595–£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195–£32,685 ★★★⯪☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148	130	9.1	55.4	TBC
2.2 Skyactiv-D 184	181	140	7.9	47.9-53.5	TBC

6 Tourer 5dr estate £24,095–£33,585 ★★★⯪☆
Attractively styled but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

2.0 Skyactiv-G 145	143	129	9.5	41.5	TBC
2.0 Skyactiv-G 165	162	135	9.1	41.5	TBC
2.5 Skyactiv-G 194	191	138	8.1	37.2	TBC
2.2 Skyactiv-D 150	148	130	9.1	47.1-53.3	TBC
2.2 Skyactiv-D 184	181	140	7.9	47.1-51.4	TBC

CX-3 5dr SUV £18,995–£24,995 ★★★★☆
Another supermini SUV with a sporting bent. Quite pricey but nicely appointed. **LxWxH** 4275x1765x1535 **Kerb weight** 1230kg

2.0 Skyactiv-G 121	118	119	9.0	42.8	TBC
2.0 Skyactiv-G 150	148	124	8.8	34.9-38.2	TBC
1.5 Skyactiv-D 115	103	114	9.9	54.3	TBC

CX-5 5dr SUV £24,795–£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995–£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595–£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305–£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★½
Woking's most user-friendly car to date is still a McLaren first and foremost. **LxWxH** 4683x2095x1213 **Kerb weight** 1530kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075–£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725–£36,485 ★★★½☆
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. **LxWxH** 4549x1796x1446 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975–£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845–£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045–£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285–£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104–£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065–£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065–£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370–£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865–£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285–£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875–£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670–£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

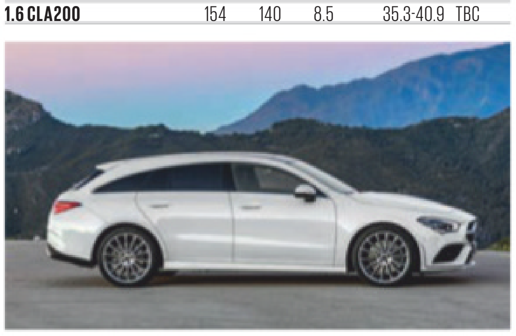
	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £30,550–£43,235 ★★★★☆
May use A-Class underpinnings, but engineered to be much sportier to drive. **LxWxH** 4688x1830x1439 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 CLA180	133	134	9.0	42.8-47.9	TBC
1.3 CLA200	161	142	8.2	42.8-47.9	TBC
2.0 CLA220	188	150	7.0	38.7-42.2	TBC
2.0 CLA220 4Matic	188	147	7.0	36.7-40.4	TBC
2.0 CLA250	222	155	6.3	38.7-42.2	TBC
2.0 AMG CLA35	302	155	4.9	34.9-37.2	TBC
1.5 CLA220d	188	152	7.1	53.3-57.7	TBC

CLA Shooting Brake 5dr estate £28,245–£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC



CLS Coupé 4dr saloon £53,100–£84,120 ★★★★☆
Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC 2dr open £32,749–£48,400 ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL 2dr open £78,345–£119,045 ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT 2dr coupé/open £110,645–£178,765 ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé 4dr saloon £121,350–£135,350 ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

EQC 5dr SUV £65,640 ★★★★½
Brisk, tidy-handling electric SUV has everything needed to do well on UK roads. **LxWxH** 4762x1884x1624 **Kerb weight** 2495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
400 4Matic	402	112	5.1	TBC	0

GLA 5dr SUV £25,105–£47,960 ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC 5dr SUV £37,340–£91,594 ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé 5dr SUV £42,365–£93,989 ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE 5dr SUV £55,685–£62,300 ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé 5dr SUV £65,030–£102,010 ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class 5dr SUV £94,000–£143,305 ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS 5dr SUV £73,940–£106,870 ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class 5dr pick-up £35,238–£47,412 ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 5dr hatch £9495–£12,995 ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VTi-Tech	104	108	10.4	TBC	TBC

ZS 5dr SUV £12,495–£26,995 ★★★☆☆
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC
44.5kWh EV	141	87	8.5	TBC	0

MINI

3dr Hatch 3dr hatch £16,190–£29,990 ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch 5dr hatch £16,890–£25,030 ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible 2dr open £20,080–£30,625 ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman 5dr hatch £19,995–£27,685 ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman 5dr hatch £23,385–£33,995 ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage 5dr hatch £11,295–£14,020 ★★★☆☆
A straightforward hatchback – but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX 5dr SUV £19,570–£29,485 ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross 5dr SUV £21,915–£31,015 ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander 5dr SUV £28,220–£46,060 ★★★½☆
Creditable effort, but still cheap in places; PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport 5dr SUV £37,775–£39,775 ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads. **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler 0dr open £39,486 ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 2dr open £40,206 ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 2dr open £44,106 ★★½☆☆
Needs more chassis finesse, but the Plus 4 still charms nonetheless. **LxWxH** 4010x1720x1220 **Kerb weight** 927kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GDi	154	118	7.5	TBC	TBC

Roadster 2dr open £55,074 ★★☆☆☆
More advanced, but pricey and needs better brakes. **LxWxH** 4010x1720x1220 **Kerb weight** 950kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.7 V6 Cyclone	280	140	5.5	TBC	TBC

Plus Six 2dr open £77,995 ★★★½☆
Feels like progress in lots of ways, but not yet the driver's car it might be. **LxWxH** 3890x1756x1220 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0	335	166	4.2	38.2	180

NISSAN

Micra 5dr hatch £12,875–£20,005 ★★★★☆
Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 71PS	70	98	16.4	46.3	TBC
0.9 IG-T 90	88	109	12.1	47.1	TBC
1.0 IG-T 100	98	114	10.9	50.4	TBC
1.0 DIG-T 117	115	121	9.9	47.9	TBC
1.5 dCi 90	88	111	11.9	TBC	TBC

Leaf 5dr hatch £26,190–£29,390 ★★★★☆
Better looks, better value and better range from this second-gen electric hatch. **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
40kWh	147	89.5	7.9	TBC	0

Juke 5dr hatch £15,505–£21,805 ★★★½☆
High-riding, funky hatch is a compelling package. High CO_2 figures, though. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 112	110	111	12.5	34.0-35.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995-£31,145 ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930-£37,525 ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805-£40,305 ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today – but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995-£151,995 ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 2dr coupé £248,000-£287,600 ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn 5dr hatch £20,534 ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690-£14,985 ★★★½☆
Sister car to the Aygo – and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900-£18,735 ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000-£29,920 ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950-£29,330 ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039-£37,439 ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845-£40,944 ★★★☆☆
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg

1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDi 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730-£24,490 ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575-£36,845 ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725-£38,995 ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster 2dr open £46,651-£73,405 ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790-£75,348 ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793-£98,418 ★★★★½
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg

3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438-£108,063 ★★★★☆
Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg

3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890-£149,537 ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037-£142,279 ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858-£138,826 ★★★★½
First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g

Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913-£68,530 ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195-£123,349 ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

3.0 V6	335	152	6.2	22.2-24.1	TBC
3.0 V6 E-hybrid	456	157	5.0	60.1-72.4	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-58.9	TBC

Cayenne Coupé 5dr SUV £62,129-£125,946 ★★★★☆
Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg

3.0 V6	335	150	6.0	22.2-23.9	TBC
3.0 V6 E-Hybrid	456	157	5.1	60.1-70.6	TBC
2.9 V6 S	428	163	5.0	21.9-23.7	TBC
4.0 V8 Turbo	533	177	3.9	20.2-20.8	TBC
4.0 V8 S E-Hybrid	671	183	3.8	52.3-57.6	TBC

RADICAL

RXC GT 2dr open TBC ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy 2dr hatch £6695-£7995 ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

MB L7e	17	50	TBC	TBC	0

Zoe 5dr hatch £18,420-£27,820 ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo 3dr hatch £10,750-£13,455 ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio 5dr hatch £13,615-£19,165 ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane 5dr hatch £17,715-£29,195 ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer 5dr estate £18,915-£24,615 ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715-£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515-£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725-£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595-£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

Koleos 5dr SUV £27,495-£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823-£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055-£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423-£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900-£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495-£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260-£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255-£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145-£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940-£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590-£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

Tarraco 5dr SUV £28,335-£38,055 ★★★★☆
Seat's largest SUV brings a hint of youthful exuberance to a practical category. **LxWxH** 4735x1839x1674 **Kerb weight** 1845kg

1.5 TSI EVO 150	148	125	9.7	35.3-37.2	TBC
2.0 TSI 4Drive 190	188	131	8.0	29.7-31.0	TBC

2.0 TDI 150	148	126	9.8	37.2-47.1	TBC
2.0 TDI 4Drive 150	148	123	9.8	37.2-39.8	TBC
2.0 TDI 4Drive 190	188	130	8.0	37.2-38.2	TBC

SKODA

Citigo 3dr hatch £8890-£11,890 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	54.3-55.4	115-118
1.0 MPI 75 GreenTech	74	107	13.1	53.3	119-120

Fabia 5dr hatch £12,260-£18,835 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	50.4	127
1.0 MPI 75	73	104	14.9	48.7-49.6	128-130
1.0 TSI 95	94	114	10.8	50.4-51.3	124-127
1.0 TSI 110	108	121	9.6	49.6-51.4	125-128
1.0 TSI 110 DSG	108	120	10.1	47.1-47.9	133-136

Fabia Estate 5dr estate £14,160-£19,070 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	49.6	128-130
1.0 TSI 95	94	115	10.9	50.4-51.4	124-128
1.0 TSI 110	108	122	9.7	49.6-51.4	125-129
1.0 TSI 110 DSG	108	121	10.2	47.1-47.9	134-136

Scala 5dr hatch £18,595-£23,315 ★★★★☆
Undercuts rivals on price and ushers in a sharp new design language for Skoda. **LxWxH** 4362x1793x1471 **Kerb weight** 1381kg

1.0 TSI 115	113	125	9.8	44.8-49.6	TBC
1.5 TSI 150	148	136	8.2	40.9-45.6	TBC
1.6 TDI 115	113	124-125	10.1-10.3	49.6-57.7	TBC

Octavia 5dr hatch £18,315-£31,170 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	45.6-50.4	126-141
1.4 TSI 150	148	136	7.8-7.9	44.1-48.7	132-145
2.0 TSI 190	188	147	7.3	40.9	155-156
2.0 TSI 245 vRS	241	155	6.4	38.2-38.7	165-168
1.6 TDI 115	113	126	9.8	53.3-58.9	126-139
2.0 TDI 150	148	135	8.1	53.3-56.5	132-139
2.0 TDI 184 vRS	182	142-145	7.6-8.1	44.8-50.4	146-164

Octavia Estate 5dr estate £19,515-£31,495 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	42.8-48.7	131-149
1.5 TSI 150	148	134	7.9-8.0	42.8-46.3	137-149
2.0 TSI 190	188	143	7.4	35.3-39.8	160-182
2.0 TSI 245 vRS	241	155	6.5	37.1-38.2	168-172
1.6 TDI 115	113	124-125	9.8-9.9	51.4-56.5	131-144
2.0 TDI 150	148	132-134	8.2-8.3	52.8-53.3	140-149
2.0 TDI 150 4x4	148	130	8.1	47.9-51.4	143-153
2.0 TDI 150 4x4 Scout	148	129	8.8	44.8	164
2.0 TDI 184 vRS	182	135-140	7.7-8.2	43.5-49.6	151-170

Superb 5dr hatch £23,905-£38,365 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.5 TSI 150	148	137	8.3-8.5	40.9-45.6	141-157
2.0 TSI 190	188	148	7.7	35.3-38.2	TBC
2.0 TSI 272 4X4	270	155	5.5	32.8	194
1.6 TDI 120	118	128	10.5-10.6	52.3	142
2.0 TDI 150	148	135-137	8.5-8.6	50.4-52.3	140-146
2.0 TDI 190	187	145	8.3	50.4	147
2.0 TDI 190 4X4	187	143	8.0	44.8	166

Superb Estate 5dr estate £25,185-£39,965 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.5 TSI 150	148	135	8.4-8.6	39.2-43.5	146-163
2.0 TSI 190	188	142	7.7	35.3-37.7	TBC
2.0 TSI 272 4X4	270	155	5.6	32.5	197-198
1.6 TDI 120	118	127-128	10.6-10.7	49.6	148-150
2.0 TDI 150	148	132-135	8.6-8.8	49.6-52.3	142-150
2.0 TDI 190	187	TBC	TBC	48.7	151-152
2.0 TDI 190 4X4	187	142	7.4	43.5	170-171

Kamiq 5dr SUV £17,700-£25,130 ★★★½☆
Skoda's supermini platform has birthed a practical but predictable compact crossover. **LxWxH** 4241x1793x1553 **Kerb weight** 1251kg

1.0 TSI 70	94	112	11.1	44.8-55.3	116-143
1.0 TSI 85	114	120-121	9.9-10.0	41.5-53.3	120-154
1.5 TSI 110	148	131-132	8.3-8.4	TBC	TBC
1.6 TDI 85	114	119-120	10.2-10.4	51.3-58.9	126-153

Karoq 5dr SUV £21,945-£33,375 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

1.0 TSI 115	113	116	10.6	40.4-44.1	146-159
1.5 TSI 150	148	126	8.1-8.3	38.2-41.5	154-167
1.5 TSI 150 4x4	148	121	9.1	34.4-34.9	183-186
1.6 TDI 115	113	116	11.0-11.1	46.3-49.6	149-159
2.0 TDI 150	148	127	9.0	49.6-50.4	147-150
2.0 TDI 150 4x4	148	121	8.8	42.8-44.8	165-173

Kodiaq 5dr SUV £25,775-£42,895 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

1.5 TSI 150	148	123	9.3	36.2-37.7	165-176
1.5 TSI 150 4x4	148	120-122	9.5-9.6	31.7-33.2	194-202
2.0 TSI 190 4x4	188	TBC	TBC	30.0-31.7	201-205
2.0 TDI 150	148	123	9.8	44.8-46.3	161-165
2.0 TDI 150 4x4	148	120-122	9.4-9.6	38.7-42.8	172-190
2.0 TDI 190 4x4	187	130	8.3	38.7-39.2	188-191
2.0 BiTDI 239 4x4 vRS	237	136	7.0	35.3	211

GREATEST ROAD TESTS OF ALL TIME

LOTUS ELAN SPRINT TESTED 3.6.71

With one of the sweetest-handling chassis of all time, the Elan Sprint married looks, performance and handling in a pure and intoxicating package.

"Never was a sports car more a sports car than this one," said our road test of 1971. The final iteration of the Lotus-Ford twin-cam was uprated for the Elan Sprint, with the new big-valve engine producing 126bhp. Short gearing made the most of the engine's power and broad spread of torque and gave the car proper performance.

The roadster also received a firmer but smoother ride over previous versions, reducing body roll and increasing the handling prowess. Together with almost telepathic steering, this made the Elan Sprint a joy to drive.

The Elan came up short on refinement, though, and its cabin was cramped and poorly ventilated. While it was well trimmed, the narrow cabin and badly offset pedals meant it would prove difficult to live with – and that's without mentioning the shoddy build quality and leaky chassis.

However, none of that stopped the appeal of the little Lotus. With dynamics to slay much more exotic metal, the Elan Sprint was a triumph of what the British company's "performance through lightweight" mantra could achieve.

FOR Superb steering and handling, low weight
AGAINST Lacking refinement, cramped cabin, poor ventilation

FACTFILE

Price £1716 **Engine** 4 cyls in line, 1558cc, petrol **Power** 126bhp at 6500rpm **Torque** 113lb ft at 5500rpm **0-60mph** 7.0sec **0-100mph** 20.7sec **Standing quarter mile** 15sec, 89mph **50-0mph** na **60-0mph** na **70-0mph** na **Top speed** 118mph **Economy** 25.5mpg

WHAT HAPPENED NEXT...

The original Elan is credited as being the inspiration for the Mazda MX-5. While the Sprint was the last incarnation of the model, with production ending in 1973, the name was resurrected for the 1990s. This time, the Elan was front-wheel drive and, although it handled well, it never quite had the appeal of the original and sales were disappointing.

Power (bhp) | Top speed (mph) | 0-60/62mph | Economy (mpg) | CO_2 (g/km)

SMART

Fortwo 3dr hatch/open £21,195–£23,930 ★★★☆☆
Pricey, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg

Electric Drive	79	81	11.5-11.8	TBC	0

Forfour 5dr hatch £21,690–£22,285 ★★★☆☆
Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg

Electric Drive	79	81	12.7	TBC	0

SSANGYONG

Tivoli 5dr SUV £14,495–£21,495 ★★★½☆
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC

Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg

1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC

Korando 5dr SUV £19,995–£31,995 ★★★☆☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg

1.5 GDI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC

Musso 5dr SUV £25,131–£35,031 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

2.2d 181	178	115-121	12.2	TBC	TBC

Rexton 5dr SUV £28,995–£38,995 ★★★½☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

2.2d 181	178	115	11.3-11.9	TBC	TBC

Turismo 5dr MPV £21,495–£27,995 ★★★☆☆
Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg

2.2d 178	175	108-116	TBC	TBC	TBC

SUBARU

Impreza 5dr hatch £24,310–£25,010 ★★★☆☆
Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg

1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC

Levorg 5dr estate £30,010 ★★★☆☆
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg

1.6i	167	130	8.9	TBC	TBC

XV 5dr SUV £25,310–£28,510 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC

Forester 5dr estate £30,000–£32,500 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

2.0i 150	148	118-119	10.6-11.8	32.2	TBC

Outback 5dr estate £29,995–£33,010 ★★½☆☆
Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

2.5i	172	130	10.2	33.0	TBC

BRZ 2dr coupé £27,025–£28,510 ★★★★★
The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg

2.0i	197	130-140	7.6-8.2	33.3	TBC

SUZUKI

Celerio 5dr hatch £8999–£10,499 ★★★½☆
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg

1.0 K10C Dualjet	66	96	13.0	58.8	TBC

Ignis 5dr hatch £11,849–£14,849 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC

Jimny 3dr SUV £15,499–£17,999 ★★★½☆
Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg

1.5 VVT	100	90	11.9	32.2-35.8	178-198

Swift 5dr hatch £12,499–£18,499 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135

Baleno 5dr hatch £13,249–£16,249 ★★★½☆
Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg

1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC

Vitara 5dr SUV £16,999–£25,649 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174

S-Cross 5dr SUV £17,499–£26,099 ★★★½☆
A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg

1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141

TESLA

Model S 5dr hatch £82,190–£96,790 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0

Model 3 4dr saloon £42,990–£56,490 ★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg

Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0

Model X 5dr SUV £87,190–£101,390 ★★★★½
A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0

TOYOTA

Aygo 3dr hatch £9695–£14,595 ★★★☆☆
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg

1.0 VVT-i	71	99	13.8	45.8-57.7	TBC

Yaris 5dr hatch £13,515–£26,295 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg

1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC

C-HR 5dr SUV £21,880–£29,170 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC

Corolla 5dr hatch £21,300–£30,340 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89

Corolla Sports Tourer 5dr estate £22,575–£30,345 ★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg

1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89

RAV4 5dr SUV £29,635–£36,640 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC

Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆
A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC

GT86 2dr coupé £27,285–£31,795 ★★★★½
Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg

2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC

GR Supra 2dr coupé £52,695–£54,000 ★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg

3.0i	335	155	4.3	34.5	TBC

Prius 5dr hatch £24,245–£28,350 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC

Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC

Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆
Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg

1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC

VAUXHALL

Adam 3dr hatch £13,850–£15,700 ★★★☆☆
Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg

1.2i 70	69	103	14.9	43.5-44.1	TBC

Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆
Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg

1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC

Astra 5dr hatch £18,900–£26,030 ★★★★☆
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg

1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC

Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg

1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC

Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg

1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC

Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆
The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg

1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC

Crossland X 5dr SUV £17,710–£23,080 ★★★½☆
Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC

Mokka X 5dr SUV £20,640–£25,840 ★★★½☆
Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg

1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC

Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg

1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

whatcar.com

WHAT CAR?

makes buying a new car online easy

Just follow these three steps:

pick.
Pick your perfect car, helped by clear, simple buying advice and independent reviews from our in-house experts.

shop.
Shop our network of approved dealers anonymously, and enjoy guaranteed Target Price savings.

drive.
Drive away happy, knowing you've paid the right price for the right car without any awkward haggling.

Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330–£23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LxWxH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995–£26,740 ★★★★½
Compact crossover delivers a classy, substantial feel on UK roads. **LxWxH** 4108x1760x1584 **Kerb weight** 1270kg

1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935–£56,105 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995–£89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Honda Jazz

On sale July, priced from £16,000 (est)

Often dismissed automatically by the image-conscious, the Jazz has quietly morphed into a surprisingly smart design for its new generation. It will be hybrid only in the UK, but it offers ample performance, using a 1.5-litre petrol engine mated to two electric motors for 108bhp and a claimed 62.8mpg combined. The interior is sharper, too, while it's more high-tech than ever without, Honda claims, losing the simplicity and ease of use that has kept a faithful audience.

MARCH
Alpina B3, **BMW** X5 M, X6 M, **Fiat** Panda Mild Hybrid, **Land Rover** Defender, **Mercedes-AMG** GLE 53, GLE 53 Coupé, **Skoda** Citigo-e iV, **Smart** EQ Forfour facelift, EQ Fortwo facelift, **Uniti** One, **Vauxhall** Corsa-e, **Volkswagen** T-Roc Cabriolet, **Volvo** XC40 PHEV

APRIL
Aston Martin DBX, **Mercedes-AMG** GLA 35, GLB 35, **Mercedes-Benz** GLA, **Polestar** 1, **Porsche** 718 Boxster GTS, 718 Cayman GTS, **Seat** Leon

MAY
Ford Kuga, **Hyundai** i20, i30 facelift, **Land Rover** Discovery Sport PHEV, Range Rover Evoque PHEV, **Mercedes-Maybach** GLS, **Mini** JCW GP, **Skoda** Octavia, **Subaru** Impreza e-Boxer, **Vauxhall** Insignia facelift

JUNE
Aston Martin Valkyrie, **BMW** M2 CS, M8, **Citroën** C5 Aircross PHEV, **Ferrari** SF90 Stradale, **Honda** E, **Mercedes-AMG** GLS 63, **Polestar** 2, **Renault** Mégane facelift

JULY
Aston Martin Vantage Volante, **Audi** S3, **Chevrolet** Corvette, **Honda** Jazz, **Jaguar** F-Pace facelift, **Jeep** Gladiator, **Lamborghini** Sián FKP 37, **Lexus** LC Convertible, **Mercedes-AMG** GLE 63, GLE 63 Coupé, **Pininfarina** Battista, **Porsche** 911 Turbo, **Volkswagen** Golf GTE, ID 3

AUGUST
Alpina B8, **Audi** A3 Sportback, **Fiat** 500e, **Jaguar** XF facelift, **Jeep** Renegade PHEV, **Honda** Civic Type R facelift, **Kia** Sorento, **Lotus** Evija, **Mercedes-AMG** GT R Black Series, **Seat** Ateca facelift, **Volkswagen** Touareg R PHEV

SEPTEMBER
Audi A3 saloon, Q5 facelift, **Cupra** Leon PHEV, **Jaguar** E-Pace facelift, **Maserati** Ghibli facelift, Levante facelift, Quattroporte facelift, **Mercedes-AMG** GT 73 4-Door Coupé, **Mercedes-Benz** E-Class facelift, **Mitsubishi** Outlander PHEV, **Porsche** 718 Cayman GT4 RS, **Skoda** Octavia PHEV, **Toyota** RAV4 PHEV, Yaris, **Volkswagen** Golf GTD, Golf GTI, Golf R

OCTOBER
Audi A3 E-tron, RS3, **Cupra** Formentor, **DS** saloon, **Ferrari** Roma, **Ford** Mustang Mach-E, **Hyundai** Tucson, **Maserati** sports car, **Mercedes-Benz** CLA PHEV, **Mini** Countryman facelift, **Skoda** Octavia vRS, **Ssangyong** Korando EV, **Subaru** Levorg, **Volvo** XC40 Recharge

NOVEMBER
Alfa Romeo Tonale, **Alpina** XB7, **McLaren** 750LT, **Mercedes-Benz** S-Class, **MG** HS PHEV, **Porsche** Panamera facelift, **Seat** El-Born, **Tesla** Model Y, **Toyota** Corolla GR

DECEMBER
BMW iX3, **Citroën** C4 Cactus EV, **Ford** Puma ST, **McLaren** Elva, **Mercedes-Benz** EQA, **Porsche** 911 GT3, **Rolls-Royce** Ghost, **Tesla** Model S Plaid, **Toyota** GR Yaris, **Wiesmann** sports car

Matt Prior

TESTER'S NOTES

Holden's signature hot saloons will soon be history

And so Holden is added to the list of brands General Motors has failed. The Australian arm is another famous marque GM has either shut down completely – as it will here at the end of the year – or sold off, or a slight combination of the two.

It's a long roll call now: Holden joins Hummer, Lotus, Oldsmobile, Opel, Saab, Saturn, Pontiac and Vauxhall. There are fewer working former Autocar photographers than former GM brands.

I suppose GM might resurrect some of the grand old names it still owns, and Hummer is due for reprisal as a model under the GMC marque. Others have blossomed since leaving the old firm, while Saab was left on a Samaritan's doorstep clearly too ill to recover, but surely somebody will resurrect it one day.

Holden, one suspects, won't be so lucky, having been stumbling to an undignified end for a while. Too few Australians bought the Commodore, Australia's own big saloon car, to keep it in local production. Even fewer bought its Vauxhall Insignia-based replacement, a car that Ford racers in the Australian Touring Car paddock affectionately dub 'the Opel'.

Saab: also a casualty under GM ownership

> "There are fewer working former Autocar photographers than former GM brands"

Alongside GM's exit from the antipodes, though, comes the bigger news that it's pulling out of all right-hand-drive countries. Maybe that was inevitable after it left Europe, flogging Opel/Vauxhall to PSA as it went (both send a postcard to say they're doing fine, btw) and losing the economy of scale that came with selling 350,000 Vauxhalls (and half a dozen rebadged Holdens) every year.

Maybe GM thought PSA would pay it licence money to build the new Corsa it had just about finished. Instead PSA took the 'no-brainer' decision to create its own version in its shortest time ever.

At least we can be sure we'll be spared yet another European relaunch of Chevrolet or Cadillac, though. Each previous one was doomed from the outset, burning millions of pounds that could have been invested into making genuinely good European cars – imagine what Saab could be when you see Volvo and Audi – rather than an excitement brand like Chevrolet to instead bring us, er, the Cruze and Matiz.

Cheers again for those, by the way. Top notch.

What causes GM's brand blindness? FCA has mostly retained its strong marques, and even if it often apparently has no idea what to do with them, it has curated Jeep deftly. Fiat digs small cars and one suspects PSA will have a better idea about them than GM, too.

Even Ford, which comes close to running out of fingers when counting the brands it used to own, had a decent crack until, during the last decade's financial crash, it realised selling would be the only way its chief executive could avoid the ignominy of begging for a taxpayer bailout before declaring bankruptcy like GM did; knowing it's possible to be too big to fail, to owe so much money that it's someone else's problem.

GM might argue that it does just fine now, actually: sticking to what its best at, mostly selling millions of SUVs and trucks to North Americans and Chinese and returning billions in profit in the process.

Maybe GM thought it was too big and unwieldy, and perhaps it was, so shrinking into where the profit lies is entirely sensible. But that won't be much solace to the staff at Holden – or the myriad other companies it has let slide on the way.

GET IN TOUCH
matt.prior@haymarket.com
@matty_prior

ESTABLISHED 1895

The Autocar

Plan to beat speed traps

25 March 1905

DID YOU KNOW the Automobile Association (AA) was founded to help drivers evade speeding fines?

In March 1905, Walter Gibbons wrote to Autocar proposing that cyclists be paid by an organisation to locate 'police traps' and then signal their presence to oncomers.

These Edwardian equivalents of speed cameras were stopwatch-wielding policemen "hidden in hedges or ditches by the side of the most open roads in the country," as motoring pioneer Earl Russell put it to the House of Lords in 1907.

We published a reply to Gibbons from famed car importer Charles Jarrott not long after, stating that cycle patrols armed with red flags would traverse the Brighton Road (now the M23/A23) from 15 April. Soon after, he co-founded the AA.

Autocar readers also helped one another with reports that we used to publish nationwide 'trap maps'.

GET MORE AUTOCAR

Rolls-Royce Cullinan: will it drift?

YouTube
youtube.com/autocar

facebook.com/autocarofficial

twitter.com/autocar

autocar_official

SUBSCRIBE

autocar.co.uk/subscribe
For all our latest print and digital subscription offers

DMS AUTOMOTIVE
UNLEASHING PERFORMANCE

THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 21 YEARS

DMS MCLAREN 720S (**EVO** SEPTEMBER 2018)
"THIS IS A CAR THAT NOT ONLY DESERVES YOUR FULL ATTENTION, BUT REQUIRES IT"

DMS 911 TURBO (ULTIMATE SUPERCAR SPRING 2019**)**
"BALLISTIC PERFORMANCE IN AN EMINENTLY USEABLE PACKAGE"

DMS F10 M5 (**EVO** DEC '15)
"730BHP, 200MPH+ TYRE-SHREDDING MONSTER"

DMS MCLAREN 650S (**EVO** OCT '15)
"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (**EVO** SEPT '15)
"MORE POWER DOES MEAN MORE FUN"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI
AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW
F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140I / 240I / 340I / 440I » 430+BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I / 220I / 320I / 420I » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330I / 430I » 320+BHP
335I / 435I » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550I / 650I » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ
A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE
RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
2.2 DIESEL (ALL MODELS) » 220+BHP
2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30SI6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE
991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC
WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

FURTHER OPTIONS
As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.

Exhaust tuning (Pop's & crackles) | Customized driving modes | Gearbox tuning | Sport dials calibration | Exhaust butterfly control

/DMSAUTOMOTIVE
Follow us on Instagram for daily updates and inspiration

MORE BHP EQUALS LESS RPM EQUALS MORE MPG

DESIGNED IN THE UK
DEVELOPED AT OUR NÜRBURGRING TESTING FACILITIES

UK & WORLDWIDE INSTALLATION CENTRES

SALES@DMSAUTOMOTIVE
UK: **0800 030 5555**
INT: **+44 800 030 5555**
WWW.DMSAUTOMOTIVE.COM