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PLUG

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COMMENT

CORONAVIRUS: THE WORST FOR OUR INDUSTRY MAY STILL BE YET TO COME

'UNPRECEDENTED TIMES' is a phrase we've used frequently over the past decade to describe the impact that the credit crunch, Dieselgate, electrification and Brexit have had on the automotive industry.

Now you can add another to the list: coronavirus. Late last week, it caused the cancellation of the Geneva motor show, the world's biggest and most important motor show. Almost all the cars you see over the news pages that follow this one were due to make their public debuts in Switzerland but instead were left with their covers on in empty halls.

The impact of coronavirus on the automotive industry runs much deeper than the cancellation of Geneva (p31). The travel restrictions and quarantining of huge numbers of people are already affecting factories worldwide that rely on China for key parts. New car launches could even be delayed; Aston Martin says the Welsh-built DBX's summer launch is subject to any coronavirus disruption in the supply chain.

Consumer confidence is being hit, too. In China, the world's largest car market, car sales dropped 92% in the first two weeks of February. Now the number of new cases is increasing quicker outside China than in, that could quickly become a global trend.

Mark Tisshaw Editor
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EDITOR'S PICKS

MANUAL, NO HYBRID
The all-new Golf GTI is just like the old one – but all the better for it, p8

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After a glut of new arrivals, we name Britain's best small car, p48

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New GTI uses the same platform and engine as its much-loved predecessor

OFFICIAL PICTURES

Performance injection for Golf GTI, GTD and GTE

Hot hatches all get more power; plug-in hybrid elevated to same status as petrol

The new, eighth-generation Volkswagen Golf GTI has been revealed, with the company's technical chief promising that it's more of a "true GTI" than its highly regarded predecessor.

The newest version of the genre-defining hot hatchback is based on the Mk8 Golf, which was unveiled last year. It sticks closely to the established template for the model, retaining the Volkswagen Group's familiar 'EA888' turbocharged 2.0-litre four-cylinder engine and sending power to its front wheels exclusively.

However, the standard version of the new GTI features all the additions fitted to the GTI Performance version of the Mk7 Golf, including boosts in power to 242bhp (from 228bhp) and torque to 273lb ft (from 258lb ft), a limited-slip differential and upgraded brakes.

To please enthusiasts further, the GTI retains a six-speed manual gearbox as standard, although a seven-speed dual-clutch automatic is again optional.

"The Golf 8 is a big step from the Golf 7 and the step forward we took with the new GTI is bigger than with the normal Golf," Matthias Rabe, Volkswagen's technical boss, told Autocar. "It was very important for us to ensure we made the GTI a perfect car for everyday use, but one that was still a true sporty car.

"The new car will be more GTI than its predecessor, and not only from the looks; you will feel it when you drive it."

The GTI uses the same upgraded version of the Volkswagen Group's MQB platform as the regular Golf Mk8, with suspension by

GENEVA MOTOR SHOW

The Geneva motor show was axed late last week due to the coronavirus outbreak. The Volkswagen Golf GTI, and many other cars you can read about in this week's news section of Autocar, were all due to appear at the event.

> "The GTI's turbocharged 2.0-litre four-cylinder engine has been boosted from 228bhp to 242bhp"

A CAR FOR TODAY, NOT TOMORROW

JAMES ATTWOOD

The new Golf GTI holds few surprises, and that's a very good thing. This model is so well defined that it doesn't need reinventing with every generation; it simply needs renewing. There wasn't much wrong with the seventh-generation version, so Volkswagen didn't mess with the formula.

That means no electrified powertrain. Fitting a 48V mild-hybrid system may be bang on-trend but, since it wouldn't add anything to the GTI formula, Volkswagen didn't do so. To its enormous credit, it has made the GTI that GTI fans want. Brilliant.

Of course, as the industry shifts towards electrification, this does mean the GTI risks being left behind. It's still jolting to consider that new cars like it could be banned from sale in the UK within a decade.

That's why the subtle shift of the GTE is notable; Volkswagen is presenting it as a true equal to the GTI, with near-identical styling and performance figures. This is a way of showcasing how electrification can appeal to hot hatch fans without forcing it on them.

Even so, hardcore GTI enthusiasts might find that a step too far for now. And that's why Volkswagen has given them the Golf GTI that they wanted, with nothing added that they didn't.

Enjoy it while you still can.

Almost every function is touchscreen-operated

Subtle sporting addenda include a roof-mounted spoiler and twin tailpipes

MacPherson struts at the front and multi-links at the rear. It's also fitted with a new Vehicle Dynamics Manager, which controls the electric differential lock (XDS) and optional adaptive dampers (Dynamic Chassis Control) to improve the balance between maximum comfort and driving dynamics.

Volkswagen's engineers have also reworked the steering, making it more direct in a bid to improve both response and feedback.

The GTI will form a GT trio with the new GTD diesel and GTE petrol-electric plug-in hybrid, which Volkswagen expects will account for around 15% of global Golf sales.

The designs of the three performance models have been brought into line by way of a bespoke front bumper, a roof spoiler and other flourishes. While the GTI retains its familiar red styling accents, including for a new illuminated bar running across the front grille, the GTD uses silver and the GTE blue.

The GTI also continues with its classic twin tailpipes and red brake calipers, with the latter now featuring on the GTD and GTE, too. Each model sits on 17in alloy wheels as standard, and 18in and 19in versions are also available. As with the regular Golf, there are no longer three-door versions of the GTI, GTD and GTE.

All three GT models feature the upgraded electronics and technology introduced on the standard Golf, including a number of new driver assistance and safety features.

This also means that many of the physical buttons and switches inside are replaced by a larger central touchscreen and touch-sensitive panels. →

Diesel engine is now more powerful yet also considerably cleaner

> “Both the GTD and GTE use the same chassis, suspension and dynamic set-ups as the GTI”

Hot Golf models can be specified with 17in, 18in or 19in alloy wheels

The GTI features the Golf's top-spec 10.0in infotainment touchscreen as standard, while the GTD and GTE come with the 8.25in version but can be upgraded.

Meanwhile, the standard 10.25in digital instrument display features a GTI mode that highlights the rev counter.

A new sports steering wheel has been added, while the manual gearlever retains the traditional 'golf ball' knob. For the first time, the GTI, GTD and GTE will all be offered with differing varieties of Tartan trim, with the traditional red stitching of the GTI replaced by grey and blue in the GTD and GTE respectively.

The GTD features a new version of Volkswagen's 2.0-litre TDI engine that produces 197bhp (up from 181bhp) and 295lb ft. It's fitted with two selective catalytic reduction filters and has new turbocharging and cooling systems; Volkswagen claims these changes improve fuel economy and reduce NOx emissions by around 80%.

The GTD is offered with the dual-cluch automatic gearbox only and is intended as the 'endurance athlete' of the Golf family, having a claimed range of more than 500 miles.

The GTE (details of which were revealed when the standard Golf was launched) has received a hike in output over its predecessor to make a combined 242bhp and 295lb ft. Its powertrain comprises a turbocharged 1.5-litre petrol engine producing 148bhp and an electric motor making 114bhp. The latter is powered by a 13kWh lithium ion battery; with almost twice the capacity of the battery in the previous GTE, this allows for around 37 miles of electric-only running.

As well as making room for a lower-powered plug-in hybrid model (which won't be offered in the UK), this performance increase makes the GTE a match for the GTI. Rabe said this move is intended to make it a true alternative to the traditional performance Golf.

Furthermore, both the GTD and GTE use the same chassis, suspension and dynamic set-ups as the GTI.

Volkswagen had considered a hybrid powertrain for the GTI but instead decided to focus on upgrading the GTE. Rabe said a mild-hybrid petrol engine was ruled out for the GTI because most of the benefits of such a system come at lower speeds, so they wouldn't enhance the driving performance that enthusiasts expect of the GTI.

Pricing for the three hot models has yet to be released, but the GTI's starting price is anticipated to be just under £30,000 – a small premium over the £28,710 of the old GTI Performance. The order books for the GTI and GTD will open this summer, before deliveries commence in the autumn.

In light of the upgrades made to the base GTI, Volkswagen will no longer offer a GTI Performance. A higher-spec version of the machine in line with the outgoing Golf TCR will arrive later this year, but it will receive a new badge, since Volkswagen no longer races in any TCR-specification touring car series. Volkswagen sources hint that the Clubsport suffix will be revived, although that's subject to final approval.

While Volkswagen is tight-lipped about this model, a previous leaked product plan showed that it will be tuned for 296bhp, a 0-62mph time of less than 6.0sec and a top speed of 155mph.

The new four-wheel-drive Golf R range-topper, honed by Volkswagen's R division, will be revealed later this year.

JAMES ATTWOOD

Plug-in hybrid is able to run for 37 miles on electricity alone

Traditional Tartan trim is red in the GTI, blue in the GTE and grey in the GTD

GTE marries a 1.5-litre turbo petrol engine to an electric motor

Q&A MATTHIAS RABE, CHIEF TECHNOLOGY OFFICER, VW

How important is it for the Golf GTI to be a true driver's car?
"It's important to get the car to reach the fans. We can talk very openly: looking back four Golf generations ago, the GTI was like a trim line, and then Volkswagen decided to get it back to the GTI. The GTI is a special car that makes your heart beat faster. I can promise that you will love this car."

Why did you rule out a hybrid powertrain for the GTI?
"I like the Golf 1.5 TSI with the mild hybrid, and you feel the low-end torque. But it adds weight, and you don't need the extra torque on the 2.0 TSI engine. It doesn't give you much at the high end for a performance car.

"In the future, we will have lots of mild hybrids to lower fuel consumption, but on the sporty side you will see combustion engines with new refinements, or you go to plug-in hybrid or electric."

Why upgrade the power output of the GTE?
"It's important that the GTE feels more like a GTI. With the new model, the handling distance to the GTI is pretty small and the acceleration and braking are similar.

"The GTE has a very smooth electric powertrain. For me, it's on the next level in terms of driving, handling and agility. I'm a GTI fan and I really think for the first time this GTE is an option for the GTI driver. I think there will be some movement from the GTI to the GTE in future."

Does the hot hatch have a future?
"With electrification, we will see some other possibilities for compact sporty cars. We are launching the ID [electric vehicle] family and for sure in that we will see sporty versions, but in a different way. I believe that we will have the internal combustion engine in parallel with plug-in hybrid cars for a long time. Therefore the hot hatch will continue."

Four-wheel drive key to Volkswagen's first hot EV

VOLKSWAGEN TECHNOLOGY chief Matthias Rabe says the company has chosen to base its first electric performance model on the ID 4, a 4.6m-long SUV, so it can take advantage of four-wheel-drive.

As first revealed by Autocar, Volkswagen is set to introduce the GTX badge for a range of hot ID models. But while the Golf-size ID 3 seems a natural choice for a sporting model, Rabe confirmed our report that Volkswagen's first hot EV will be a version of one of the two SUVs that are set to spawn from the ID Crozz concept.

Rabe noted that the initial GTX cars would appeal to "different customers" from long-time GTI fans. He said using the ID 4 "makes sense" because it has a twin-motor set-up that offers four-wheel drive, whereas the ID 3 is available only in single-motor, rear-wheel-drive form.

"At the moment, we need four-wheel drive for the performance version," said Rabe. "I drove a component test car [for the ID 4 GTX] recently; you get fantastic response and can make fantastic drifts. It's easy to control and will do exactly what you say."

Rabe didn't rule out an ID 3 GTX being produced at some point, saying that it would "make a fantastic sports car".

Volkswagen's R division is currently working on high-performance electric models, and the first of those is set to be an ID 3 R. This will feature extensively reworked motor and battery systems developed with help from Volkswagen Motorsport.

GTX badge will be the electric equivalent of GTI

Fiat 500 enters electric era

New-generation city car is roomier than today's model and has a 199-mile range

Fiat's new 500 city car will be electric only when it reaches the UK early next year.

Arriving first in convertible form, the new 500 is only the second iteration of the Italian icon after the original of 1957. It sticks closely to the look of the model that was launched in 2007 and went on to become an incredible sales success for Fiat.

Although the styling suggests otherwise, it is all change under the skin for the 500. This is the first dedicated electric car from Fiat Chrysler Automobiles (FCA), and it makes use of a new architecture that allows the 500's footprint to grow by 6cm in length and 6cm in width, to 3.63m long and 1.69m wide. It is also 4cm taller than before, at 1.53m.

The powertrain of the new 500 includes a 117bhp electric motor and a 42kWh lithium ion battery pack. The all-important claimed range figure stands at up to 199 miles on the WLTP test cycle – significantly up on the 144 miles offered by the new Mini Electric and its 29kWh battery pack and more in line with the 211 miles from the Peugeot e-208 supermini.

The new 500 can crack 0-62mph in 9.0sec but has a much brisker 0-31mph time of 3.1sec. Top speed is limited to 93mph, although that drops to 50mph when the most eco-focused of the three driving modes, called Sherpa, is selected. This reduces power, throttle response and top speed and switches off the climate control and other ancillary electronics.

Named after Himalayan Sherpas, who guide expeditions to a safe arrival, the mode is designed to reduce range anxiety and ensure the driver is able to reach a charging point should the battery run low.

The two other modes are Normal and Range, the latter of which significantly boosts the amount of regenerative braking to allow practically single-pedal driving.

The 500 is equipped with an 80kW rapid-charging system that can recharge the battery from empty to 80% capacity in 35 minutes and can take just five minutes to provide the car with 31 miles of range, which Fiat claims is more than what is needed for most people's average daily use.

Launch-edition models, called La Prima, also come bundled with a Fiat-branded charging unit that offers basic 3kW charging but can be upgraded to allow 7.4kW charging at home.

The exterior look is evolved from that of the current 500. There are sharper lines, but the same cute style of the original remains in the light and bumper designs. Flush door handles now feature, as do LED headlights and tail-lights.

Although the exterior design is broadly similar, it's all change inside, addressing one of the ageing current 500's biggest weak points. The dashboard is much wider and the amount of switchgear significantly reduced for a much cleaner overall look.

Infotainment comes from FCA's new Uconnect 5 system, controlled by a 10.25in touchscreen that includes a host of functions such as sat-nav, a wi-fi hotspot and wireless Apple CarPlay.

A 2cm increase in wheelbase to 2.32m also boosts interior space, Fiat claims, and the floor-mounted battery pack doesn't reduce cargo capacity.

Fiat has brought in automated driving technology on the 500, too. It now comes with adaptive cruise control, lane-keeping assistance and intelligent speed limit assistance, as well as a driver drowsiness detector and a 360deg parking camera.

The new 500 has made its debut as a convertible, but a fixed-head version is set to follow. Fiat claims the new 500 is the world's first four-seat convertible EV. Its roof is a sliding fabric top, as before.

The electric 500 will go on sale in the UK in the first quarter of next year, with production taking place at Fiat's plant in Mirafiori, Italy. Pricing has yet to be revealed, but the La Prima Convertible will cost from €37,900 (£32,430) in its home market. Pricing for entry levels is expected to be significantly more competitive.

The current 500 has just been updated with a new mild-hybrid petrol engine. It will stay on sale for at least two years alongside the EV to offer a more affordable route into 500 ownership and an option for those not ready to go electric.

Autocar understands that a five-door version of the 500 remains under consideration, using two small rear-hinged doors to grant access to an enlarged rear passenger area.

MARK TISSHAW

OFFICIAL PICTURES

Interior has an all-new look with less switchgear

Convertible will soon be followed by a hardtop

> “Although the styling suggests otherwise, it's all change under the skin for the new 500”

New Fiat 500 is 6cm longer, 6cm wider and 4cm taller

OFFICIAL PICTURES

Giulia GTA is most potent Alfa yet

THE NEW GIULIA GTA is the most powerful road car Alfa Romeo has built and packs a raft of mechanical and dynamic upgrades over the current Quadrifoglio range-topper.

The historic GTA nameplate, which stands for Gran Turismo Alleggerita, has been revived to indicate the new car's lightweight construction and performance potential. Alfa referred to the car's unveiling as “a momentous comeback”, signifying a return to performance car construction.

The GTA takes its power from the same twin-turbocharged 2.9-litre V6 engine as the Quadrifoglio, but calibration tweaks and the addition of a titanium Akrapovic exhaust help to boost its output from 503bhp to 533bhp. They're also claimed to give the car a unique soundtrack.

Performance figures have yet to be confirmed, but it's likely the GTA will eclipse the Quadrifoglio's 3.9sec 0-62mph time and 191mph top speed.

In addition to the power hike, the GTA benefits from a 100kg weight loss, courtesy of a bonnet, a roof panel, a front bumper, front wheel arches, rear arch inserts and a driveshaft made from carbonfibre. Aluminium and composite materials feature elsewhere on the car in order to further reduce kerb weight.

The GTA is also claimed to perform better in corners than the Quadrifoglio, thanks to it gaining a bespoke suspension set-up and a 50mm-wider track at both the front and rear.

Visual differences from the Quadrifoglio include a Formula 1-inspired active aero package comprising a larger front splitter, a carbonfibre rear diffuser and a rear wing. There are also 20in centre-lock wheels and Alcantara-trimmed interior panels.

Hardcore GTAm is a two-seater

Like the similarly conceived Jaguar XE SV Project 8, the GTA will also be available in hardcore track-focused guise, with the rear seats making way for a roll bar. Called the GTAm, it remains road-legal but swaps its front seats for race items with carbonfibre bases and six-point harnesses, gains a much larger spoiler and can crack the 0-62mph sprint in just 3.6sec.

Alfa Romeo will build a total of just 500 GTA- and GTAm-badged Giulias, with prices expected to start from just above £100,000.

The GTA badge was first used on a racing version of the 1965 Giulia Sprint, which used an all-aluminium bodyshell to weigh just 745kg. This gave it an edge in motorsport, and so it became one of the world's most revered sports saloons.

FELIX PAGE

GTA makes 30bhp more and weighs 100kg less than QV

GT-style steering wheel and 10.9in display feature inside

> "It gives the 911 Turbo S a 0-62mph time of just 2.7sec and a top speed of 205mph"

OFFICIAL PICTURES

New 911 Turbo S packs 641bhp

Porsche 911 flagship is unveiled with more punch than ever before and better aero

The range-topping icon has returned to Porsche's latest 911 line-up with the launch of the new Turbo. The 992-series sports car has been re-engineered to create the biggest step up in performance in the boosted variant's 45-year history.

Unveiled in both coupé and cabriolet bodystyles, the Honda NSX rival retains a turbocharged 3.8-litre flat-six petrol engine. However, the rear-mounted unit is described as being "completely new" as well as having a new cooling and intake system. The variable-vane turbochargers introduced on the previous 911 Turbo have also been revised, with larger turbine and compressor wheels.

In combination with a host of other changes, power has risen by as much as 69bhp and torque has advanced by up to 37lb ft. This pushes the output of the top-of-the-line 911 Turbo S (the first to be revealed) to 641bhp and 590lb ft between 2500rpm and 4500rpm.

Unlike before, peak torque is no longer limited for brief periods of full-throttle acceleration but available on demand.

The reworked engine channels its increased reserves via a new eight-speed dual-clutch gearbox and a four-wheel drive system that can now deliver up to 369lb ft of torque to the front wheels.

This gives the 911 Turbo S a 0-62mph time of just 2.7sec – 0.2sec quicker than its predecessor – and a top speed of 205mph.

Porsche says the increase in performance brought by the new engine is particularly noticeable in the sprint to 120mph, which it claims is a full 1.0sec quicker than before, at just 8.9sec.

As well as being more powerful, the new 911 Turbo is wider than ever. Its width has increased by 20mm to 1900mm to accommodate a track that is now 42mm wider at the front and 10mm wider at the rear. The standard wheels for the 911 Turbo S are 20in up front and 21in at the rear, with 255/35-profile front and 315/30-profile rear tyres.

The added performance has led to the development of a new generation of Porsche's ceramic composite brakes. Fitted as standard to the 911 Turbo S, they now use 10-piston calipers at the front for even greater stopping power.

Aerodynamic developments include a new pneumatically extendible front spoiler and larger surface area for the rear wing – a combination that Porsche claims delivers up to 15% more downforce than the model it replaces.

Inside, the new 911 Turbo benefits from the same interior upgrades brought to other 992-series 911 models, with a GT-style multi-function steering wheel, a 10.9in Porsche Communication Management display, the Sport Chrono package with Porsche Track Precision app, 18-way adjustable sports seats and a Bose sound system among the standard equipment.

Porsche has yet to announce details and UK pricing for the new range-topper. In Germany, the 911 Turbo S Coupé is priced from the equivalent of £155,970, while the 911 Turbo S Cabriolet starts at £165,127.

GREG KABLE

Rear wing and diffuser help boost downforce by up to 15% and brakes are carbon-ceramic as standard

PININFARINA MARKS 90TH IN STYLE

The new Anniversario edition of the 1900bhp Pininfarina Battista hypercar celebrates the Italian firm's 90th birthday with a bespoke carbonfibre aero package. Just five examples will be produced, priced at around £2.2 million each.

CENTRAL LONDON NOW 20MPH ZONE

All roads within London's Congestion Charge zone will be given a 20mph speed limit from this week, Transport for London has confirmed. All affected roads will be altered, with speed cameras recalibrated and new signage installed.

Fighter jets inspire V12-powered open-cockpit Aston

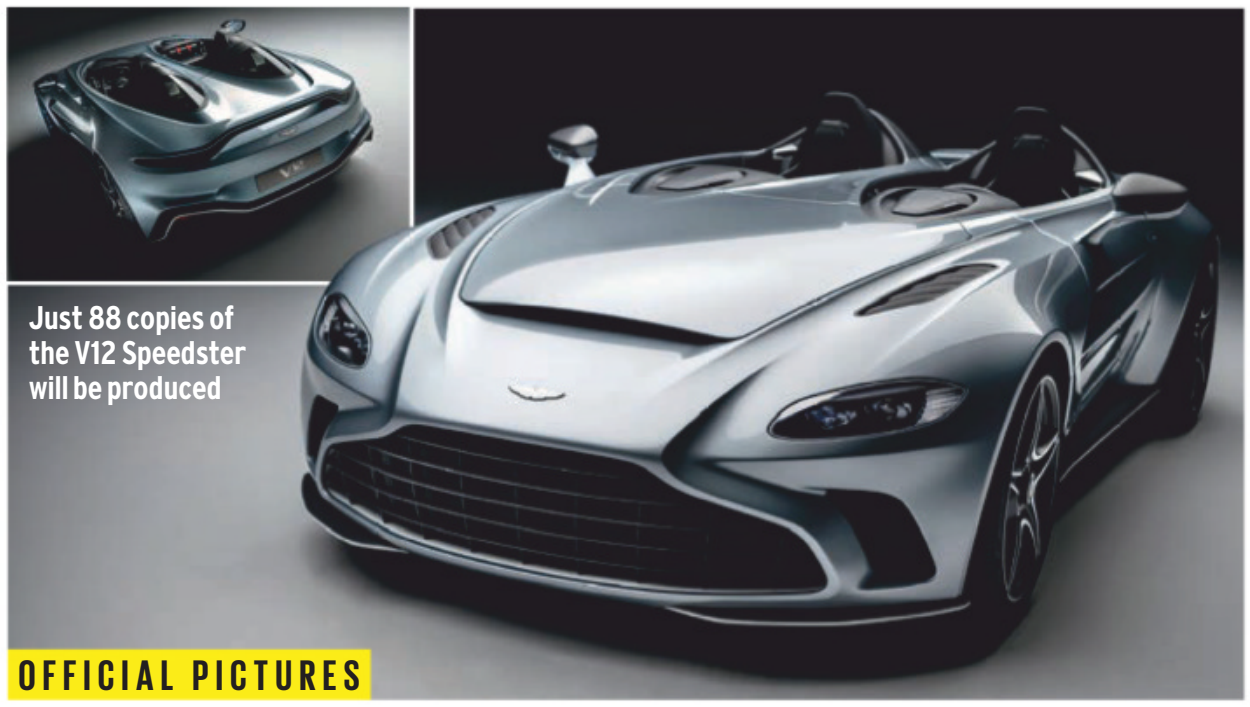
THE NEW V12 Speedster is an "uncompromising, visceral two-seater" from Aston Martin. Limited to 88 examples and with deliveries due in early 2021, it's priced from £765,000 and available to order now.

The roofless, windscreen-less V12 Speedster was created by the Q by Aston Martin bespoke division and was taken from conception to production in just 12 months.

Using a bonded aluminium architecture, it's built on a mixture of DBS Superleggera and Vantage underpinnings to create a bespoke platform. The bodywork, described by Aston Martin as "inspired by fighter jets as much as it is by our history", is constructed almost entirely from carbonfibre and shown first in a livery reflecting the F-18 Hornet aircraft.

Its 5.2-litre twin-turbo V12 puts out an estimated 690bhp and 555lb ft, giving it a 0-62mph time of 3.5sec and a governed top speed of 186mph. Aston Martin has also created a bespoke exhaust system to give it a "rousing" soundtrack.

Chief engineer Matt Becker said: "For raw driving thrills, the V12 Speedster is unparalleled, the full open element of the car adding a new dimension to the experience. Driving doesn't get any purer than this."



Just 88 copies of the V12 Speedster will be produced

OFFICIAL PICTURES

OFFICIAL PICTURE

BAC turns up wick for Mono S

BAC HAS REVEALED a lighter, much faster new Mono, the £165,950 Mono S. The new model adopts turbo power for the first time as a way of meeting forthcoming emissions regulations in its 40 global export markets.

The single-seater is powered by a Mountune-developed 2.3-litre Ford engine developing 330bhp, a boost of 25bhp over the outgoing car's normally aspirated version of the same unit.

More significantly, torque rises by nearly 30%, from 229lb ft to "over 295lb ft". Bosses claim it should be around four seconds a lap quicker on the Silverstone grand prix circuit. Its official 0-60mph time is 2.7sec, with a top speed of 170mph.

The new Mono S weighs just 570kg, uses a new steel spaceframe chassis and is clad with graphene-enhanced carbonfibre panels.

The styling closely follows the look of the special-edition Mono R, but with every panel redesigned to reduce visual mass and improve aero performance.

The car is 20mm lower and 25mm longer, has more optimal weight distribution and is 10kg lighter than the old Mono, despite a heavier motor.

The suspension has been extensively redesigned to reduce pitch under braking and squat under acceleration. It also incorporates Ohlins two-way adjustable dampers, lightweight AP brake calipers and special Pirelli Trofeo R tyres. The result, says BAC, is sharper turn-in and better traction at the exit of corners.

Bosses say the latest Mono incorporates around 40 3D-printed components. New aluminium-carbonfibre wheels are 35% lighter than the old wheels.

Although BAC is taking orders for the Mono S, it won't start delivering until well into 2021, because the factory is occupied with the Mono R.

Dacia paves way for its electric car debut

DACIA HAS PREVIEWED its first electric vehicle with the Spring Electric concept – and promises that the production version, due in 2021, will be the most affordable EV in Europe.

The Spring Electric's design is based heavily on the Renault City K-ZE that Dacia's parent company designed primarily for the Chinese market. It retains the high ground clearance and rugged styling, with a reworked front end and narrow LED lights front and rear.

Although no technical information has been released, Dacia says the production version will have a range of more than 125 miles, which reflects its city focus.

The Spring Electric is 3730mm long and has five doors. Dacia claims the design "focuses on the essentials, offering easier access for the greatest number of people".

As well as being offered for private sale, Dacia says the Spring Electric will be available for use with car-sharing services. The Renault Group has experienced success with EVs in this area in Europe, with the Zoe, Kangoo ZE and Twizy.

Dacia says its first electric vehicle will be pitched at a "fair price". However, there's no indication of what that is likely to be, and it's unconfirmed for a UK launch.

OFFICIAL PICTURES

Production version's range will be more than 125 miles

EQA GETS READY FOR 2020 DEBUT

Mercedes is cold-weather testing prototypes of the new EQA, its entry-level electric model based on the new GLA. Set to make a public debut this year, it will feature aerodynamic tweaks, pack up to 268bhp and have a range of around 250 miles.

ID 3 SAID TO HAVE BIG SOFTWARE ISSUES

German publication Manager Magazin claims Volkswagen is struggling with "massive" software problems on the ID 3. Test drivers are said to be reporting up to 300 errors per day. VW still claims it will launch the electric hatchback this summer.

OFFICIAL PICTURES

Audi A3 gets RS-inspired look and tech-led interior redesign

Volkswagen Golf sibling also promises improved ride comfort and sharper handling, plus a mild-hybrid engine

Audi has revealed the fourth-generation A3 Sportback, with a dramatic overhaul inside and a mild-hybrid powertrain for the first time.

The tried-and-tested styling of Audi's best-selling model in Europe remains, although the company has tried to make it look sportier to address the absence of a three-door model, which was culled during the previous generation.

Audi's new A3 has a nearly identical footprint to its predecessor, at 4.34m long and 1.43m high, but is 3cm wider, at 1.82m, giving more elbow and shoulder room for passengers.

The model receives digital daytime-running lights for the first time, made up of 15 LEDs, allowing each trim derivative to have an individual light signature to set them apart.

The engine line-up at launch is a 148bhp 1.5-litre four-cylinder turbocharged petrol unit (TFSI) and a 2.0-litre diesel (TDI) with 114bhp or 148bhp. Soon after, a 108bhp 1.0-litre three-cylinder TFSI will launch alongside the most notable unit: a second version of the 1.5 TFSI with mild-hybrid technology. This will mark the first time the A3 has been offered as a mild hybrid, although a petrol-electric plug-in hybrid (PHEV) entered production in 2014. Two PHEV variants of the new model will go on sale at a later date.

Sculpted sides come straight from the RS book

The mild-hybrid A3 uses a belt-driven starter-alternator to feed a 48V system that can recuperate 16bhp during deceleration and gentle braking. It can also glide with its engine off for up to 40 seconds.

There are no official plans to add this tech to other engines in the A3, but powertrain engineer Michael Vogl said that it could be integrated into almost any powertrain.

"This system helps us to achieve our goals and helps our customers to save fuel," said Vogl. "There are low cost increases and low weight increases but an improvement of 10% in consumption."

Following the first wave of engines, further TDI and TFSI options will arrive, including some with Audi's quattro four-wheel drive system.

The flagship S3 and RS3 performance models will be launched later this year. The former, which we have already driven in prototype form, delivers 306bhp from Volkswagen's 2.0-litre four-

The fourth-generation A3 will be available as a petrol, diesel, mild hybrid or plug-in hybrid

Q&A JUAN CARLOS HUERTA MARTINEZ, A3 EXTERIOR DESIGNER

What was your goal with the new A3?
"We had a clear goal with this generation: we wanted to bring more typical hot hatch properties. The proportions are much sportier than in the previous generation and the roof line is lower, more dynamic. We don't have the sporty three-door A3 now, so it was important to bring sportiness to the Sportback."

What was your inspiration for the new A3?
"One reference point was the Lamborghini Countach. The A3 has the same high shoulder line [on the sides], but it's obviously more extreme in the Countach. There's this really dominant line [on both cars] and the surface of the bodyside faces down. It's the first time we have the bodyside of an RS model in the A3."

How much did you have to stay true to the A3's well-known design?
"It's always a balance we need to find. This is still an A3, but the car needed to stand out more on the road. The outgoing car is a great car but it needed more character, in my opinion."

Will anything from this A3's design carry over to other Audis?
"We returned to a typical shoulder line, but it's higher than the lower levels of other Audis. We've been criticised in the past for using the same elements on too many cars. We want a specific character for each model."

Audi has dispensed with the understated look of the current A3's interior

All passengers now have more shoulder room

New underpinnings are lighter yet also stiffer

> "Audi promises that the new A3 offers better comfort and dynamic properties in all of its forms"

cylinder turbo engine, while the latter will continue with its trademark five-cylinder unit, as found in the new Audi RS Q3.

For those familiar with the A3, the interior is most noticeably changed. Audi has taken the controversial but increasingly popular route of minimising physical controls, ditching the rotary controller for the infotainment system on the centre console.

A new shifter for the dual-clutch automatic gearbox sits in a black gloss surround, close to a round, sensory volume controller that reacts to circular finger movements.

There's a 10.25in digital instrument display and a 10.1in infotainment touchscreen angled slightly towards the driver, while a new climate control unit below it replaces rotary dials with buttons.

The A3's electronics project manager, Melanie Limmer, said the decision to remove some physical buttons was made as "more and more people are getting into touch functions with smartphones" and claimed that the new system is as user-friendly as the previous one.

Digital features include up to six user profiles, a wi-fi hotspot, handwriting recognition and improved natural voice control. For example, ask "Where's the nearest Italian restaurant?" and the sat-nav system will show those nearby.

As well as Apple CarPlay and Android Auto, Amazon's Alexa voice assistant will become available by this summer.

Audi promises that the new A3 offers better comfort and dynamic properties than its predecessor in all of its forms, but particularly when aided by optional adaptive damper control, progressive steering and four driving modes.

Its MQB II architecture, which it shares with the new, eighth-generation Volkswagen Golf, is claimed to be lighter yet also more rigid than the platform it replaces.

Customer deliveries of the new A3 will start in May, with the starting price expected to rise above today's £23,560.

The five-door hatchback and forthcoming four-door saloon (also due later this year) won't be the only A3 bodystyles to hit showrooms. The absence of the three-door hatchback means no A3 Cabriolet will be produced this time, but Audi plans to introduce a high-riding A3 Allroad model in its absence, with crossover-like styling and a chassis tuned around all-season tyres. This is set to challenge the new Mercedes-Benz GLA from the end of 2021.

Autocar understands that there are also plans for a Mercedes-Benz CLA-rivalling five-door liftback, which is expected to arrive next year.

RACHEL BURGESS

EXCLUSIVE PICTURES

720S gains 44bhp, loses 80kg

McLaren's latest Longtail model, the 765LT, brings improvements in every key area

McLaren's all-new Super Series flagship is the 765LT, the firm's fourth 'track-focused' Longtail model and an even lighter, sharper and faster version of the 720S that it launched at the Geneva motor show three years ago.

The 765LT shaves an impressive 80kg from the 720S's kerb weight, leaving it at a class-leading 1229kg. As with the three previous LT models, McLaren lists enhanced driver engagement, minimised weight, track-focused dynamics, refined aerodynamics, increased power and rarity as the car's standout properties, and again its creation has entailed "hundreds of detailed engineering and design changes".

McLaren's familiar mid-mounted twin-turbocharged 4.0-litre V8 engine gets stronger, lighter forged aluminium pistons and a three-layer head gasket from the Senna. These plus a higher-flow fuel system, a recalibrated ECU and a lower-back-pressure exhaust system lift power from 710bhp to 754bhp and boost torque from 568lb ft to 590lb ft.

These enhancements, along with a lowering of the overall gearing, have resulted in 15% quicker in-gear acceleration, placing the 765LT usefully ahead of its rivals. McLaren quotes 0-62mph acceleration of 2.8sec and a 0-125mph time of 7.2sec; the latter figure puts the 765LT 0.4sec ahead of the Ferrari 488 Pista and a clear second ahead of the Porsche 911 GT2 RS.

Even more impressive is the fact that engineers say the 765LT's lap time at "a reference track" undercuts that of the 720S by about 2.5sec, and that its braking distance from 125mph to a standstill is 110 metres – almost identical to the Senna. That's small wonder, given that the 765LT's carbon-ceramic discs and pads are shared with the Senna and its nose incorporates Formula 1-style caliper cooling ducts that cut pad temperatures by 50deg C.

However, McLaren stresses that this car works for drivers of all abilities at all speeds. "Our cars should work across the whole speed range with driver confidence at the forefront," said chief test driver and Indy 500 winner Kenny Bräck. "We go about our tuning with this in mind. Take a 765LT on a mountain road in any weather and you'll feel totally in control."

The 765LT is clearly related to the 720S in its overall styling but considerably different in detail, mostly because of a comprehensive new set of aerodynamic parts to boost downforce and high-speed stability.

This is the first car to use carbonfibre components sourced from McLaren's new composite factory near Sheffield. These include the front floor, rear bumper, 'Longtail' active rear spoiler, front bumper, splitter, side skirts and lengthened diffuser.

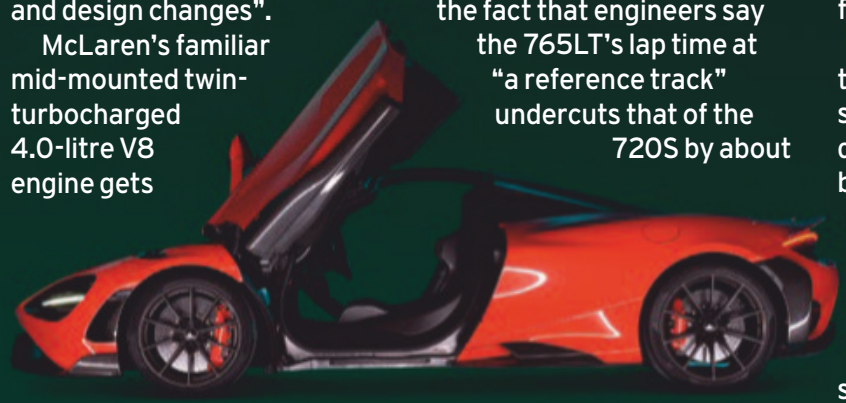
765LT is about 50mm longer than the 720S it is based on

However, in this model's case, the term 'Longtail' is only just correct. It has new rear bodywork featuring an exquisitely designed suite of four side-by-side titanium exhaust outlets (newly tuned for a "searing" soundtrack), but its rear overhang is only about 10mm greater than that of the 720S. The increase in the front overhang (40mm) is greater, due to the highly effective new splitter.

New brakes and tyres are joined by revised suspension. This uses lighter, single-rate springs with helpers and is stiffer both front and rear than that of 2015's 675LT, which is regarded by experts as the 765LT's most direct and distinguished predecessor.

Engineers say their biggest headache was shaving another 80kg from the 720S, already the lightest car in its class. At launch, they issued a long list of 'wins', the greatest of which was cutting 22kg by switching to ultralight forged alloy wheels with titanium bolts. Race-spec seats save 18kg, deleting the air conditioning 10kg and lighter carbonfibre panels 14.3kg. Even the new coil springs save 1.5kg.

STEVE CROPLEY



Body, wheels, seats and springs all contribute to weight reduction

Interior uses lots of carbonfibre but isn't a bare-bones affair

WHERE NEXT FOR McLAREN?

STEVE CROPLEY

When, a decade ago, Ron Dennis announced that McLaren Automotive would pick up the baton that had lain dormant since the mighty McLaren F1 and Mercedes SLR McLaren, it was difficult to credit his assertion that it would thrive by producing several levels of model using the same construction principles, dimensions and closely related hardware.

Yet he was gloriously right. McLaren has sold everything from its first (and still impressive) MP4-12C to the dramatic P1 and Speedtail – with thousands of 570S, 650S and 720S in between – using very similar principles and the same powerful, apparently bulletproof Ricardo V8.

However, it was to McLaren's misfortune that, in the same week as the 765LT's preview event, a fortnight ago, the government suddenly lopped 25% off the time available before makers must stop selling pure-combustion cars in the UK. This raised questions at the event about how the company will change.

In fairness, McLaren's canny boss, Mike Flewitt, has already announced that there's much back-room brain strain on electrified alternatives. He has made it clear that an interim hybridised V6 is in prospect and, in any case, that "nobody ever rings me wanting an electric hypercar".

But time is shortening. Pininfarina and Lotus both have electric hypercars. Rimac, the irrepressible Croatian upstart, is about to start making an electric hypercar. None of the above can cite anything like McLaren's recent 5000-cars-per-year record of success, but supercar manufacturers are supposed to be and usually are at the forefront of trends.

We can't help thinking it's time for McLaren to sing us a new song.

Aerodynamic addenda include prominent splitter

OFFICIAL PICTURES

Familiar styling hides a host of major upgrades

All change for Morgan Plus Four

MORGAN HAS LAUNCHED the new Plus Four, the second of its latest BMW-powered models to use the new CX-Generation bonded-aluminium platform that was pioneered last year in its traditional-looking but all-new Plus Six.

It replaces the steel-chassis 4/4, Plus 4 and Roadster and is expected to account for roughly half of the firm's annual volume of around 900 cars once customer deliveries begin in late spring.

Prices start at £62,995 for the entry-level six-speed manual model, while the eight-speed automatic is £64,500.

Although very similar-looking to the outgoing Plus 4, the new car (which adopts 'Four' for its name instead of '4') is entirely different from its predecessors under the skin; just 3% of parts are carried over, says Morgan.

The Plus Four's version of the CX platform is almost identical to that of the Plus Six, but the Plus Four continues to be narrower (by 84mm) than Morgan's most powerful model, thanks to use of shorter front and rear double wishbones, modified wings and slightly smaller wheels and tyres.

It still incorporates the usual Morgan traits, with many hand-beaten aluminium panels (although not the wings, which are superformed) supported by a hand-crafted ash wood body frame, plus a hand-trimmed leather interior.

One notable achievement is the way the new suspension is adapted to low-offset 15in wire wheels, a difficult engineering challenge regarded by Morgan engineers as a must for the Plus Four. Silver-painted wires are standard, but elegant alloy rims are also available.

The four-cylinder engine, a BMW Twinpower 2.0-litre turbocharged four-pot (which has a modular relationship to the Plus Six's 3.0-litre straight six), produces 255bhp at 4400rpm and 295lb ft of torque between 1000rpm and 4300rpm.

The Plus Four weighs a modest 1009kg at the kerb (around 66kg less than its six-cylinder relative), so its performance is in the same class as that of the outgoing V6 Roadster. The automatic can run a 0-60mph sprint in 4.8sec (0.4sec faster than the manual) and both versions turn a top speed of 149mph.

The Plus Four's pricing represents a considerable hike over the entry point for the old steel-chassis models (which have been rushed by traditionalists; only about 20 examples are left), but Morgan points out that the new car is 65% more powerful than the previous Plus 4 and much more capable on the road, while still delivering around 40mpg combined and emitting 15% less CO_2. Morgan bosses believe the lower CO_2 figures (159g/km for the automatic, 165g/km for the manual) will greatly assist export sales.

Morgan also breaks with tradition in the Plus Four by providing a much higher level of standard equipment: every car gets wire wheels, power steering, air conditioning, a mohair hood, round door mirrors and a front undertray. There's still a huge choice of options, however.

Despite this plethora of changes – the far stiffer chassis, independent double-wishbone suspension and much-improved steering – "the famed Morgan driving experience" is still promised.

Indeed, according to managing director Steve Morris, "the Plus Four's agility, response and balance will be instantly familiar to anyone who has driven a Morgan sports car, past or present".

STEVE CROPLEY

Turbocharged four-cylinder engine from BMW makes 255bhp

Two-seat 650bhp Bacalar can cover 0-60mph in 3.5sec

EXCLUSIVE PICTURES

Bacalar starts new Bentley age

New £1.5m Bacalar paves way for more exclusive cars from Bentley's Mulliner division

The Bentley Mulliner Bacalar spearheads a new era for the British car maker's coachbuilding division, which will now launch an ultra-exclusive model as often as every two years.

The £1.5 million Bacalar, an open-cockpit grand tourer, is limited to just 12 units, all of which have already been allocated to loyal customers.

The two-seat design is heavily inspired by the EXP 100 GT concept, which was revealed for Bentley's centenary last year, with the two cars having been designed side by side.

Features echoing that concept include the single front lights, rather than the twin arrangement found on current-generation Bentley models, and the dark bronze brightwork. The strongest similarity is the dramatic rear end, including the blade design of the tail-lights.

Head of exterior design JP Gregory said: "This is the first modern coachbuilt Bentley Mulliner. A [coachbuilt] product is something that Bentley is quite famous for.

"The character of the Bacalar is inspired by the future of luxury mobility. We're already starting to deliver on the vision we showed on the EXP 100 GT."

"The barchetta design throws the visual weight backwards. There's a seamless flow between the interior and exterior."

The interior references the Birkin Blower racing car of 1929, said Darren Day, head of interior design: "We were heavily focused on a wraparound cockpit, including behind the seats. This was designed from scratch: every little detail from the speakers to the knurling. I wanted to see something you couldn't produce in a production car."

Owners of the Bacalar can request a bespoke luggage set to fit behind the seats.

The only features carried over from more mainstream Bentleys are the door handles, because of the keyless entry, and the cap of the steering wheel, because of airbag functionality. Interior shapes familiar from other Bentley models include the dashboard and centre console buttons, but entirely new materials are used to set them apart.

These include 5500-year-old riverwood, naturally felled in Cambridge, and wool and tweed from the Scottish Borders. The dials and clock have a dark blue surface, intended to reflect the lake after which the car is named: Lake Bacalar in Mexico.

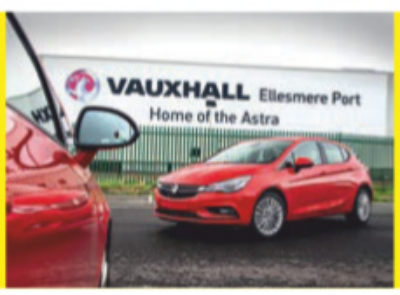
Bacalar is sibling of EXP 100 GT

Bentley design director Stefan Sielaff said: "When we started to develop the Bacalar, we were still working on the EXP 100 GT. It's a good experiment to do things differently. We almost don't see any chrome or traditional materials. It's a big step forward in a modern interpretation of what Bentley can be."

The Bacalar uses Bentley's famed 6.0-litre W12 powertrain to produce 650bhp. That's 41bhp more than the standard W12 and peak torque is raised to 664lb ft. The car can achieve 0-60mph in 3.5sec and has a top speed of more than 200mph.

UK EXPORTS UP, PRODUCTION DOWN

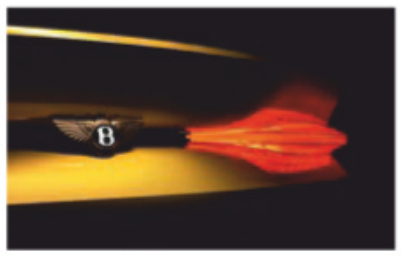
A rise in new car exports failed to stop UK car production dropping 2.1% year on year in January – the fifth successive month of decline. The SMMT put the sharp drop in domestic production down to "continuing weak confidence".



ASTON'S LOSSES IN 2019 TOP £100M

Aston Martin reported a £104 million pre-tax loss for 2019 at the same time as its chief finance officer stepped down from his role. The company recorded a 9% drop in wholesale demand. Aston Martin claims the business "will be reset" in 2020.

There are 148,199 individual stitches in each seatback. "I wouldn't get away with that on a [mainstream] production car," joked interior design chief Darren Day.



The Bacalar marks the beginning of a major drive for Mulliner, with the division's boss, Tim Hannig, describing it as "one of the biggest untapped opportunities to satisfy customers".

Hannig identifies three pillars of Mulliner: Mulliner Classic, Mulliner Collections and Mulliner Coachbuilt.

Mulliner Classic was kick-started last year with a 1939 Bentley Corniche recreation and news of a continuation series of the Birkin Blower. Mulliner Collections includes models such as the recently revealed Continental GT Mulliner Convertible. And Mulliner Coachbuilt includes the Bacalar, with more to come.

Hannig said: "We have started to do coachbuilt models. Traditionally, Mulliner was always that. The Bacalar and the Blower are a pilot for us. There's a real appetite [for these cars]. People say: 'Why didn't you do something like this earlier?'"

Of future coachbuilt models, Hannig said: "We will make sure we can maintain or increase the workforce. The Bacalar is about the sensation of driving. We might, at some point, do something which is about ultimate comfort. We didn't want to be vulgar, and it's not about being the fastest car out there."

Sielaff added: "You can see the Bacalar on the road much quicker than a big production project. This will be the first of more to come. A modern coachbuild could happen frequently, but it will change depending on the number we build. If a customer wants one or two cars, the price would be higher, but we can do it. But 10 or 12 cars is the limit in terms of being able to do everything by hand, like with the Bacalar."

RACHEL BURGESS

BENTLEY PONDERS AN ELECTRIC FUTURE

Bentley's design team is already experimenting with styling for an electric car, due to be launched by 2025.

The Bentley EXP 100 GT concept unveiled last year was electric and now the company is considering how a production EV might look.

Bentley design director Stefan Sielaff said: "We are experimenting at the moment with an EV. My instinct is to create an EV which is a very modern step forward. It always has to be a Bentley, but the proportions of an EV will look different.

"If we look at the Taycan, it's still a Porsche. If you look at Tesla, they don't look deliberately dramatic. I admire, as a designer, BMW for doing the i3, but if you speak to customers, they say it looks ugly."

He added: "We have to look at the bigger perspective and be brave. When it arrives at market, it has to be right. Bentley's brand identity will be very helpful."

Bentley boss Adrian Hallmark has previously said his company is "in a rush" to build an electric car but that the technology to do so won't credibly exist until at least 2025.

THE HISTORY OF MULLINER

1559 Mulliner's roots are in saddle making

1760 Lands a contract to supply and maintain Royal Mail carriages

1896 Builds its first car on a Daimler chassis

1923 Creates its first Bentley, a 3.0-litre two-seater

1952 Its best-recognised car, the Bentley R-Type Continental, appears

1959 Bought by Bentley parent firm Rolls-Royce

Q&A STEFAN SIELAFF, DESIGN DIRECTOR, BENTLEY

Why did you decide on this bodystyle for your first modern coachbuilt Mulliner?
"We could do anything: a shooting brake, a coupé... We wanted it to relate to the Blower as a typical British sports car. Have you ever seen a Blower with a roof? There's something classically British about it: people drive here in summer and winter without a roof."

What would you like to carry over to series production?
"The strong reduction [of lines] on the body and not having too many details on the exterior. Also, the treatment of material: making it more sustainable. And craftsmanship; that makes Bentley so special."

Do your younger customers want something different from more traditional buyers?
"Younger customers have a completely different mindset. The attitude of status symbol isn't so focused on bling bling. It's a more modest way, in saying 'we know what we have and we don't need to show what we have'."

This is the first time you've done a bronze Bentley badge...
"Yes, it's always a risk to change the badge. It might upset some. But [at this level] if a customer wants chrome or black instead, that's fine."

NEW A110 KICKS OFF ALPINE SPECIALS

The limited-run Alpine A110 Légende GT is the most refined version of the sports car yet, claims the firm. The 400 examples, each costing around £58,600, have the standard 248bhp engine plus a range of exclusive colours and styling tweaks.

PSA CAUTIOUS AFTER RECORD YEAR

The PSA Group posted record profitability in 2019, but has warned sales will fall in Europe this year while it merges with Fiat Chrysler Automobiles. A 13.2% increase in net profit to €3.2 billion (£2.7bn) was achieved despite global sales falling by 10%.

PSA GROUPE

All E-Class interiors now have two digital displays as standard

EXCLUSIVE PICTURES

E-Class revamped for 2020

Saloon and estate get upgraded tech, revised styling and more electrification

Mercedes-Benz has given the fifth-generation E-Class a refresh, with revised styling, new electrified engines and more interior comfort and technology, in a bid to take the fight to the BMW 5 Series.

The current version of the long-running executive car was launched in 2016, and for this facelift the saloon and estate versions have received subtle styling tweaks. These include new-look front and rear lights and bumpers and a grille that features a three-pointed star as standard. Cars in top-spec AMG Performance trim gain extra design revisions to bring their styling closer to that of Mercedes-AMG models such as the E53 (see story below). The rugged All-Terrain estate version has received extra changes that tighten the visual links between it and Mercedes' SUVs.

While the exterior changes are minor, Mercedes has extensively reworked the E-Class's electronics, allowing the firm to offer a host of new driver assistance systems, 'energising' comfort seats and its latest infotainment technology. The E-Class now comes as standard with two 10.25in screens, for the MBUX infotainment and instrumentation, with 12.3in screens optional.

A new steering wheel design, which features capacitive touch controls, is offered in three varieties and is set to be introduced across the firm's range.

The revised engine line-up includes seven petrol and diesel plug-in hybrid variants across the saloon and estate, variously offering rear- and four-wheel drive. Outputs for the PHEVs range from 154bhp to 362bhp for the petrol units and 158bhp to 326bhp for the diesels. Full details have yet to be released.

Other engine options include the four-cylinder M254 mild-hybrid petrol unit, along with six-cylinder petrol and diesel engines, all of which now feature a 48V starter-alternator electric motor. The installation of the EQ Boost system has been tweaked to further improve fuel economy.

The refreshed E-Class is due to go on sale in the UK in May, with the first deliveries in September. UK pricing and specifications have yet to be confirmed, although a small rise over the current starting price of £38,550 is expected.

Reveals of the saloon and estate will be followed this year by that of the revised coupé and cabriolet, plus a China-only long-wheelbase saloon.

JAMES ATTWOOD

Estate, like 4dr, gets new lights

Q&A ANDREA RULAND, E-CLASS PRODUCT MANAGER

What was the focus of the facelift?
"We've really increased the interior comfort. The main objective was to make the car feel more intelligent and more modern inside. We've introduced MBUX and there are no more analogue instruments. It's all digital now."

How much of a challenge is keeping the diverse E-Class customer base happy?
"The E-Class is used by both private and business buyers, and if you do long distances, you need good ride comfort and comfortable seats."

How key are the plug-in hybrid models for meeting EU emissions targets?
"Electrification is an important point for the E-Class, and the plug-in hybrid models fit into that. They'll be available from launch and in right-hand drive. The other engines all have a starter-generator, which is part of a big push for efficiency."

NEW-LOOK MERCEDES-AMG E53 'MUCH MORE THAN A FACELIFT'

The hot Mercedes-AMG E53 has also been given a makeover. It now features a more aggressive design, intended to make it stand out further from the regular E-Class, while retaining its 423bhp mild-hybrid 3.0-litre twin-turbo petrol powertrain.

The new version of the four-wheel-drive performance car features a bolder, bespoke AMG grille, revamped lights and a restyled aerodynamic diffuser. The standard 19in wheels are aero-optimised alloys, a design that also features on the optional 20in version.

The 3.0-litre twin-turbo six-pot offers 423bhp and 295lb ft of torque, with a 48V starter-alternator electric motor adding an extra boost of 21bhp and 184lb ft when needed. The saloon maintains a 0-62mph time of 4.5sec, with the estate 0.1sec slower.

While the powertrain and nine-speed auto gearbox remain, E53 product manager Philipp Uttikal said other technical enhancements mean the new version represents "much more than a facelift".

There's an AMG-specific version of the new Mercedes steering wheel and the MBUX infotainment features three AMG-only displays. The AMG Track Pace software is now available as an option.

Uttikal said Mercedes has developed the AMG Dynamic Select drive mode and AMG Ride Control+ air suspension to broaden the performance of the car. The Dynamic Plus package, featuring a drift mode and visual upgrades, is also available on the E53 for the first time.

Pricing is unconfirmed, but it's expected to rise slightly from the previous £63,790 starting point.

New grille aims to tighten E53 link to flagship AMG models

Hyundai makes Prophecy for its EV future

THE NEW PROPHECY performance car concept shows what to expect from the next generation of electric Hyundais.

It combines the compact proportions of last year's 45 concept with the dramatic curves of the Le Fil Rouge saloon from 2019, in an evolution of the Korean manufacturer's 'Sensuous Sportiness' design language.

Said to have been designed with a focus on aerodynamic efficiency, the Prophecy features a heavily raked roofline, minimal bodywork creases and innovative propeller-style wheel designs that help to channel air down the side of the car's body.

An integrated rear spoiler is fitted for greater stability at high speeds, while short front and rear overhangs hint at the Prophecy's dynamic potential.

The lack of a blanked-off grille shows that bespoke electric vehicles from Hyundai will be likely to take a different styling direction to their combustion-engined counterparts.

Extended wheel arches emphasise the Prophecy's long, low profile and mark a departure from the styling of the 45, which referenced Hyundai's first-ever car by focusing on straight lines and sharp angles.

Driver steers using levers, rather than a wheel

Spoiler is fitted for high-speed stability

The Prophecy's beltline descends towards the back, meeting the roofline and ending at a sharply angled rear end that's designed to make the Prophecy appear as if it's always in motion.

Technical details of the saloon's powertrain remain secret, but we do know it's based on a new EV architecture that enabled Hyundai to achieve what it calls "the ultimate automotive form".

As with the Hyundai Kona Electric, the battery pack is housed under the floor, hence the prominent air intake under the Prophecy's front bumper, which is claimed to cool the power cells more effectively, thus enhancing efficiency.

Several new design features that appear on the Prophecy can be expected to migrate to production cars in the coming years. The pixelated front and rear light clusters, for example, will become "a signature design element" of future Hyundai models.

It's unlikely the transparent component housings featured on the spoiler, headlight and camera monitoring system will make their way to showrooms, however.

The concept is designed for self-driving, so it eschews a conventional interior layout in favour of one that prioritises space and refinement.

Rather than a steering wheel, there are joystick-style levers either side of the driver's seat. Hyundai says this improves all-round visibility and allows for a more comfortable driving position, while a futuristic 'relax mode' function takes advantage of the car's autonomous capabilities by reclining the passenger seats and swivelling the dashboard to maximise the space inside.

Added luxuries include a thick wool carpet and an air-con system that circulates purified air throughout the car before cleaning it and releasing it into the surrounding atmosphere.

The Prophecy arrives just weeks after Hyundai sister brand Kia revealed it is working on a 'high-performance' EV based on its striking Imagine concept, suggesting Hyundai could have similar intentions.

FELIX PAGE

EV's sleek body and propeller-style rims extend its range

OFFICIAL PICTURES

PEUGEOT PRIMES 508 PERFORMANCE PHEV

The Peugeot Sport Engineering (PSE) version of the 508 Fastback will be launched later this year, previewing an expanded range of electrified performance models.

When shown in concept form last year, the 508 PSE used a 197bhp 1.6-litre turbo petrol engine and two electric motors – a 110bhp one for the front axle and a 200bhp one for the rear. For production, it could use the 355bhp 1.6-litre plug-in hybrid powertrain announced last week in the platform-sharing DS 9.

The 508 PSE concept could hit 0-62mph in 4.3sec, while an 11.8kWh battery provided it with an electric range of 31 miles.

CONFIDENTIAL

VOLVO EXPECTS THAT a quarter of all the cars it sells in Europe in 2020 will be plug-in hybrids, up from 10% in 2019. It has tripled factory capacity for them and prioritised their production to cut lead times. It will also launch its first electric car, the XC40 P8 Recharge, this year. "This is the year in which electrification goes from a niche to a significant business to lay down the future," said Volvo's boss for Europe, Björn Annwall.

LESS THAN 10% of e-Niro buyers are existing Kia owners, creating a good opportunity to bring new consumers to the brand. Kia UK boss Paul Philpott said: "We're not seeing people leave Kia products to go to the e-Niro. It's mostly professional people [buying the model]. There's a disproportionate number of doctors on the list!"

WHILE THE REGULAR Mk8 Volkswagen Golf won't reach the US, where pick-up trucks and large SUVs dominate, the forthcoming Golf R hot hatch will. "The Mk7 Golf R is a huge success there," said R division boss Jost Capito. "In the US, car dealers measure success by the days a car spends on the lot; the Golf R averages two days and sells overpriced."

BUGATTI DESIGN BOSS Achim Anscheidt believes the days of shaping new cars with clay are over, as using virtual reality is quicker, more accurate and cheaper. "We've been talking about this for 20 years, saying 'one day, we'll be standing over a virtual model'. Now it has happened," he said. The shift began in 2016 and helped Bugatti design its recent Chiron offshoots.

OFFICIAL PICTURES

BMW previews 2021 Tesla rival

Concept i4 shows near-production-ready design; has 523bhp and 373-mile range

BMW's upcoming i4 electric saloon has again been shown as a concept, this time as a thinly veiled production preview.

The all-new four-door model will be an integral part of an extended range of BMW i electric cars that are due for launch by 2025. Planned to go on sale in the UK in mid-2021 as a direct rival to the Tesla Model 3, it is claimed to make as much as 523bhp and have a range of up to 373 miles.

The i4 is based on the second-generation 4 Series Gran Coupé, which is set to be revealed later this year. Like its combustion-engined sibling, it takes a three-box silhouette with a distinctive cab-rearward profile. This is to help it appeal to traditional BMW customers, moving away from the controversially styled i3 hatchback of 2013.

Drawing inspiration from the forthcoming iNext SUV, the i4 has clean and taut surfacing that is aimed at providing it with class-leading aerodynamic efficiency.

Among the key design elements on what will become the third model from the i sub-brand is a bold kidney grille, similar in size and shape to that of last year's Concept 4. The i4 also shares that car's thin headlight treatment, heavily curved roofline, high-set notchback rear end and OLED tail-lights.

Illuminated blue highlights on the grille, down the flanks and in the rear diffuser mark the i4 out as an EV. These are expected to be retained when production of the i4 begins in Munich, Germany, during the third quarter of 2021.

Other new design developments incorporated include flush door handles and aerodynamically optimised wheels. The Concept i4 also sports BMW's new logo, which takes a two-dimensional design in order to make it more suited to digital marketing.

Inside, the Concept i4 has a clean and simplistic dashboard that supports a single curved HD display housing the instruments and infotainment system. It also features the latest iteration of BMW's iDrive controller, grouped together with touch-sensitive controls on a wide centre console that spans the length of the cabin.

Previewing the powerplant that is set to be used in the production i4, the Concept i4 features a BMW developed-and-produced electric motor that makes up to 523bhp – 69bhp more than the 3.0-litre six-cylinder engine of the M4 CS. Mounted up front, beneath the long bonnet, it provides drive to all four wheels via an as-yet-unspecified gearbox. BMW hints at a 0-62mph time of 4.0sec and a top speed in excess of 124mph.

Underpinning the i4 is a modified version of BMW's CLAR architecture, which has been given a new rear floorpan in order to house an 80kWh lithium ion battery pack. Described as "extremely slim and optimised for energy density", this is claimed to weigh around 550kg.

BMW quotes a range of up to 373 miles for the i4 on the WLTP test procedure. This matches the range achieved by Tesla with the Model 3 Long Range, which uses a 75kWh lithium ion battery.

As with that car, the i4 is also expected to be offered in rear-wheel-drive form with a smaller-capacity battery.

In a move set to be reflected by the production version of the i4, the Concept i4 offers three driving modes: Core, Sport and Efficient. As well as the drivetrain properties, these alter the graphic display and ambient interior lighting.

Also affected are the acoustics of the car, which have been developed by BMW in co-operation with renowned composer Hans Zimmer.

GREG KABLE

Digital displays are far more prominent than in current BMWs

Class-leading aero efficiency is targeted for the i4

> "The electric motor makes 69bhp more than the six-cylinder engine of the M4 CS"

Outline of grille, flanks and rear bumper are backlit in blue

OFFICIAL PICTURES

The Ami is almost 0.3m shorter than the Smart Fortwo

Materials are hard-wearing, glass area is vast

Asymmetric doors help keep cost down

Citroën offers electric two-seater for £17 per month

THE AMI IS a quirky, electric two-seater that's intended to propel Citroën into a new era of car-sharing and urban mobility.

The French firm hopes that the Ami, which remains true to the Ami One concept shown a year ago, will appeal to a new generation of buyers as the appetite for more traditional entry-level cars, such as the C1 (which is unlikely to be replaced), wanes. It will be launched in Europe this summer, although UK sales have yet to be confirmed.

Crucially, the Ami is classed as a quadricyle, like the Renault Twizy, which means it can be driven across Europe without a driving licence by those aged 16 or older.

The Ami is 90mm longer than the Twizy, at 2.41m, and has a 40mm-wider turning circle of 7.2m. Under the floor of the Ami is a 5.5kWh lithium ion battery that can deliver up to 47 miles of range, while a sole motor allows it to hit a top speed of 26mph. The battery can be recharged in just three hours from a domestic socket.

Citroën will offer three usage models: long-term rental, car-sharing and cash purchase. Rental requires a deposit of €2644 (currently £2227) and monthly payments of €19.99 (£17). Through car-sharing scheme Free2Move, which is offered by Citroën's parent firm the PSA Group, subscribers can drive the Ami for 26 cents (22p) per minute. Or, to buy, the Ami costs €6000 (£5054).

Acquiring an Ami will be an entirely online process, in which the EV can be delivered to one's home or collected from a pick-up point. It will also be available in traditional Citroën dealerships, as well as pop-up stands in shops, such as French department store chain Fnac.

The Ami's doors open in opposite directions, being rear-hinged on the driver's side and front-hinged on the passenger side – a configuration intended to help access. There are two fixed, semi-opening windows, which Citroën flags as a nod to the iconic 2CV. A large glass surface, including a panoramic roof, is claimed to give occupants a feeling of space as well as good visibility.

The interior is closed and heated, while the two seats are positioned side by side so that taller people can fit. Citroën claims a carry-on suitcase can fit in a recess at the passenger's feet, while sat-nav and music are accessed via a smartphone placed in a dedicated area in the middle of the dashboard.

Citroën describes the Ami as "a practical response to new mobility expectations for short journeys, easier access to city centres, micromobility for everyone and a real alternative to scooters, bicycles, mopeds and public transport, and at reasonable costs".

RACHEL BURGESS

SIX ELECTRIFIED CITROENS THIS YEAR

Citroën will reveal an electric compact hatchback this year as an indirect replacement for the C4 and C4 Cactus.

This car is set to be more conventionally styled than the C4 Cactus and slightly higher-riding, bridging the gap between traditional hatchbacks and SUVs. As well as electric, petrol and diesel power will be offered.

Product boss Laurence Hansen said: "We will meet customer expectations with the [hatchback]. It's a neo-silhouette, not a typical hatchback design, and has a high posture on the road."

Citroën CEO Vincent Cobée, who recently took over from Linda Jackson, said the model's introduction holds "massive" importance for Citroën's sales growth in Europe. In 2019, the brand grew 1% year on year by selling 830,000 vehicles.

Cobée said: "The car will be Citroën to its core, in design, innovation and comfort. So for us, it's one of three or four bullets in the overall growth of Citroën," adding that the brand has a sizeable existing customer base in this segment.

He said: "We were probably a bit carried away with our innovation capabilities on the [C4 Cactus], so we'll do something that'll be a more comprehensive, attractive offer in the segment."

Five more electrified Citroëns will launch this year: the Ami, an electric MPV, a plug-in hybrid C5 Aircross SUV and two electric vans.

The French firm will offer a hybrid or electric version of every model it sells by 2025.

OFFICIAL PICTURES

Grille pushes air to the side; aero wheels are 23in

Bold DS concept is 671bhp EV

DS HAS REVEALED a bold electric concept that matches a motorsport-derived electric powertrain with an aerodynamically optimised exterior and a radical interior.

The French brand says the Aero Sport Lounge, a five-metre-long coupé-SUV, is "a new shape of car" that's intended to showcase how cars designed for maximum efficiency "can exist without giving up character and strong design".

It also says the concept reinvents interior design by minimising the use of screens. Instead, there's artificial-intelligence voice control and haptic feedback provided by 3D ultrasound.

The powertrain is based on that used by the DS Techeetah Formula E single-seat racer. Comprising a 671bhp electric motor and a 110kWh battery, it offers a claimed range of more than 400 miles and a 0-62mph time of 2.8sec.

No production intent has been declared as yet.

Wheelbase can extend 200mm and total length 400mm

Renault floats two-for-one deal

Morphoz concept is two cars in one, with an extending body and extra battery pack

Renault has unveiled the Morphoz, a shape-shifting concept designed to act as both a city car and a long-range cruiser – as well as providing a foretaste of its forthcoming Kadjar-sized electric crossover.

The Morphoz is intended as an urban family car for 2027, with its modular design allowing one vehicle to serve multiple functions. But more significantly, underneath that conceptual tech, the car is built on the Renault-Nissan-Mitsubishi Alliance's new CMF-EV platform, which will be used for Renault's first electric crossover, due later this year.

Gilles Normand, Renault's senior vice-president of electric vehicles, said elements of the Morphoz's design will be used in the forthcoming production crossover and further models will be built on the platform.

Normand told Autocar: "Morphoz is a concept, but what has been expressed by the styling department in some areas is a reinterpretation of what they intend for future production models.

"Let's say you can't take it for face value, but it's definitely the direction where we're going. Some of the features, such as the configuration and roominess, are going to be of major value for cars based on this platform."

The adaptable CMF-EV skateboard chassis pushes the wheels to the corners, with Renault saying the 'streamlined' design of the underfloor batteries enables it to sit lower to the ground. It is designed to adopt differing motor and battery set-ups and the packaging benefit of the smaller motors enables greater interior space.

Normand said the platform is designed for cars in the "B+ and C+" segments, which will sit above the Zoe and new (but not-for-UK) Twingo ZE in Renault's EV line-up.

The Morphoz is the latest Renault concept in recent years to preview future technology, but whereas previous models have looked further ahead to fully autonomous cars, this concept is intended as a near-future vision.

In City form, it uses a 40kWh battery that offers around 249 miles of range, which, Renault believes, is enough for around 90% of daily usage. For longer journeys, the Morphoz can be switched to Travel mode, with special extensions – using technology similar to a plane wing – that stretch it at the A-pillar and the rear. This increases the length from 4400mm to 4800mm and the wheelbase from 2730mm to 2930mm and it offers more passenger space and luggage capacity. In both modes, the Morphoz is 2000mm wide and 1550mm tall and sits on 22in tyres.

An additional 50kWh battery can be installed at a special station and the total 90kWh capacity extends the range to 435 miles. Power is delivered through the front wheels via a single motor, with recharging possible through both static and dynamic induction.

Although it is a concept, the variation in size and range between the Morphoz's two modes gives some indication of the flexibility of the CMF-EV platform. It also showcases how buyers could reduce their carbon footprints by not ordering cars with bigger batteries by default.

Elements of the Morphoz's styling that preview future Renault design trends include the slim light signature that extends across the car's grille.

As well as the car extending,

It sits on a production platform

Q&A FRANCOIS LEBOINE, RENAULT CONCEPT CAR DESIGN BOSS

How does this Renault concept differ from previous ones?

"The last few looked ahead to fully autonomous cars, so we wanted to look at what's going to happen sooner.

Designers want to talk about the future in a way that is clever and conceptual – and to make it credible is a challenge."

Why develop a concept that changes size?

"We wanted to look at one answer that can do many things, so people will question if they need more. Do you really need what you have, or is it too much? I use an Espace, which is fine at the weekend with the family, but driving to work by myself, I can feel disconnected. We want something you can adapt to everyday life."

Could that ever reach production?

"For now, this is just a concept. Safety is a challenge to be worked on for this to reach production, but there's lots of safety in the main structure. And if it's good when it's short, why not when it's long? Bigger cars often absorb energy better."

MEGANE ESTATE TURNS PLUG-IN HYBRID

Renault has unveiled the Mégane E-Tech Plug-In Estate. Previously seen in hatch form and due on sale this summer, it offers 158bhp from a 1.5-litre petrol engine supplemented by an electric motor and an electric-only range of 31 miles.

NEW ELECTRIC TWINGO GOOD FOR 102 MILES

The new electric Renault Twingo ZE has also been revealed. Based on the petrol-engined model that has been on sale since 2014, it uses an 80bhp rear-mounted motor, with a 22kWh battery offering a certified range of 102 miles. It won't be offered on sale in the UK, though.

Front passenger seat can be flipped around in the roomy interior

elements of the SUV coupé styling on the Morphoz change between the City and Travel modes. The front wings – which are based on side grilles on Renaults from the 1910s and preview a design to be seen on future production models – grow in Travel mode. The front air intakes also narrow in Travel guise to provide greater efficiency.

The interior of the Morphoz is similarly bold. Many of the traditional control instruments can be hidden away using a folding panel and most controls are displayed on an L-shaped screen. The steering wheel has a 10.2in screen built into it that can be used to control most functions on the car.

Unlike some concepts, the Morphoz is not intended to be a fully self-driving machine but one with level-three autonomy, allowing the driver to take their hands off the wheel and eyes off the road when it is engaged.

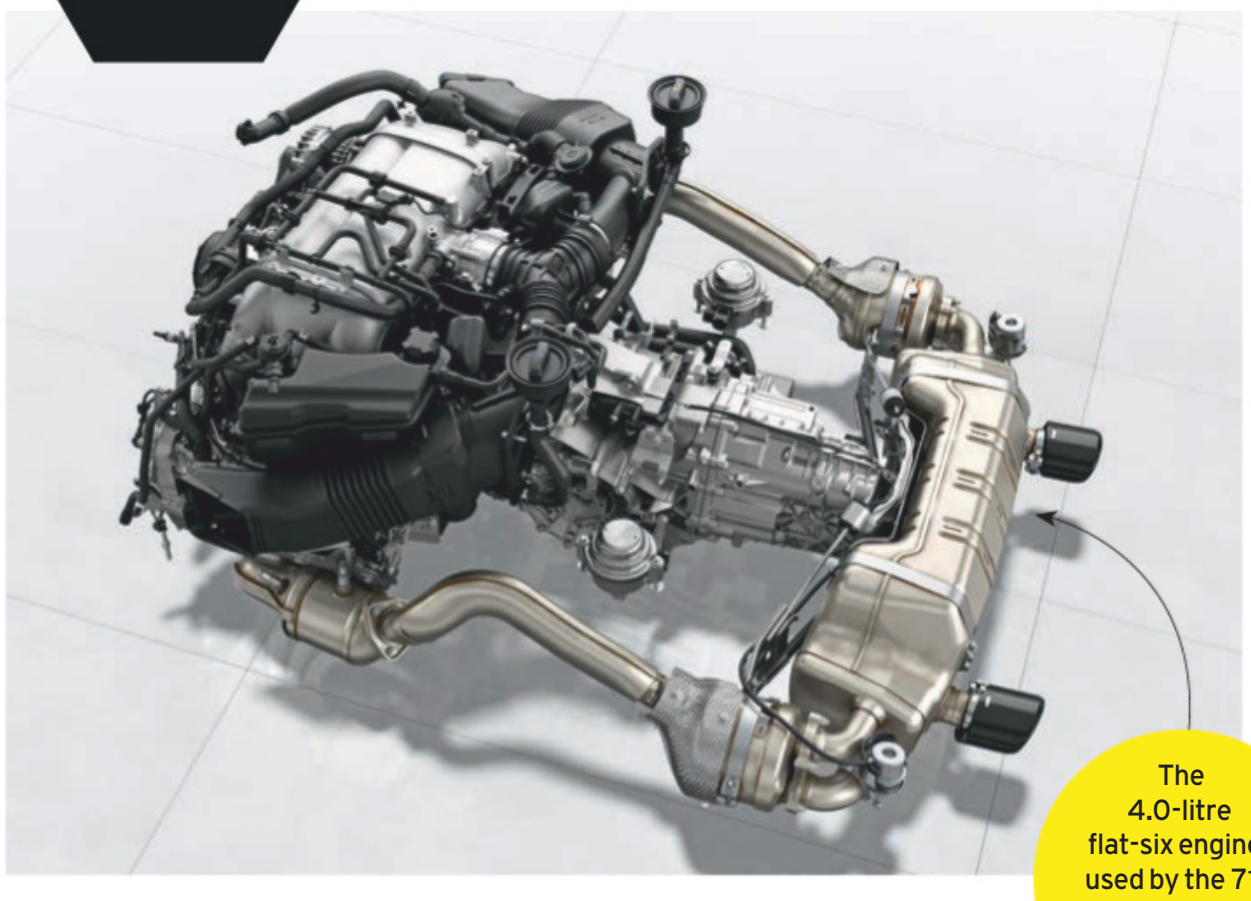
The boldest design feature is the front passenger seat. When a 'share' mode is activated, it flips over to face the rear passengers. There is also a large centre console that can serve as a table and has a built-in screen that can control many of the infotainment functions. The interior uses a number of recycled materials, too, including a floor surface made from old yoghurt pots.

JAMES ATTWOOD

UNDER THE SKIN

JESSE CROSSE

HOW PORSCHE BROUGHT BACK FLAT-SIX ENGINES FOR THE 718



The 4.0-litre flat-six engines used by the 718 dodge the need for turbos thanks to clever tech.

NEWS THAT PORSCHE was giving us back its glorious, naturally aspirated flat-six engines in the both the GT4 and GTS versions of the 718 Cayman and 718 Boxster was as unexpected as it was welcome.

Whether you like it or not, turbochargers enable a reduction in capacity without compromising power and torque and smaller engines have fewer parasitic losses, consume less fuel and produce less CO_2. So, to retain power, torque and drivability while switching back to natural aspiration, engine capacity has been stretched to 4.0 litres, more than that of the old naturally aspirated 3.8-litre GT4 and significantly more than the 3.0-litre turbocharged 911.

To maintain efficiency, Porsche introduced cylinder deactivation (which it calls adaptive cylinder control) when the engine isn't working hard. Between 1600rpm and 2500rpm in the GTS (and from 1600rpm to 3000rpm in the GT4) and when torque demand is less than 74lb ft, fuel injection to one cylinder bank is switched off alternately with the other every 20 seconds. Switching between the banks keeps the catalytic converters up to temperature on both exhaust systems. Porsche says the strategy saves 11g/km of CO_2 overall.

Its piezo fuel injectors are claimed to be a first for high-revving direct-injection engines like this (8000rpm in the GT4 and 7800rpm in the GTS). Conventional injectors are operated by electromagnetic solenoids, which are fine for most applications. Instead of a solenoid to open the injector, the more costly piezo injectors contain a stack of crystals that expand when a current passes through them and contract when it's switched off. They respond faster than the solenoid type, metering the timing of injections more accurately.

The extra speed means the injection of fuel for each power stroke of a piston can be split into five smaller, separate injections. At medium and lower loads, this gives more stable control of the injection spray and superior fuel-air mixing, and that in turn reduces emissions.

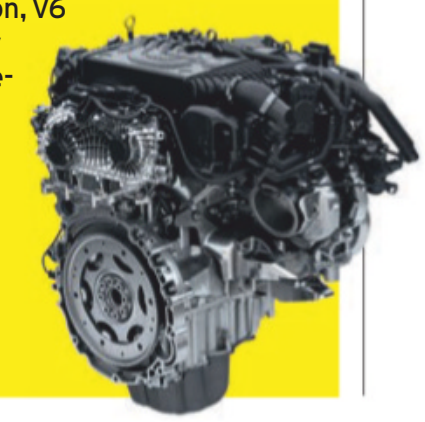
The spray-guided direct injection reduces the amount to which fuel is deposited on the cylinder walls when it's injected, so combustion is cleaner, producing less soot.

Diesel engines aren't alone in producing particulates: direct-injection petrol engines do as well. For this reason, the exhausts of Porsche's new six units are fitted with what are called gasoline particulate filters (GPF), in the same way that diesel exhausts are fitted with diesel particulate filters (DPFs).

Beyond the finer points of these engines, the basics of a flat-six engine configuration underpin its desirability. Because it's quite literally flat, it has a low centre of gravity, which is great for handling. In a four-stroke engine, an individual piston fires every 720deg of crankshaft rotation, so in a six, a cylinder fires every 120deg. Power strokes overlap, reducing the vibrations caused by the movement of pistons and connecting rods and the order in which the cylinders fire gives that familiar offbeat warble for which Porsches are famous. That sound, along with lots of power and torque, is what makes the new flat sixes irresistible.

INLINE SIX COMEBACK TOUR

Like flat sixes, inline sixes are almost perfectly balanced, which is why they're so smooth. It's one of the reasons car makers such as Jaguar Land Rover are returning to them. In comparison, V6 engines effectively consist of two three-cylinder engines. Inline sixes are also cheaper to make than flat or vee counterparts, because they have one cylinder head instead of two.



Octavia vRS kicks off as PHEV

Plug-in hybrid vRS iV with 242bhp will be joined by 197bhp diesel and 242bhp petrol

Skoda's longest-serving sporting model, the Octavia vRS, has moved to a new generation and will be the first to feature a plug-in hybrid powertrain.

The Czech brand has released details of only the vRS iV plug-in version so far, which has a 1.4-litre TSI turbocharged petrol engine mated to a 114bhp electric motor for a combined system output of 242bhp and 295lb ft. That's enough for a 0-62mph time of 7.3sec and a top speed of 152mph.

Official fuel economy figures have not been divulged prior to homologation, but Skoda is targeting CO_2 emissions of about 30g/km. The Octavia vRS iV can also cover 37 miles on electric power alone on a full charge.

Revealed in both hatchback and estate forms, the fourth generation of the hot Octavia receives typical vRS design cues such as 19in alloy wheels, twin exhaust tailpipes, a wider front bumper, a black grille, air curtains and a rear apron that includes a black diffuser. Black door mirrors also feature and the hatch receives a black rear spoiler, although on the estate it can be body-coloured.

Both versions roll on 19in wheels

Black wheels hide red-finished brake calipers, and full-LED matrix headlights and LED rear lights are standard.

Upgrades inside include Alcantara vRS-branded seats that are electrically adjustable and heated for both driver and front passenger. The headlining and dashboard trim features Alcantara as well and there are aluminium pedals.

Contrasting stitching for the sports steering wheel and seats aims to liven up the cabin, as does LED ambient lighting with 10 separate colours and the option of assigning different colours to the dashboard or footwell or creating "co-ordinated light scenarios".

Further standard equipment includes a 10.0in touchscreen infotainment system running Skoda's latest 'always online'

Sporty addenda are joined by a plug-in port on the front wing

OFFICIAL PICTURES

Cupra Formentor has concept look and up to 306bhp

THE FORMENTOR HAS joined reworked versions of the Ateca and Leon in Cupra's line-up. As Cupra's first stand-alone model, the Formentor was shown as a concept at the Geneva motor show last year and the design is largely unchanged in production form.

Cupra boss Wayne Griffiths said the machine "is destined to make Cupra an even more relevant brand in the market".

Built on the same version of the Volkswagen Group's MQB platform as the Ateca, the Formentor is 4450mm long, 1839mm wide and 1511mm tall, with a wheelbase of 2680mm. It sports more aggressive styling than the Ateca, with a long bonnet, sharp side sculpting and a steeply raked, coupé roofline. It sits on 19in wheels as standard, with 18in brakes.

The Formentor will be offered with two powertrains, including the 242bhp and 295lb ft e-Hybrid plug-in unit that featured in the concept. Used in other VW Group performance models, including the Cupra Leon, it mates a 148bhp 1.4-litre TSI petrol engine with a 114bhp electric motor. A 13kWh lithium ion battery gives the Formentor a 31-mile electric-only range.

The other powertrain is a 2.0-litre turbocharged petrol unit, which produces 306bhp and 295lb ft and sends power to all four wheels.

Both powertrains use a seven-speed automatic gearbox. The Formentor is also fitted with the VW Group's Dynamic Chassis Control.

Inside, the Formentor's dashboard is built around a 12.0in infotainment touchscreen and a digital instrument display. The dash also features a horizontal LED light strip, which runs into the front doors. Those lights are used for safety functions, such as blindspot detection.

The interior has bucket seats as standard, with a flat-bottomed sports-style steering wheel that features the engine start and drive mode buttons.

The Formentor will go on sale later this year, with deliveries due in the last quarter. Pricing has not been set but is expected to exceed the £36,780 starting point of the Cupra Ateca.

Tech-rich cabin includes a 12.0in touchscreen

Rakish, coupé roofline adds to its sporty look

Estate version of the vRS iV will be sold alongside the saloon

Interior makes extensive use of Alcantara trim

Estate retains the standard car's 640-litre hold

> A petrol engine and electric motor give a combined output of 295lb ft

MIB3 interface and offering a variety of connected services. A 10.0in Virtual Cockpit instrument display also features, as does adaptive cruise control, three-zone climate control, an electric boot, front and rear parking sensors and keyless entry.

The Octavia vRS is fitted with retuned 'signature vRS' sports suspension, which lowers the car by 15mm compared with the standard model.

No details of the petrol or diesel variants have been released, but they have been confirmed for a later date, so expect figures similar to those of the Volkswagen Golf GTI and GTD (see p8). That means 242bhp and 273lb ft for the petrol version and 197bhp and 295lb ft for the diesel. The cars will be offered in front- and four-wheel-drive configurations, too.

Prices and final UK specs have yet to be announced, but the first examples of the Octavia vRS will arrive in the autumn.

The UK is the second-largest global market for the vRS, which accounts for 20% of all Octavias sold.

LAWRENCE ALLAN

Formentor is the first stand-alone model for Cupra

OFFICIAL PICTURES

Damien Smith

RACING LINES

Pure ETCR boss was bullish at the launch event for the series

SPARKS ARE FLYING in the electric motor racing arena, thanks to a growing sibling rivalry between Formula E and the new Pure ETCR touring car initiative. The Discovery Group, which owns TV broadcaster and events organiser Eurosport, has a stake in both – but that didn't stop Pure ETCR boss François Ribeiro making a few pointed digs at the single-seater championship at a launch event in Paris.

"Formula E has been very good, but it promotes technology, not product," he said. "Touring cars are a great tool for manufacturers to promote their products, not technology. Motorsport can play a role in changing perception. And we're motorsport promoters, not an advertising agency.

"We want high-performance cars with big wheels and plenty of power, to be good looking and – we hope – driven by the best touring car drivers. We want to promote the performance of electromobility."

Even Pure ETCR's tagline of 'real electric car racing' could be read as a jibe at Formula E, which is now in its sixth season and features the likes of Porsche, Mercedes, Audi and BMW. "We will promote it heavily and we will promote real cars – not single-seaters, not prototypes," said Ribeiro.

His emphasis on racing excitement over green worthiness – "we are not trying to save the planet" – is an attempt to normalise EV racing in a world where fans remain sceptical.

The ETCR concept, which will be demonstrated at this year's Goodwood Festival of Speed, prioritises power over range: 402bhp, rising to a maximum of 671bhp, from an 800V Williams Advanced Engineering battery that offers just 21 minutes of life.

But with a rallycross-style format of short (8-10km) races, or 'battles', as they insist on calling them, quick-fire spectacle is all that counts. It's gimmicky (the greyhound racing-style starter gates sound naff), but the car makers should approve. Cupra and Hyundai already have contenders racking up test miles; a series of eight rounds is planned for 2021, rising to 10 the year after.

Ribeiro described Pure ETCR as "disruptive". When approached by Autocar, Formula E refused to be drawn. But a second major series for EVs that offers something different should be welcomed into a sport that's facing a cloudy future.

The question we can't yet answer is: are such concepts the full picture for racing in a carbon-neutral world, or can the internal combustion engine still fight back? Are racing EVs the new normal or a red-herring distraction from what's really up next?

> Pure ETCR will promote real cars – not single-seaters, not prototypes

GET IN TOUCH
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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.

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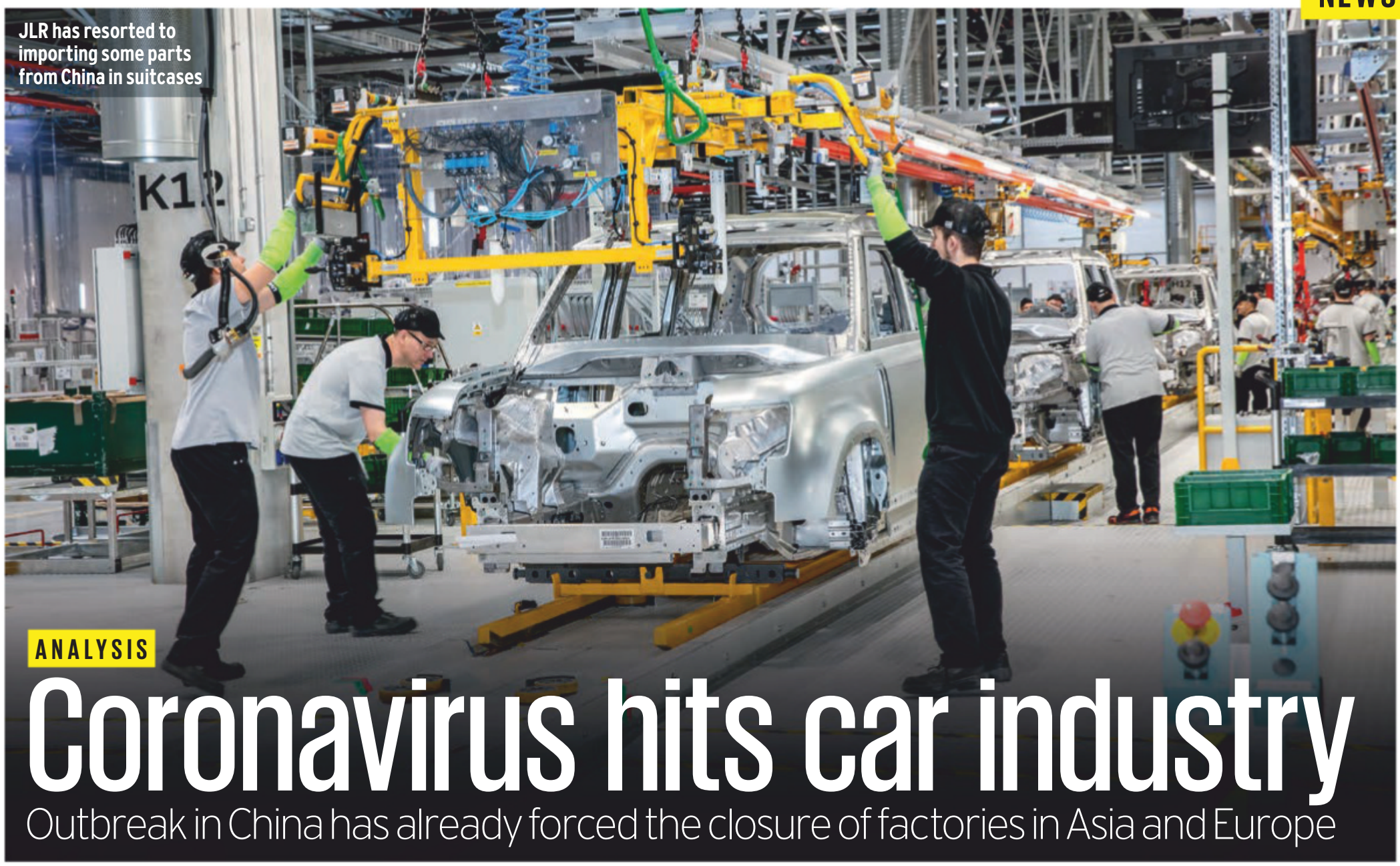
JLR has resorted to importing some parts from China in suitcases

ANALYSIS

Coronavirus hits car industry

Outbreak in China has already forced the closure of factories in Asia and Europe

Car makers are scrambling to soften the impact of the coronavirus on their businesses as efforts to contain the resulting Covid-19 disease threaten production.

Closures at supplier plants in China and now in northern Italy are threatening to halt car production lines that are reliant on regular parts deliveries as part of their cost-efficient 'just-in-time' operations.

Last week, MTA, an Italian supplier of fuseboxes and other electronic equipment, warned that the enforced closure of its plant in the infected Lombardy region would cause the stoppage of four Fiat Chrysler Automobiles (FCA) factories in Italy by the end of the week, with plants operated by BMW, Renault and Peugeot shutting from 2 March. It also said that its lack of supply would affect Jaguar Land Rover (JLR).

FCA eventually obtained a waiver from local authorities to allow it into the locked-down factory to retrieve parts, found Automotive News Europe.

Unforeseen disruptions such as the coronavirus and the 2011 Japanese tsunami show how connected the global automotive supply chain is – and how delicate.

The epicentre of the virus, Wuhan in Hubei province, is one of China's key automotive industrial centres, and the shutdown of factories there is creating parts shortages not just in China but elsewhere, too.

JLR chief Sir Ralf Speth revealed in February that the British company had resorted to shipping parts from China in suitcases to avoid disruption at its plants in the UK. He said key fobs were among 38 components that JLR was missing.

Shortage of parts from China also forced FCA to temporarily shut its plant in Serbia, which makes the Fiat 500L MPV. Nissan, meanwhile, had to pause production at its Kyushu plant in Japan, where it makes large SUVs for the US market and domestic models, while Hyundai had to halt lines in South Korea, also due to a shortage of China-made parts.

The stoppages in China are also affecting suppliers in Europe. Japanese automotive electronics specialist Denso, for example, has warned that it might have to halt production of audio systems in Málaga, Spain, from 16 March.

Car makers operating in China are reeling from a 92% fall in sales in the first two weeks of February as dealerships closed across the country, according to figures from the China Passenger Car Association (CPCA).

Dealers are now reopening after the government-enforced extension of the Chinese New Year holiday, but the CPCA predicts that the coronavirus outbreak will cost the Chinese car industry one million sales this year.

> "A fall of up to 4 million in global car sales is predicted this year, mainly due to the drop in China"

"You don't know whether the economy will catch up or whether this kind of [sales] loss is just a loss," said Speth.

Premium car makers such as JLR, Mercedes-Benz and BMW are particularly dependent on China, and this massive drop in sales will be keenly felt in a region where the industry is already battling a shrinking market after years of growth.

Credit rating agency Moody's predicts a 2.5% fall in global new-car sales this year, mainly due to the drop in China. LMC Automotive, a market analysis firm, reckons the drop could be even larger, with a loss of around three to four million from last year's global tally of 90 million.

"Add a possible consumer recession in and widely around affected outbreak locations," said LMC managing director Pete Kelly, "and the effects could be quite damaging in markets for expensive durable goods, such as cars."

The coronavirus outbreak comes at a difficult time for the UK and wider automotive industry. High costs associated with transitioning to electric vehicle propulsion, as well as global political uncertainty and the potential upheaval associated with the UK's future relationship with the European Union, are hitting profits and driving up the price of cars.

NICK GIBBS

China's ongoing containment efforts include citywide lockdowns

Geneva motor show was called off last week due to virus spread

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Steve Cropley

MY WEEK IN CARS

Mini Electric: next car to join Cropley's fleet? A drive gave the answer

MONDAY

Minis always get my attention now. They didn't used to, but after we ran a Cooper S five-door here last year, I really got religion. So when a chance came to try a Mini Electric on familiar roads (p38), I grabbed it with both hands, half-thinking, even before settling into the seat, that this was a natural to join the list of machinery I'd love to own. And it did, almost.

All the best Mini properties were there: terrific steering, great bum-on-floor driving position, agility to burn and that reassuring feeling of big-BMW solidity. No wonder 2000 UK Mini Electric customers are already primed to buy. But two things hold me back. One is the Mini's official 144-mile range, closer to 110 at this time of the year if you do more than dawdle. The other is ride comfort, which is lumpier than I reckon is necessary. Several colleagues tried selling me on the idea that this was simply a sporty ride (a form of suspension behaviour I happen to enjoy), but it's not. It's lumpy. A bit oversprung, a bit underdamped. I've done too many miles in Minis with adaptive damping not to recognise the difference.

TUESDAY

On the return leg of our Mini sojourn, the company's people had the excellent idea of diverting our hacks' convoy into an Oxfordshire estate featuring both wind turbines and an array of solar panels, a set-up guaranteed to sell you on the importance and rapid rise of renewable energy. Articulate volunteers, mercifully free of zealotry, explained the practical contribution these installations were making to decarbonising society. Arriving at such a place in a carbon-free car (something I've never done before) felt refreshingly virtuous.

> "The battery range showed 40 miles. My round trip was 45"

WEDNESDAY

To Morgan, at the base of the Malvern Hills, to hear about the new 'core' Plus Four, the model that will soon account for half of the company's annual volume of 900 cars. The new machine has great credentials: it weighs a tonne and has 255bhp of modern BMW turbo power (and, more importantly, torque) on tap. It also comes, if you want, with a six-speed manual gearbox, a choice not offered in the already-launched Plus Six. Sure, the £63,000 entry price is far higher than it used to be, but specced-up old models used to approach that money and the new Plus Four's equipment level is higher.

Morgan's finest new component is almost completely hidden in a built-up car, but I spied one on my way back to the car park: the all-new bonded aluminium chassis. Classic Mogs have always been famous for chassis flex and unruly behaviour over bumps, but the Plus Six has already demonstrated how the new chassis' rigidity improves everything: steering authority, roadholding, ride quality, stability under braking. It's arguable that the Plus Four, 100kg lighter and with better weight distribution, will be better still.

Aluminium chassis is a boon for new Morgans

FRIDAY

Grabbed the electric Skoda Citigo we're testing for a quick errand outside of London's orbital M25 – and made the mistake of not checking its battery charge until I was already buried in traffic. It showed 40 miles and my estimated round trip was 45, so the heart started turning over quite a bit. Selected Eco mode (there's an Eco+ but that turns off the heating) and proceeded at 56mph with the trucks in the slow lane, a surprisingly companionable thing to do so long as you don't actually impede them. Soon discovered that my predecessor in the car had been driving much harder, so the predicted 40 miles first grew to 46, and then took ages to fall. Arrived back with 25 miles still showing, which shows how much different driving styles affect things.

AND ANOTHER THING...

Dropped into Motorsport UK's HQ for a meeting. As I was leaving, this helpful bloke, Michael Wentworth, volunteered to renew my competition licence, which I've kept forgetting to do. Lots of people renew this way, it turns out. I can vouch that the service is friendly and quick.

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BMW X6 M COMPETITION

SUV-coupé flagship serves up bombastic performance courtesy of its M5 engine

BMW's M division has been actively hinting about the introduction of electric propulsion for some time now, but it clearly thinks the traditional combustion engine still has some decent life left in it – as witnessed by the launch of the new X6 M, the German car maker's most powerful and fastest-accelerating production SUV model to date.

The new performance SUV builds on the various strengths of the already highly capable X6 M50i, launched in the UK late last year. It also shares its mechanical package with the arguably less flashy but more versatile X5 M, alongside which it is assembled at BMW's Spartanburg factory in the US state of South Carolina.

But rather than provide the X6 M with the electrified drivetrain that the times we live in might tend to prescribe, M has given it no lesser an engine than the twin-turbocharged 4.4-litre V8 used by the latest M5.

In standard guise, the highly strung petrol unit, which uses a cross-bank manifold as well as M's double Vanos variable camshaft timing and Valvetronic fully variable valve timing to give it a high-revving character, kicks out a meaningful 592bhp. However, with different electronic mapping, among other unspecified changes, it gains a further 24bhp, taking the output of the Competition model sold in the UK to 616bhp at 6000rpm. In both cases, torque peaks at 552lb ft from 1800rpm.

This gives the new flagship X6 model some 49bhp more than its predecessor and a stout 93bhp more than the X6 M50i. For added perspective, it is also 74bhp more than that served up by the Porsche Cayenne Turbo and 24bhp more than that offered by the Audi RS Q8 – both of which use the same twin-turbocharged 4.0-litre V8 petrol engine in differing states of tune.

Even its side profile conveys an image of single-minded brutal performance

Drive is channelled via an eight-speed torque-converter automatic gearbox with steering-wheel-mounted shift paddles to an M xDrive four-wheel drive system that accommodates an M differential to apportion drive individually between the rear wheels. Together, they are engineered to provide the X6 M with a distinct rear-wheel-drive bias. In the words of M: "It only brings the front wheels into play when the rear wheels aren't able to transmit any more power to the road and additional tractive force is required."

Suspension changes over the X6 M50i include a substantial brace at

TESTER'S NOTE
BMW M has developed a new integrated braking system for the X6 M, which uses a combination of 395mm discs with six-piston calipers at the front and 380mm discs with single-piston floating calipers at the rear. It provides two different maps for differing pedal feel, depending on the driving mode. Comfort mode provides what it describes as "comfort-orientated feedback" and Sport mode is tuned to deliver "extremely direct, instantaneous response". It works a treat. **GK**

Straight-line pace is ferocious but there's also plenty of grip and iron-fisted body control in corners

Front cabin is roomy and the perceived quality is high enough to live up to the car's £113k billing

both the front and rear for greater rigidity, increased track widths, extra camber for the front wheels and subtle tweaks to the active roll stabilisation system, which uses electric motors to suppress lean in corners. Standard wheels are 21in up front and 22in at the rear, with 295/35 ZR21 and substantial 315/30 ZR22 tyres respectively.

If you're seeking finesse, you best look elsewhere in the M line-up. Although the X6 M is engaging, its driving appeal is not exactly centred on its delicacy of control. Rather, it is the brutish nature of its power delivery and the ability of its gearbox and four-wheel drive system to place its reserves to the road in any one of its various driving modes that make it so memorable.

The M5's powerplant endows the new BMW SUV with the sort of relentless energy associated with only a select group of top-flight supercars, as evidenced by its official 0-62mph time of just 3.8sec. Remember to tick the M Driver's Package option when you order and you'll also receive the bragging rights to a 180mph top speed. In addition to this, the Competition model emits a delicious baritone exhaust note that growls with anger on the overrun in its most potent driving mode.

Backing up the new M model's sheer pace is its monumental grip. Although it hits the scales at 2295kg, the X6 M's ability to string together a series of corners at speed is quite stunning. You can sense the drive being transferred between the front and rear axles as the M xDrive system and M differential work together to find optimum purchase. And even with a nominal 213mm of ground clearance, it remains reassuringly flat, with only moderate body roll on all but the most aggressive of direction changes.

The steering is typical of recent models from M, with unnecessarily high levels of resistance at low speeds and, despite being quick and direct, almost a complete lack of any meaningful feedback at higher speeds out on the open road.

In everyday driving, the X6 M is every bit as easy to live with as other new X6 models, with the key exception that its ride is overly firm, even in its most comfort-biased mode. You'd really have to love the big BMW to put up with the constant harshness.

Inside, the cabin is nicely styled, of suitably high perceived quality for the price and quite spacious up front, even if the boot falls short for outright load-carrying capacity, at 580 litres. The changes brought to the exterior also serve to instantly set the most powerful third-generation X6 model apart from its lesser siblings, giving the SUV-coupé a determinedly aggressive appearance.

Many will see it as a dinosaur – the last of the pure-combustion-engine breed. And yet it's hard not to admire M's engineering achievements in creating the X6 M. Yes, it's pricey – some £17,780 more than the arguably more rounded X6 M50i. But you might just be looking at a future classic – 284g/km of CO_2 and all.

GREG KABLE
@gregkable

BMW X6 M COMPETITION

Big on brawn but lacks the finesse of the best of BMW's M cars and its ride is overly firm during everyday use

★★★½☆

Price	£113,310
Engine	V8, 4395cc, twin-turbocharged, petrol
Power	616bhp at 6000rpm
Torque	552lb ft at 1800rpm
Gearbox	8-spd automatic
Kerb weight	2295kg
0-62mph	3.8sec
Top speed	180mph (M Driver's Package)
Economy	22.6mpg
CO_2, tax band	284g/km, 37%
RIVALS	Audi RS Q8, Mercedes-AMG GLE 63 Coupé, Porsche Cayenne Turbo

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MINI ELECTRIC

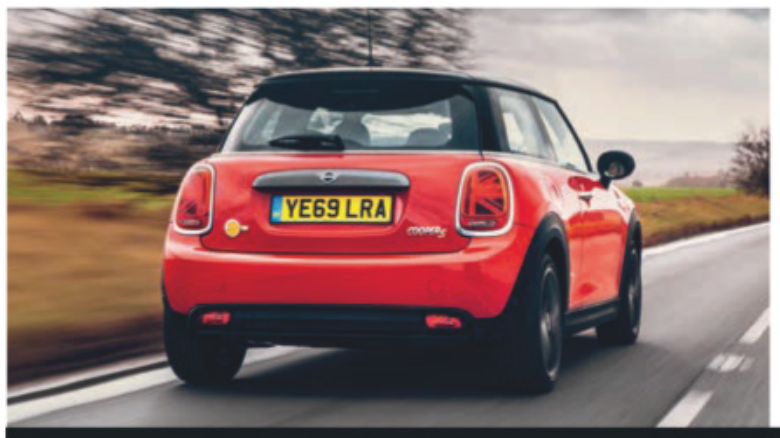
Mini's EV comes up a little short on range but goes the distance in other key areas

When discussing the UK debut of the new Mini Electric, the company's Oxford bosses see no case for modesty. "We believe this launch will be a tipping point for the adoption of electric cars in this country," declares David George, head of the marque.

At last week's UK launch event in Oxfordshire, there was a strong consensus that George is right. The Mini's appearance in battery form will be a bigger market event than any of the other two dozen electric debuts this year – and arguably the biggest since the Jaguar I-Pace two years ago.

So far, the omens for the car's success are excellent. Two thousand UK customers have placed orders before driving the car, and most for the most expensive model. Electric production is already running at 10% of total Mini volume, around 500 units a week. And so far, the plant is not suffering the component problems that are dogging other battery car makers.

The company has adopted a new way of selling its electric model. There are just three equipment levels, each with a fixed specification and price, but within each there's a choice of colours, trim and wheel styles and personalisation touches. Even the Level One car is well-equipped (LED headlights, climate air-con, a new-design digital dashboard, rain-sensing wipers and automatic lights).



It behaves much like a conventional Mini on the move, although it's quieter, and it looks like one inside

The top-spec car has a panoramic sunroof, a Harman Kardon hi-fi and a choice of five alloy wheel styles.

Taking into account the current government electric car grant of £3500, prices start at £24,400 and rise to £30,400. Mini marketers initially expected the 'sensible' Level Two car to sell best but early adopters – 70% of whom have never owned a Mini before – are mostly choosing Level Three.

The Mini Electric's 181bhp, 199lb ft hybrid synchronous electric motor comes from the BMW i3s but drives the front wheels instead of the rears. The notably compact motor and its power electronics are enclosed in a crate-like alloy frame designed to arrive at the production line as a sub-assembly that uses the same mountings as a conventional, internally combusted Mini engine.

The lithium ion battery (which has 28.9kWh of usable power compared with closer to 50 for a Renault Zoe) is formed into a T-shape, with most of its mass in the fuel tank space under the rear seat and the rest running down the centre of the car. All up, a Mini Electric weighs 1326kg – 145kg more than a comparable Cooper – but its weight distribution is almost exactly 50:50.

On the road, the car is very Mini-like except that the powertrain noise is almost imperceptible and the car feels especially 'planted'. Even though it rides fractionally higher than a standard car, the Mini Electric's low-mounted battery means that the centre of gravity is a net 3cm lower.

Despite its weight gain, the car can run a 0-62mph time of 7.3sec, only 0.4sec slower than a Mini Cooper S. You'd expect all of that torque to lead to wild wheelspin off the mark, especially in the wet, but the car has a brilliantly accurate and notably quick-acting traction control system that tames slip completely, keeping the Mini perfectly on line even when you're deliberately provoking it. Few cars, regardless of price, steer as well or hold their line as accurately.

The Mini Electric (which has four driving modes) can be driven with confidence and verve anywhere, although the official 144-mile range soon dissolves to more like 110 miles if you really use the car. Mini people acknowledge that a short range is one of the car's few points of serious criticism but unpack the usual argument about a bigger battery meaning greater cost and weight, both inappropriate when most people drive far less than 50 miles a day.

In any case, buyers are unlikely to be deterred. The Mini Electric has huge charm, excellent quality and terrific driving characteristics (leaving aside a niggle about a lumpy ride on British back roads) and there is bound to be a strong continuing demand. George is right: this car's key role will be to sell the electric ideal to Britons who never previously considered it.

STEVE CROPLEY
@stvcr

TESTER'S NOTE
The Electric's all-new digital screen is packed with info about power use and remaining range, but controls and switchgear are otherwise reassuringly similar to existing Minis'. **SC**

MINI ELECTRIC

BMW i3s power, but driving the front wheels, makes an agile Mini EV but short range will be a bugbear for some

★★★★☆

Price	£24,400 (after £3500 government grant)
Engine	Hybrid synchronous electric motor
Power	181bhp
Torque	199lb ft
Gearbox	1-spd, direct drive
Kerb weight	1326kg
0-62mph	7.3sec
Top speed	93mph
Range	144 miles (WLTP)
RIVALS	Renault Zoe, Peugeot e-208, Volkswagen e-Up

TESTED 26.2.20, OXFORDSHIRE **ON SALE** NOW

KIA SOUL EV

Quirky electric crossover lands in the UK with 280-mile range

If the e-Niro is to be thought of as Kia's 'normal' electric car, you get the sense that the Korean firm wants you to regard the Soul EV as its cool cousin. You know, the one who vapes and listens to bands you've never heard of.

Its looks are key here. The third-generation Soul retains the unabashedly boxy profile and boosted ride height of its predecessors, although it's not quite as energetically styled as it once was, perhaps due to the almost sleepy look that the new headlight design lends the front. Nevertheless, there's still a healthy amount of quirky appeal to the design, which is an increasingly rare phenomenon.

The Soul uses the same electrified powertrain as the similarly expensive and similarly large e-Niro, with a 64kWh battery pack powering a 201bhp electric motor that drives the front wheels. Kia quotes a WLTP-certified range of 280 miles – not bad at all – while an 80% replenishment takes just under an hour from a 100kW rapid-charger.

Performance is strong without being wild; 291lb ft of torque endows the boxy Kia with sprightly acceleration between 30 and 50mph. Past that point, the urgency with which it accumulates pace begins to tail off, but there's surplus shove here to get you to motorway speeds on slip roads plenty quick enough. Throttle response is usefully sharp, too.

Ride comfort and body control are good; the suspension works well to keep you suitably distanced from any impacts caused by our often terribly maintained B-roads. The Soul doesn't handle with much vim and vigour, but its steering is accurate and well weighted, being less afflicted by contrived heaviness than other Kias'.

There's loads of room inside, too, and everything feels as though it has been constructed to the same high level that we've come to expect from Kia. At 315 litres, the boot is not quite as practical as the e-Niro's, however.

The new Soul will be available in only generously appointed First Edition guise to begin with and, given the strong range, decent dynamics and generous kit, Kia UK shouldn't have much trouble selling the 2000 it has ordered by the end of this year.

SIMON DAVIS
@simondavisnz

First Edition trim puts lots of kit in the roomy cabin

KIA SOUL EV FIRST EDITION

More interesting to look at than its e-Niro relative, albeit not quite as practical. Range is impressive

★★★★☆

Price	£33,795 (after gov't grant)
Engine	Electric motor
Power	201bhp at 3800-8000rpm
Torque	291lb ft at 0-3600rpm
Gearbox	1-spd, direct drive
Kerb weight	1757kg
Top speed	104mph
0-62mph	7.6sec
Range	280 miles (WLTP)
CO_2, tax band	0g/km, 16%
RIVALS	Hyundai Kona Electric, Kia e-Niro, Nissan Leaf

SKODA CITIGO-e iV SE

Price £16,955 (after gov't grant) **On sale** Now
What's new? Czech version of the Volkswagen Up is reinvented as an electric-only city car

ALTHOUGH IT LOOKS almost identical inside and out to how it did before, the Skoda Citigo is now exclusively offered as an electric car.

Its 161-mile official range is more than enough for the average urban commuter (albeit difficult to attain in cold conditions) and it offers enough pep and dynamism to amuse in tight environments – despite a 200kg gain over the old 1.0-litre petrol model.

Even on 16in alloy wheels, the Citigo-e iV doesn't crash over speed bumps, and instant torque means it can get up to speed enthusiastically enough to brighten your daily drives.

It may cost nearly twice as much as its predecessor, but the Citigo-e iV SE represents a £2000-plus saving over its Seat Mii Electric and Volkswagen e-Up siblings, so it should be the pick of the trio on that basis alone. **FP**
★★★★☆

VAUXHALL GRANDLAND X HYBRID4

Price £36,790 **On sale** Now
What's new? Vauxhall's first-ever plug-in hybrid is a compact SUV with surprising performance and appealing company car credentials

VAUXHALL WILL LEAD the mass switch to plug-in hybrid power across the fleet market now that it's launching the Grandland X Hybrid4, one of the first PHEV options in the popular compact SUV class.

Nearly 300bhp from electric motors and engine combined makes it really brisk, although it's much slicker in operation around town and at gentle speeds.

Refinement is good mostly. Ride and handling are respectable around town, but both deteriorate notably at speed. Practicality is only average.

For real-world economy, the sky is the limit if you charge it plenty – but electric range is about 25 miles in the real world and the petrol engine is good for only about 35mpg. **MS**
★★★☆☆

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PHOTOGRAPHY OLGUN KORDAL

Mercedes-AMG A45 S

Hot hatch thermometer hits furnace temperatures for this range-topping A-Class

MODEL TESTED **A45 S 4MATIC+ PLUS**

Price £56,570 • **Power** 416bhp • **Torque** 369lb ft • **0-60mph** 4.1sec • **30-70mph in fourth** 6.2sec • **Fuel economy** 31.1mpg • **CO_2 emissions** 192g/km • **70-0mph** 49.8m

We like

- Astonishing engine remains drivable despite its vast output
- Hatchback practicality is married to supercar-baiting pace

We don't like

- Dual-clutch gearbox lacks refinement at low speeds
- Rear-driven rivals offer greater driver satisfaction

The new Mercedes-AMG A45 S 4Matic+ looks like a significant landmark in the evolution of the hot hatchback. Depending on how public opinion continues to view outlandish and excessive performance cars like this over the next decade, it may even turn out to be a high-water mark of a sort. With 416bhp on tap from its new turbocharged four-cylinder engine, this is nothing less than the most powerful series-production example of its performance breed there has ever been. It is, in short, the very hottest hot hatchback in the world.

The new A45 S is more powerful and expensive even than the rarest, hottest and priciest cult 'fast 4x4s' of the past 20 years: the Subaru Impreza STI and Mitsubishi Lancer Evo. It joins the Mercedes-AMG showroom range at the same time as the new CLA 45 S, which is almost mechanically identical and allows you to choose a very similar driving experience wrapped up in the body of either a four-door coupé or a four-door shooting brake.

All body derivatives are priced similarly, the A45 S opening up from £50,570 in the UK. And that means, of course, the car very boldly takes the hot hatchback into direct value comparisons where it perhaps ought to fear to tread, against sports cars such as the Alpine A110, Porsche 718 Cayman and BMW M2 Competition. But then it also promises outright performance to make those comparisons surprisingly tough to call: 0-60mph in less than 4.0sec and nearly 170mph flat out.

So the next few pages should tell you whether a four-wheel-drive A-Class really can go that fast, out of the brochure and on real-world Tarmac; and, perhaps more important, whether the new A45 can transcend the limitations that typically bind hot hatchbacks and offer the driver appeal to rival the mid-engined sports cars and rear-driven muscle coupés that £50,000 would otherwise buy.

DESIGN AND ENGINEERING

★★★★½

Although it seems somewhat unlikely that Mercedes-AMG's new four-cylinder M139 engine will go on to enjoy the same hallowed status as its old M156 6.2-litre V8, it remains a remarkable piece of engineering.

In the base A45 alone (which isn't coming to the UK), AMG has managed to extract 382bhp and 354lb ft from its 2.0 litres and four-cylinders – figures that rise to a frankly ludicrous 416bhp and 369lb ft in the range-topping A45 S model tested here. All told, that makes for a specific output of up to 209bhp per litre. A Ferrari 488 Pista's 3.9-litre V8 manages 182bhp per litre, by contrast. Be in no doubt that the new A45's motor is the most powerful turbo four-pot in series production.

The process of extracting such puissance from what is a fairly small engine is incredibly complex. While still mounted transversely at the car's nose, it has been rotated 180deg so that its newly designed turbocharger and exhaust manifold are now sited rearwards and the intake system sits up front for improved airflow.

That turbocharger now has roller bearings (à la Mercedes-AMG GT 4-Door Coupé) for improved responses and an electronically controlled wastegate sharpens things even further. Cooling has been dramatically improved and the engine's cylinder linings are coated in the same friction-reducing Nanoslide material that appears in Mercedes-AMG's Formula 1 engines. There's a trick two-stage fuel injection system to help improve engine flexibility and reduce consumption and emissions, too. Meanwhile, clever calibration work enables its 369lb ft to arrive between 5000rpm and 5250rpm, with the theory being that this 'torque shaping' makes for a more naturally aspirated style of power delivery.

Power is directed to the road via an eight-speed dual-clutch gearbox and AMG's 4Matic+ all-wheel drive system. This can send as much as 50% of the engine's torque to the rear axle, where a new rear differential with two multi-disc clutches – one per wheel – can distribute the entirety of that punch as it sees fit.

This has also enabled AMG to install a Drift mode to sit alongside the myriad of other drive modes that govern the A45's powertrain and steering response, four-wheel drive, stability control programmes and, if your car has them, adaptive dampers.

Suspension is by way of →

Range at a glance

ENGINES	POWER	FROM
180	134bhp	£23,710
180d	114bhp	£25,060
200	161bhp	£25,210
200d	148bhp	£29,440
220d	187bhp	£32,510
250e EQ Power	215bhp	£32,925
A35 4Matic	302bhp	£38,020
A45 S 4Matic+	416bhp	£50,570

TRANSMISSIONS

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

Based on Mercedes' high-volume hatchback, the A45 S crowns a broad range that includes diesel, petrol and plug-in hybrid options. However, the A45 S is far more customised than its range-mates, not least because of its entirely new, AMG-built engine.

Previous A45 started out with 355bhp

Wheel and tyre package for Plus cars consists of 19in forged cross-spoke alloys and 245/35 Michelin Pilot Sport 4S tyres. Non-Plus versions use a twin-spoke wheel design of the same size.

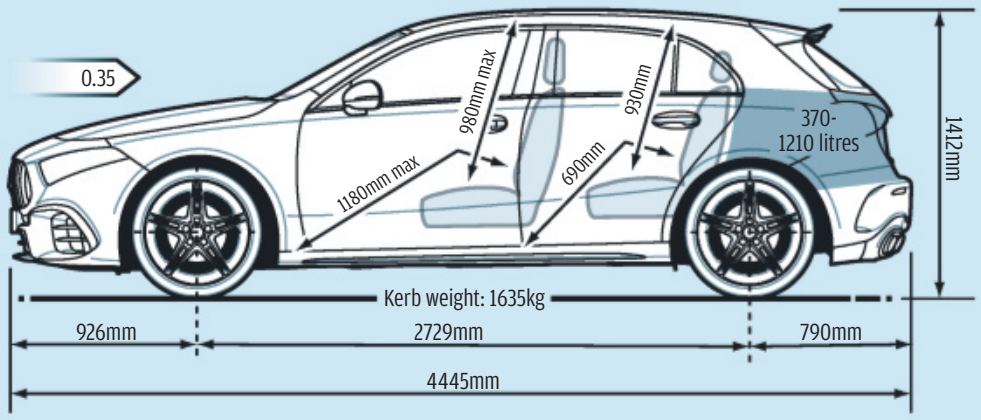
AMG Aerodynamics package comes as standard on Plus models and brings the rear spoiler, extra diffuser blades and canards on the front bumper. Among other things, it guarantees that the car won't be mistaken for an A35.

Quartet of exhaust tips are each 90mm in diameter and feature internal fluting plus an AMG monogram. They're available in either chrome or more subtle black, although there's no hiding the fact that this is a proper AMG model.

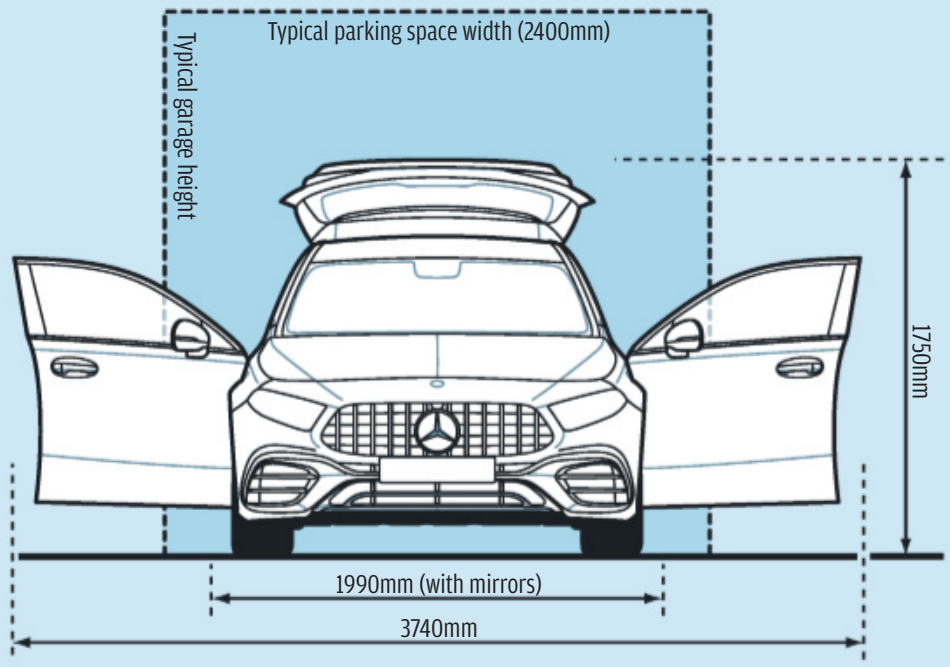
Multibeam LED headlights use matrix technology that allows the high beam to be kept on permanently without dazzling oncoming drivers – useful, given that the A45 S will cover ground at such an extraordinary rate.

Weights and measures

DIMENSIONS

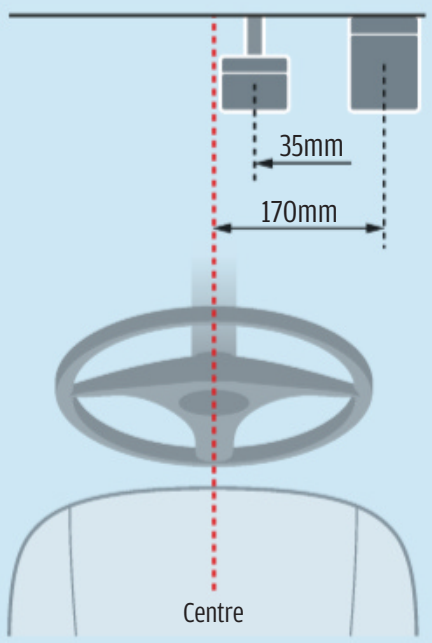


PARKING



WHEEL AND PEDAL ALIGNMENT

Driving position is well aligned, with no offset between the steering wheel and seats. Pedals are set up for one-foot use.

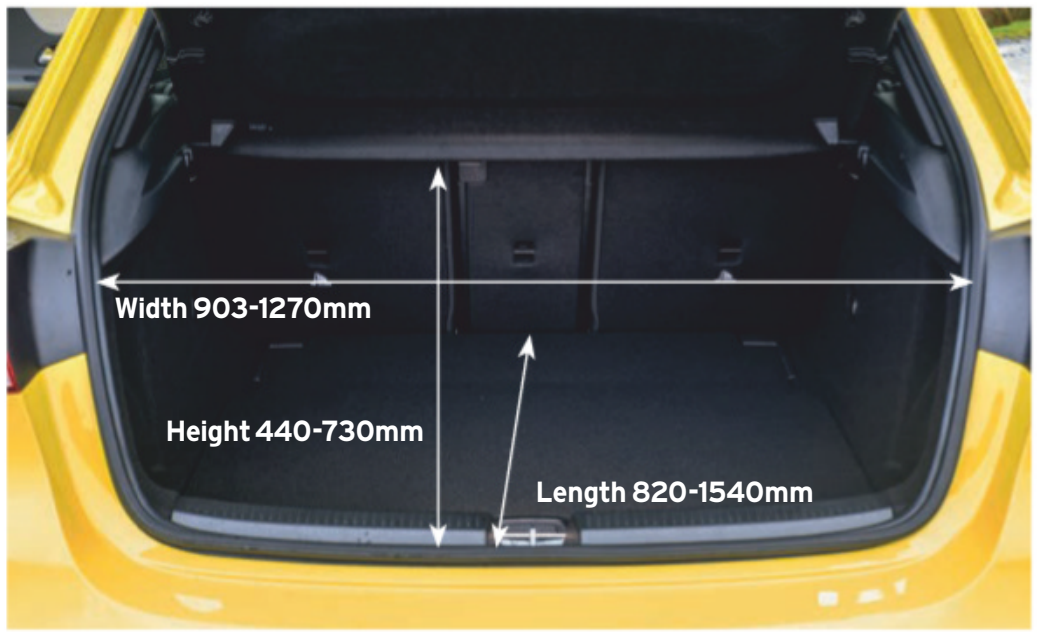


HEADLIGHTS

Matrix headlights work very well, dipping quickly for oncoming traffic and offering good depth and spread on full beam.

● Bucket seats have plenty of lateral support and are comfortable over long distances even without separate, adjustable head restraints.

● Rear seats offer enough space for all but the tallest of adults, although the interior door handles can trap your outboard knee against the front seatback.



● The 40/20/40-split folding seatbacks are useful for loading flexibility. Outright boot space is only average for the hatchback class, though.

← MacPherson struts up front and a multi-link arrangement at the rear. Significant structural reinforcement aims to improve front-end torsional rigidity and response. The front axle is now wider too, a change that – along with dramatically flared arches, big-bore quad exhausts, a large Panamericana grille and AMG Aerodynamics package – makes the new A45 a far more aggressive-looking proposition than its immediate predecessor. At 1661kg on our scales (split 61:39 front to rear), it's 80kg heavier as tested, too.

INTERIOR

★★★★☆

As foundations go, the standard A-Class's cabin was always going to lend itself well to hot hatches. In terms of style appeal, the base architecture starts things off strongly: the same stepped dashboard top remains, as do the turbine-style air vents in the centre fascia and the large twin screens of the MBUX infotainment system. However, for full-fat AMG Plus specification, material quality has been suitably improved too.

Expansive sections of brushed aluminium now wrap their way around the tops of the doors and across the dash, their metallic surfaces contrasting smartly against the glossy black plastic panelling that surrounds the air vents and populates the centre console. In Plus-spec cars, genuine leather upholstery replaces the combination of microfibre and man-made Artico leather on the AMG Performance seats and door cards, while eye-catching sections of contrasting yellow panelling and stitching further heighten the car's visual dose of athletic intent.

The seats themselves are pretty firm and position you a bit higher in the cabin than you might like, but their ample bolsters keep you snug and provide good support. There's plenty of adjustability in the steering column and the relatively thin-rimmed, microfibre-upholstered wheel feels good in your hands.

Functionality is good, too. There are plenty of storage cubbies dotted around front and rear, and head and leg room in the back are decent enough, at 690mm and 930mm respectively. The 370-litre boot, meanwhile, is the same size as the standard A-Class's and 35 litres larger than that of the Audi RS3, its closest conceptual rival.

Complaints? Well, the sheer number of buttons on the steering wheel can be a bit dizzying and there was the odd creak and groan from some of the fixtures when subjected to heightened levels of prodding and poking. Meanwhile, our testers agreed that the column-mounted drive selector looked and felt a bit wrong in a £50k-plus performance car. However, given the centre console is otherwise occupied by the trackpad for the MBUX system, you can see why Mercedes might have avoided installing a traditional shifter.

PERFORMANCE

★★★★½

Like all full-fat AMGs, the A45 S has a 'race start' launch control system that requires you to use Race driving mode to access it. The way in which the car takes off under that →

Infotainment's touchpad feels a slightly less intuitive means of control than a BMW iDrive dial, but the A45 S has several others and voice control works very well.

Drive modes can be swapped using this knob on the steering boss, which saves groping around the centre console and keeps your eyes on the road for longer.

Colour-selectable ambient lighting strips really do transform the appeal of the cabin after dark. Not the sort of thing you'd get in a Civic Type R.

Multimedia system ★★★★½

Mercedes' MBUX infotainment system remains as impressive as ever in its application in the A45 S.

The sharp graphics and fluid responsiveness of both 10.25in displays are big draws here, as is the ease of use afforded by the trackpad mounted on the centre console. Admittedly, it's not quite as intuitive as the rotary dial you'll find in a BMW, but it's not far behind. More of a sticking point are the touch-sensitive thumb pads on the bedazzled steering wheel, where input response can be frustratingly inconsistent at times.

In addition to having satellite navigation, Apple CarPlay, Android Auto and DAB radio, the S models get the AMG Track Pace app as standard. This lets drivers record lap times and analyse driving data. The MBUX Augmented Reality function can be used to project a circuit's ideal racing line onto the head-up display, although we didn't get the opportunity to test this feature for ourselves.

> This is a very fast car that justifies its price quite easily in simple performance terms

all-corner, wheelspin-optimised electronic governance blends savagery and smoothness to remarkably addictive effect. The bald numbers we recorded for the car are all suitably monumental – except, perhaps, for the most important one (0-60mph). On a slightly damp surface, the car hit 100mph from rest in just 9.3sec. The Audi RS3 Saloon we performance tested three years ago was more than half a second slower than that and a Honda Civic Type R was fully three seconds slower. The A45 S needed just 3.3sec to get from 30mph to 70mph through the gears, whereas an A110 needed 3.8sec.

This is, by almost any marker, a very fast car and justifies its price quite easily in simple performance terms. It narrowly missed the chance to prove itself a sub-4.0sec 0-60mph operator in those slightly imperfect conditions, though. Its fastest one-way run on the day was 4.07sec, but on a warmer, drier day, that showing would certainly suggest times starting with a three are possible.

The four-cylinder engine supplies plenty of audible theatre, which you can adapt and change a little using its various drive modes, and its angriest pops and whooshes are always entertaining to listen to. But if our performance numbers leave any room to doubt that it is, in every way, the dominant force you might have expected, then getting to know the motor first hand and in detail may not emphatically settle the question.

There is more than a hint of peakiness about the engine's production of torque; to be expected, you might think, in light of the fact that it's operating beyond 200bhp per litre. It doesn't feel overboosted or troubled by turbo lag, but it's enough to make you wonder just how much of that peak torque is available when you flatten the accelerator below 4000rpm. That's not something you ever wonder about Audi's rampant five-cylinder RS engine, which feels a deal more flexible than the AMG unit – and, almost anyone would concede, also sounds considerably richer and more characterful.

The eight-speed dual-clutch gearbox can make the car's low-speed manoeuvring behaviour a bit erratic, but it works quickly at pace and its kickdown tendencies can be adjusted according to the chosen drive mode. Brake pedal feel is very good, and the car sheds speed strongly even in slightly slippery conditions, as our test results show.

HANDLING AND STABILITY

★★★★½

Those who subscribe to the idea that a driver's car must first and foremost possess good steering will be pleased to hear that the A45 S makes a strong start. This set-up, which uses speed-dependent gearing, isn't immune to deflection or the odd flicker of torque steer, but it develops convincing weight and prizes accuracy. As you'll find with AMG's more serious, rear-driven models, there's also a communicative vein of feel that makes it easy to guide and place the car with satisfying conviction on tight, twisting roads. By the standards of today's hatchbacks, with their electrically assisted racks, this set-up ranks as one of the best, although fractionally more self-centring action would make it unquestionably the class of the field.

The next step in your journey of A45 S discovery is to find that roadholding is every bit as jowl-tuggingly adhesive as you would expect, given this car's ability to cleverly apportion drive between its 245-section tyres. Aggressively turn in to corners and there is but a tiny slither of latency before the tall body responds, and even this chink in the armour is exposed only during extreme direction changes. Most of

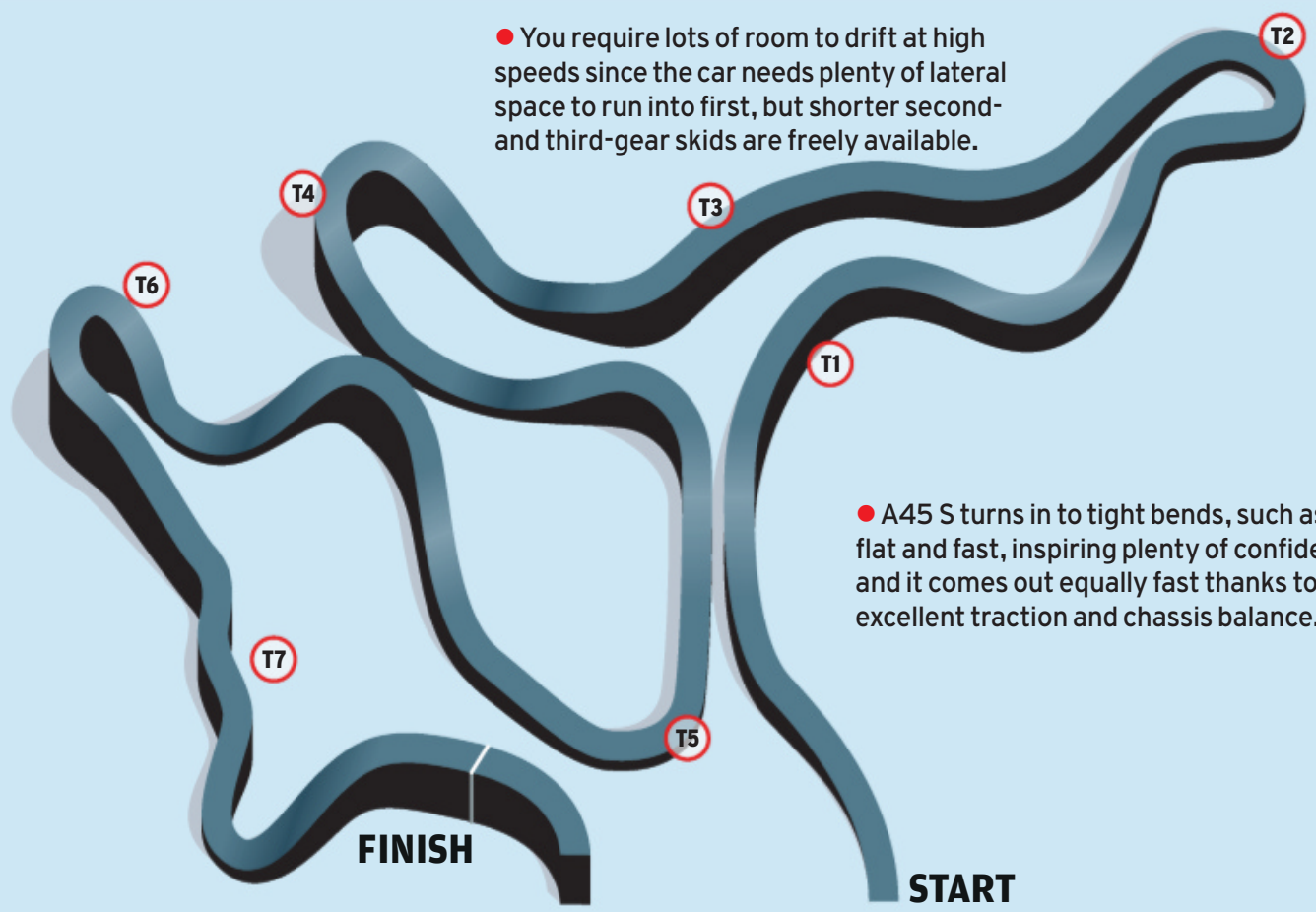
Cross-country pace is limited almost entirely by your sense of social responsibility, because the car has excellent grip, traction, balance, composure and acceleration

Track notes

As with so many good driver's cars, there's more than one way to drive and enjoy an A45 S on a track. The car offers uncompromising grip, composure and high-speed stability when you go looking for outright speed but it can also be driven in a more expressive and ostentatious style if that fits your mood.

The car's torque-vectoring four-wheel drive system feels more natural than the one in the old Ford Focus RS. Rather than seeming to pitch the car into bends as the Ford can sometimes do, the A45's driveline allows for lots of mid-corner stability, confidence and feel. In most driving modes, it gently but effectively neutralises the car's attitude under power.

Drift mode isn't like disengaging the front driveshafts, but it does allow you to accelerate the chassis into oversteer around a tighter bend quite simply and then to maintain a longish slide so long as you keep positive steering angle applied.



● You require lots of room to drift at high speeds since the car needs plenty of lateral space to run into first, but shorter second- and third-gear skids are freely available.

● A45 S turns in to tight bends, such as T2, flat and fast, inspiring plenty of confidence, and it comes out equally fast thanks to excellent traction and chassis balance.

the time, the centre of gravity feels low, the car's composure largely unflappable, with grip and traction the dominant forces.

But what about Drift mode, which throws as much of the engine's torque to the rear outside wheel as possible? Despite the marketing campaigns, the way this – and all of the more aggressive settings for the AMG Dynamics chassis electronics – mostly manifests is not with armfuls of opposite lock but with an awesome level of neutrality. Through corners, the rear axle can snag the inside brake and push drive to the outside, which essentially eliminates understeer on the road but can sometimes result in glimmers of rotation that require only an opening of steering angle. Of more significance is that, even when driven within the limits of grip, the A45 S feels more involving, serious and sophisticated on the move than any hatchback counterparts, be they driven by both axles or only the front.

COMFORT AND ISOLATION

★★★★☆

Before you've even cast an eye over the improbably big numbers on the spec sheet, both the look and sound of the A45 S suggest it might not brook much compromise for everyday driving. And there's some truth in this.

The heated AMG Performance seats bring a degree of supercar glamour to this hottest of hatches. They are firm but widely adjustable and supremely supportive, providing comfort over long distances. Large wheels, firm springs and firm suspension mounts mean road roar is inevitable, however, and anybody acclimatised to Volkswagen's Golf R will find the A45 S a noisy, somewhat busy cruiser.

But as we've discovered, this AMG is not a Golf R rival, and when you consider the fearsome performance and more hardcore character of the A45 S, you realise relative usability is one of the car's greatest strengths. With the dampers in Comfort, the ride remains resilient but rarely if ever is it punishing – even at town speeds, which is where the old A45 tripped up – and day-to-day, the car demonstrates the softer side of its split personality. With the A45 S, you get a dose of normality that owners of the Renault Mégane RS Trophy and 718 Cayman must occasionally long for. The A45 S further impresses with the fine-tuning of its driving controls. Natural pedal and steering response at everyday speeds contributes to the overall ease of use.

BUYING AND OWNING

★★★☆☆

Whether or not you take serious issue with the £50,570 sum that Mercedes asks for the A45 S will come down to personal perception. Some might consider that reasonably good value for a practical, 416bhp all-weather performance car. Others might simply laugh in disbelief at the prospect of paying more than £50,000 for what is essentially a hot hatchback on anabolic steroids – even one with a premium badge.

That buys you only the basic A45 S, too. Our Plus-spec test car raises the price to £56,570, although you do gain adaptive dampers, the AMG Aerodynamics package, a Burmester sound system and more besides as standard. However, it's worth noting that you'd still be able to buy an A110, M2 Competition or 718 Cayman S – all incredible driver's cars in their own right – for similar money, or an Audi RS3 for over £10,000 less.

As for fuel consumption, our test car averaged 31.1mpg overall and recorded 41.5mpg touring economy. Combined with its 51-litre tank, that latter figure makes for a theoretical maximum range of 466 miles. →

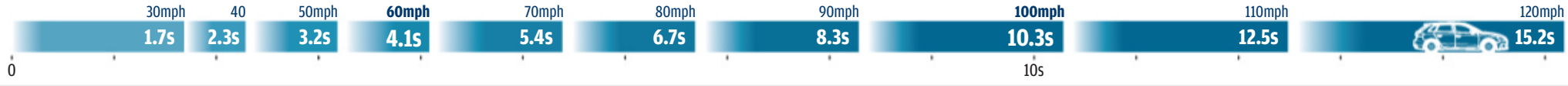
ACCELERATION

Mercedes-AMG A45 S 4Matic+ Plus (12deg C, damp)

Standing quarter mile 12.6sec at 103.9mph, standing km na, 30-70mph 3.3sec, 30-70mph in fourth 6.2sec

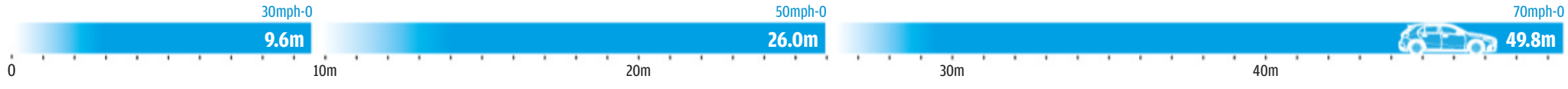
Ford Focus RS (13deg C, damp)

Standing quarter mile 14.0sec at 100.3mph, standing km 25.6sec at 127.8mph, 30-70mph 5.2sec, 30-70mph in fourth 7.8sec



BRAKING 60-0mph: 2.94sec

Mercedes-AMG A45 S 4Matic+ Plus (12deg C, damp)



Ford Focus RS (13deg C, damp)

Data log

MERCEDES-AMG A45 S 4MATIC+ PLUS

On-the-road price	£56,570
Price as tested	£56,570
Value after 3yrs/36k miles	£29,350
Contract hire pcm	£577.14
Cost per mile	na
Insurance	41E, £1015

TYPICAL PCP QUOTE

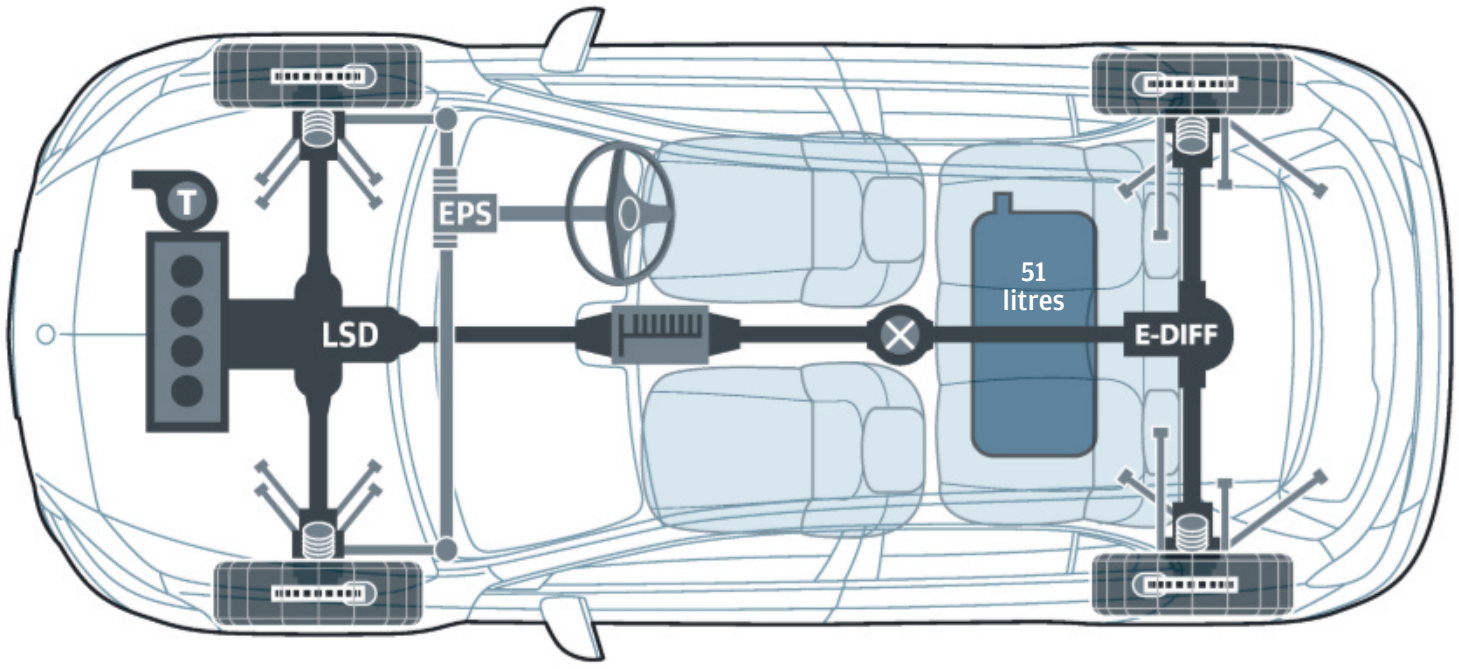
Three years/36,000 miles £927.32

This quote comes from Magnitude Finance, not Mercedes. A £5657 deposit will put an A45 S 4Matic+ Plus on your drive for a little under £930 per month on the above terms. The final optional buyout comes to £26,266.48.

EQUIPMENT CHECKLIST

AMG speed-sensitive steering	■
Adaptive damping suspension	■
AMG Dynamic Select modes	■
19in forged alloy wheels	■
AMG Night package	■
AMG Aerodynamics package	■
Panoramic glass sunroof	■
AMG exhaust with valve control	■
Multibeam LED headlights with Adaptive Highbeam Assist Plus	■
AMG Performance seats	■
AMG Performance steering wheel	■
Burmester sound system	■
MBUX multimedia system	■
10.3in instrument display	■
Apple CarPlay and Android Auto	■
AMG steel sports pedals	■

Options in **bold** fitted to test car
■ = Standard na = not available



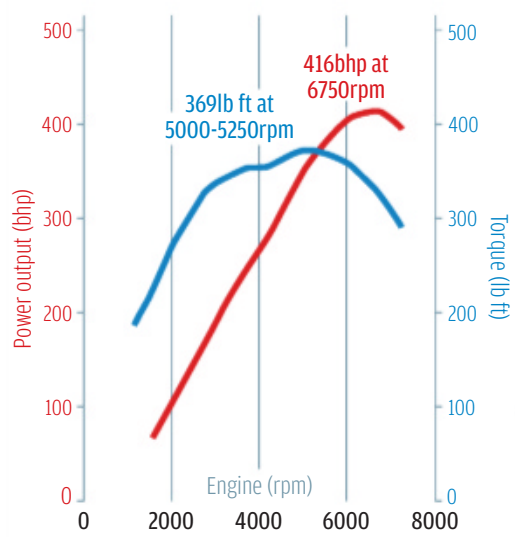
TECHNICAL LAYOUT

Transverse engine is mounted 'backwards' compared with the A35 and other A-Class models, with the aim of improving airflow and response. Torque is delivered through an eight-speed dual-clutch transmission to the front wheels via a limited-slip differential, but a propshaft constantly rotating at the geared speed can channel up to half that torque to the rear, where two clutches can siphon it from side to side.

ENGINE

Installation	Front, transverse, four-wheel drive
Type	4 cyls in line, 1991cc, turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	83.0mm/92.0mm
Compression ratio	9.0:1
Valve gear	4 per cyl
Power	416bhp at 6750rpm
Torque	369lb ft at 5000-5250rpm
Redline	7000rpm
Power to weight	254bhp per tonne
Torque to weight	226lb ft per tonne
Specific output	209bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	13.1mpg
	Touring	41.5mpg
	Average	31.1mpg
CLAIMED	**Low**	23.2mpg
	Mid	32.1mpg
	High	37.7mpg
	Extra high	33.6mpg
	Combined	32.5-33.6mpg
	Tank size	51 litres
	Test range	349 miles

EMISSIONS & TAX

CO_2 emissions	192g/km (NEDC eq)
Tax at 20/40% pcm	£349/£698

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1635kg /1661kg
Drag coefficient	0.35
Wheels	8.5Jx19in
Tyres	245/35 ZR19 93Y, Michelin Pilot Sport 4S
Spare	Inflation Kit

TRANSMISSION

Type 8-spd dual-clutch automatic
Ratios/mph per 1000rpm
1st 6.53/4.8 **2nd** 4.58/6.9 **3rd** 3.01/10.4
4th 2.11/14.9 **5th** 1.53/20.5 **6th** 1.20/26.1
7th 0.94/33.4 **8th** 0.74/42.3
Final drive ratio 2.44:1

SUSPENSION

Front Double wishbones, coil springs, anti-roll bar
Rear Multi-link, coil springs, anti-roll bar

BRAKES

Front 360mm ventilated, drilled discs
Rear 330mm ventilated, drilled discs
Anti-lock Standard, with brake assist
Handbrake type Electronic
Handbrake location Dashboard

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	11.5m

SAFETY

ABS, EBD, ABA ESP with ASR, TCS
Euro NCAP crash rating 5 stars
Adult occupant 96% **Child occupant** 91%
Vulnerable road users 92% **Safety assist** 75%

CABIN NOISE

Idle 45dB **Max rpm in 4th gear** 93dB
30mph 65dB **50mph** 67dB **70mph** 71dB

ACCELERATION

MPH	TIME (sec)
0-30	1.8
0-40	2.4
0-50	3.2
0-60	4.1
0-70	5.1
0-80	6.4
0-90	7.8
0-100	9.3
0-110	11.3
0-120	13.6
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.6	2.7	4.6	-	-	-	-
30-50	-	2.1	3.4	6.5	10.1	-	-
40-60	-	2.0	3.0	4.9	8.5	14.6	-
50-70	-	2.0	2.8	4.2	7.3	13.4	25.1
60-80	-	-	2.8	4.1	6.1	11.8	23.8
70-90	-	-	2.8	4.0	5.8	10.5	-
80-100	-	-	2.9	4.1	6.1	9.5	-
90-110	-	-	-	4.3	6.3	-	-
100-120	-	-	-	4.4	6.6	-	-
110-130	-	-	-	-	-	-	-
120-140	-	-	-	-	-	-	-
130-150	-	-	-	-	-	-	-
140-160	-	-	-	-	-	-	-

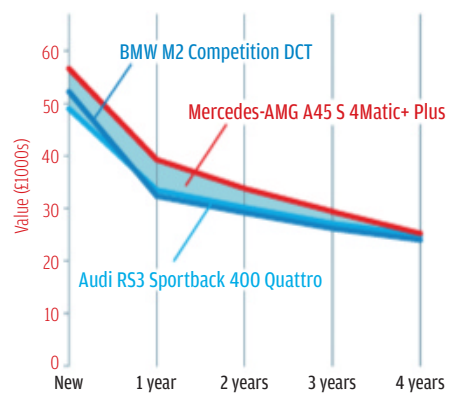
MAX SPEEDS IN GEAR

1	**34mph** 7000rpm
2	**48mph** 7000rpm
3	**73mph** 7000rpm
4	**104mph** 7000rpm
5	**143mph** 7000rpm
6	**168mph** 6427rpm
7	**168mph** 5023rpm
8	**168mph*** 3970rpm

* claimed

RPM in 8th at 70/80mph = 1654/1891

RESIDUALS



● AMG performs competitively, but the cheaper RS3 retains a bigger share of its original value than the A45 and the M2.

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 A45 S 4Matic+ Plus, contact Mercedes-Benz Cars UK Ltd, Tongwell, Milton Keynes, MK15 8BA (00800 9777 7777, mercedes-benz.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 5463

Read all of our road tests autocar.co.uk

VERDICT ★★★★½

AMG brings its hottest hatch yet to life without harming usability

If the Mercedes-AMG A45 S does go down as the most powerful combustion-engined hot hatch in history, it will be worthy of its fame. This potent 2.0-litre engine may not sing, but the performance it spawns is remarkable and there's character in the heady power delivery, if not quite as much as we'd like in the exhaust note. Perhaps the most impressive element of all, however, is how tractable and well mannered this complicated and brutally stressed driveline is when it isn't being fully exercised.

Indeed, it's the all-round usability of this package that will make A45 S ownership so tempting to many. Given its cast-iron control of the body at speed, the chassis demonstrates genuine compliance. The loss of half a star is only because, although the A45 S delivers more driver appeal than most hot hatchbacks, it is not quite up there as a £50,000 sports car. As an ownership proposition, it must therefore be considered as a practical four-seater rather than just as a purist's driving machine. That said, those in need of a supersonic hatchback should look no further.

Testers' notes

SIMON DAVIS
The A45's eight-speed dual-clutch automatic is so much better than the seven-speed gearbox fitted to lesser 35 models. Shifts are far slicker and I didn't find myself inadvertently banging into the limiter quite as much, either.

RICHARD LANE
Lose the wing and canards that come with the aero pack, choose a colour less searing than Sun Yellow and you're left with an ordinary-ish-looking hatch that'll tear chunks out of cars costing twice as much. I can see the appeal...

Spec advice

The less powerful A45 isn't on sale in the UK, so the only big question is whether to splurge extra to get a Plus model. Given that it's the only route to the forged wheels and adaptive dampers – and that Plus models will be worth more at resale time – it's probably worth splurging.

Jobs for the facelift

- Broaden the torque curve a bit.
- Slim down the choice of drive modes.

ROAD TEST RIVALS

Verdicts on every new car, p82

1 BMW M2 COMPETITION
Revised suspension and an M4 engine transform an excellent sports car into one that's truly exceptional. Old-school fun and good value.
★★★★½

2 HONDA CIVIC TYPE R
Neither as fast nor as complex as the A45 S but phenomenally rewarding for a front-driven machine and oozes maturity and poise. More affordable, too.
★★★★½

3 MERCEDES-AMG A45 S
Feels worthy of the AMG badge and a true M2 rival in terms of pedigree, even if its handling is not quite so expressive. Scores high on usability and raw pace.
★★★★½

4 FORD FOCUS RS M520
Mountune enlists a new turbo for this extreme makeover of the Mk3 RS, which outguns even the AMG for power and does so with good practicality.
★★★★☆

5 AUDI RS3 SPORTBACK
Monstrous five-pot engine lends the RS3 inimitable character, but a firm ride and inert handling prevent it from challenging the best at this price.
★★★★☆

	1 BMW M2 COMPETITION	2 HONDA CIVIC TYPE R	3 MERCEDES-AMG A45 S	4 FORD FOCUS RS M520	5 AUDI RS3 SPORTBACK
Price	£51,425	£31,870	£56,570	£5975 (plus donor car)	£44,290
Power, torque	404bhp, 405lb ft	316bhp, 295lb ft	416bhp, 369lb ft	520bhp, 516lb ft	394bhp, 354lb ft
0-62mph, top speed	4.4sec, 155mph	5.8sec, 169mph	3.9sec, 168mph	4.2sec, 170mph (est)	4.1sec, 174mph
CO_2, economy	233g/km, 27.1mpg	178g/km, 33.2mpg	192g/km, 32.5-33.6mpg	na	195g/km, 29.7mpg

PUMP UP T

The big-selling supermini class is awash with new metal and offers rich pickings

PHOTOGRAPHY LUC LACEY,

THE VOLUME

for buyers. **Matt Saunders** rounds up nine contenders and chooses the best

MAX EDLESTON

Someone has just cleared out the memory cache and pressed the refresh button on the European market for small, affordable hatchbacks.

The Renault Clio, Peugeot 208 and Opel/Vauxhall Corsa are consistently three of the segment's top-six annual sellers, between them accounting for more than three-quarters of a million cars sold on this continent alone last year. And in an interesting convergence of timing, all three have been replaced by new-generation models built on all-new platforms over the past four months. Since all three are now officially on sale here in the UK, we thought it was about time we introduced them to each other and found out how the sudden flurry of renewal is affecting the prevailing class order.

So here we are. Those newbie superminis will meet three other longer-established sales heavyweights over the following 10 pages – namely the Ford Fiesta, Volkswagen Polo and Toyota Yaris (all of which are 200,000-plus annual-unit European operators) – and also a trio of slightly smaller-selling but no less interesting rivals: the Seat Ibiza, Hyundai i20 and Nissan Micra. So whether you're a sucker for a fresh arrival as a cue to replace the family's short-hopper runabout, or you bought one not so long ago and you're keen to find out how your car stacks up against the latest arrivals, there should be plenty to keep you interested here.

Two days of back-to-back driving and measuring has revealed to me – and is about to reveal to you, I hope – how much more spacious, refined, easy to drive and dynamically accomplished the best small cars now are than they were even five years ago. It should also attest to the fact that you can still have an awful lot of simple at-the-wheel fun in a great supermini despite having spent an awful lot less than you might think – as long as you know which to buy. →

THE KNOCKOUT ROUND

Ageing Yaris looks slab-sided next to more recent rivals

9th

TOYOTA YARIS 1.5 VVT-i Y20 BI-TONE

Efficiently packaged but funny looking with it and antiquated in more ways than one. Avoid until the all-new model arrives.

★★½☆☆

Price £17,580
Typical monthly PCP £237 (£2000 deposit, 3yrs/24,000 miles)
On sale Now
Engine 4 cyls in line, 1496cc, petrol
Power 110bhp at 6000rpm
Torque 92lb ft at 4000rpm
Gearbox 6-spd manual
Kerb weight 1095kg
0-62mph 11.7sec
Top speed 109mph
Economy 45.5-47.0mpg (WLTP)
Indicated test economy 44.0mpg
CO_2 WLTP figures tbc
Typical rear leg room 680mm
Rear head room 960mm
Boot length, width 640mm, 1030mm

WE'LL START THIS test in what feels like the very beginning of the last decade, which, handily enough, was when Toyota introduced the current, third-generation Yaris. There's an all-new version along later this year, making this exercise somewhat unfortunately timed for Toyota because it had to put up a car on the eve of replacement against a field of competitors the next oldest of which is probably only half as long of tooth.

It isn't just that the Yaris looks and feels old that might begin to explain its tail-end ranking here, though; more that it is such a different car to everything else gathered in so many ways. It was designed before the premium-era deification of the volume supermini, when introducing a small hatchback that put clever packaging ahead of outward style was much more common (it wasn't so long before this, remember, that mini-MPVs were a thing). The Yaris is, therefore, a tall, narrow and slab-sided looking thing, with a notably higher roofline and more upright driving position than anything else in the field. It looks, well, odd. And, granted, it does offer good interior space as a result of that outward awkwardness, but, as our measurements show, more modern rivals have hit similar spaciousness without such styling compromise.

The Yaris's dashboard is also quite antiquated-looking, with lots of grey plastic mouldings and almost nothing to inject material sparkle or richness. Its infotainment system likewise looks pretty ancient, while the car's standard equipment roster even omits an 'automatic' setting for the headlights. This seems a churlish thing to complain about, and it may well be that the car would shut off its dipped beams automatically on locking in any case. But imagine that: manual headlights on a new car in 2020. It's like 1992 all over again.

The Yaris's driving experience is adequate in isolation but notably poorer than its opponents when compared. The normally aspirated four-cylinder petrol engine is short on torque and sounds reedy and buzzy, making progress slow. The body is quick to roll when you're cornering, making you aware that you're managing a high centre of gravity as soon as you turn in. Real-world fuel economy is middle-of-the-road, and value for money likewise.

Toyota: Autocar's supermini mega- test wooden spoon is yours to cherish – at least until the next time.

Odd looks boost rear room, at least

Dashboard lacks material flashiness and the tech is dated

8th

NISSAN MICRA DIG-T 117 N-SPORT

Eye-catching looks but lacking in refinement, practicality and much in the way of dynamic appeal. Not the junior driver's car it could or should be.

★★★☆☆

Price £19,010
Typical monthly PCP £250 (£2000 deposit, 3yrs/24,000 miles)
On sale Now
Engine 3 cyls in line, 999cc, turbocharged, petrol
Power 115bhp at 5250rpm
Torque 148lb ft at 1750-3750rpm
Gearbox 6-spd manual
Kerb weight 1100kg
0-62mph 9.9sec
Top speed 121mph
Economy 47.9mpg (WLTP)
Indicated test economy 44.0mpg
CO_2 WLTP figures tbc
Typical rear leg room 630mm
Rear head room 870mm
Boot length, width 660mm, 1000mm

SECOND OPINION NISSAN MICRA
Compared with the swathes of black plastic seen elsewhere in this test, the Micra's Alcantara dashboard treatment really stands out – so it's a shame the driving experience isn't as focused. Despite having one of the more powerful engines, a disappointing soundtrack means there's little to be gained from pushing it hard. **TM**

NISSAN'S PSEUDO-SPORTY Micra N-Sport was the only kind of Micra that could be supplied for this exercise. It wasn't that we were setting up Nissan for a fall by deliberately including a car that might look pricey and feel a bit one-dimensional here; it was rather that previous test experience has suggested that the current Micra is a car strong enough to deserve to feature, but this was the only version with which it could.

It certainly still looks the part – modern and distinctive, to these eyes at least, which is all the more impressive when you consider how much fresh metal has been crammed into the supermini segment since this little Nissan first appeared at the Paris motor show in 2016. The dark-finished 17in alloy wheels and sporty, lowered stance help win it some sideways glances, while the car's quirkily styled interior – cramped though it is for those in the back – is no embarrassment, at least in the way that it looks and feels.

Nissan's rear quarters are cramped

That N-Sport billing and £19k asking price ought to have made this one of the more engaging cars in this field to drive, but it didn't really get close to the better dynamic acts in terms of driver appeal. The Micra's driving position isn't bad and its steering is well-paced and quite precise and linear with it.

Body control lets the car down, though, with Nissan's lowered sporty suspension causing too much restless animation in the ride over choppy surfaces for any overriding sense of composure to filter through. Head toss is a persistent problem on country roads, while the chassis' lack of settled compliance at motorway speeds can also become trying.

The car's 1.0-litre turbocharged engine should have put it in a position of strength on outright performance, but it was wheezy-sounding and lacked real sporting character, and while it is torquey when on song, it was also given to quite sudden boosting and surging on part-throttle and didn't end up making for the most intuitive drivability. →

If you need to carry adult passengers in the back, the Hyundai and Toyota will serve you joint best for space. Meanwhile, the Micra is the tightest for rear head room, and the Peugeot worst of all for rear leg room.

The cabin has a quirky look and the driving position isn't bad

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None of the cars tested squeezed under a tonne for kerb weight, but credit to Hyundai for supplying the lightest. The Clio, conversely, has put on almost 90kg over its like-for-like predecessor.

7th

HYUNDAI i20 1.0 T-GDi PLAY

Lacks any greater ambition than providing practical, servile daily transport and doesn't do it with great sophistication. Nevertheless, the Hyundai is a success of a sort.

★★★☆☆

Price £15,570
Typical monthly PCP £209 (£2000 deposit, 3yrs/24,000 miles)
On sale Now
Engine 3 cyls in line, 998cc, turbocharged, petrol
Power 99bhp at 4500rpm
Torque 127lb ft at 1500-4000rpm
Gearbox 5-spd manual
Kerb weight 1065kg
0-62mph 10.8sec
Top speed 117mph
Economy 47.9mpg (WLTP)
Indicated test economy 43.2mpg
CO_2 WLTP figures tbc
Typical rear leg room 680mm
Rear head room 960mm
Boot length, width 640mm, 1030mm

FEW CARS IN Hyundai's current range have scooped an Autocar group test win – and I bet you wouldn't have guessed that the i20 is one of them. Back when it was launched in 2015, we pulled together a field of budget family transport specialists, among which was the equally new Skoda Fabia, an MG3, a Citroën C4 Cactus and a Dacia Logan MCV. Seemingly quite against the odds at the time, the i20 quietly and competently saw off the lot of them.

The Hyundai has had a new turbocharged three-pot engine since then. It's not the most refined motor of its kind: it chunters and pulsates a little too vociferously not to notice it when it's working away under load and isn't so blessed with mid-range torque as to be saved from regular hard work. From the way it sounds, and even the way it pulls at times, you could almost confuse the Hyundai's turbo engine for an atmospheric one.

On the inside, though, the i20 is roomy and escapes any sense of austerity, which isn't bad considering the value it represents. It has an outsized steering wheel boss not unlike the early airbag ones you used to find on 1990s hatchbacks. It could also do with a dose more material variety and life about the fascia and a dash of colour beyond the strange 1980s-digital-watch-redolent blue backlighting to every switch and instrument, but still this remains a car that offers plenty of equipment, comfort and space.

The i20 doesn't go much above and beyond a pretty functional brief as far as the driving experience goes. Its chassis seems slightly inert and disinterested in its handling compared with some of the field, neither gaining much nor suffering much for its diminutive size. The ride is a touch wooden and clumsy when asked more complex questions by the road surface below, but it is respectably comfy most of the time.

All up, the i20 delivers what it promises to: functional, useful, unambiguous, unpretentious – if somewhat unadventurous – transport for a bargain price. →

The Hyundai is sufficiently roomy

SECOND OPINION HYUNDAI i20
The overall presentation might be lacking in terms of visual appeal, but a mid-life refresh did a lot to keep the i20 relevant. It's impressive just how much equipment you get for your money, especially compared with newer rivals – which bodes well for the successor model that's just around the corner. **TM**

It's not an engaging steer but the ride is comfortable enough

The i20's cabin is a bit bland and the blue backlighting feels dated

SECOND OPINION VAUXHALL CORSA
For previous generations of the Corsa, Vauxhall retuned the steering to better suit British roads, but this latest version is unchanged from the European-spec Opel. As a result, it's ultimately lacking the engagement its rivals manage to deliver, and the Sport mode button does little to remedy that. **TM**

6th

VAUXHALL CORSA 1.2T 100 SRi NAV PREMIUM

Looks expensive as supplied and doesn't quite have the space or the dynamic sophistication to justify its high-ish price. More appealing than it once was, though.

★★★½☆

Price £20,665
Typical monthly PCP £343 (£2000 deposit, 3yrs/24,000 miles)
On sale Now
Engine 3 cyls in line, 1199cc, turbocharged, petrol
Power 99bhp at 5500rpm
Torque 151lb ft at 1750rpm
Gearbox 6-spd manual
Kerb weight 1090kg
0-60mph 10.2sec
Top speed 119mph
Economy 47.9-52.3mpg (WLTP)
Indicated test economy 46.2mpg
Claimed CO_2 WLTP figures tbc
Typical rear leg room 630mm
Rear head room 910mm
Boot length, width 670mm, 1000mm

IF "HOW MUCH?" isn't your instinctive reaction to the rather questionable value proposition posed by the particular Corsa that Vauxhall supplied for this test, you probably haven't looked too closely at what the rest of these cars cost, or indeed what Corsas have tended to cost over the years (ie not much).

The Corsa is the only car in this field whose before-options sticker price is on the wrong side of the £20,000 barrier. It's also the only car here whose monthly finance cost would be on the wrong side of £300 per month. The price is, at least partly, explainable, however. Vauxhall happened to send a fairly high-specification test car into the fray, one whose standard equipment roster included a data-connected touchscreen factory navigation system, adaptive LED headlights and heated and automatic everything. By contrast, that kind of kit only comes at extra cost on most of its opponents.

So cheaper trims are available. The trouble is, even if you were to plump for the more like-for-like SRi trim on your new Corsa, and even taking into account Vauxhall's introductory finance incentives, you'll be asked to pay £250 per month for this car on Vauxhall's main dealer PCP scheme – which would have still put it among the three or four most expensive cars we've gathered. Now, new it may be, and 'nice' it may also be in some ways, but quite that good? Not for this tester, I'm afraid.

Although it has slightly better driving ergonomics than its new Peugeot platform relation (which we'll get to before long), the Corsa disappoints first with its slightly shallow, confined footwells, which leave you a little too close to the pedals for outright comfort and make it a persistent bugbear to get your left foot past the clutch and onto the adjacent footrest. Boot space is good but second-row occupant space is pretty meagre, with leg room in particularly short supply.

The car's 1.2-litre Puretech motor makes strong torque and has plenty of mid-range responsiveness, but the car has only average handling response and ride sophistication, the suspension finding and then fussing over bumps that other cars here simply don't acknowledge.

Rear passengers will want for leg room

Test car's generous kit roster bumped up its asking price

5th

SEAT IBIZA 1.0 TSI 115 FR SPORT

Pricey performance slant doesn't do an otherwise impressive supermini any favours. A spacious and solid interior, but surprisingly coarse, firm and uninspiring to drive.

★★★½☆

Price £19,860
Typical monthly PCP £271 (£2000 deposit, 3yrs/24,000 miles)
On sale Now
Engine 3 cyls in line, 999cc, turbocharged, petrol
Power 113bhp at 5000-5500rpm
Torque 148lb ft at 2000-3500rpm
Gearbox 6-spd manual
Kerb weight 1074kg
0-62mph 9.3sec
Top speed 121mph
Economy 45.6-48.7mpg (WLTP)
Indicated test economy 42.6mpg
Claimed CO_2 WLTP figures tbc
Typical rear leg room 690mm
Rear head room 930mm
Boot length, width 630mm, 1020mm

THE SEAT IBIZA, like the Corsa, was a car whose chances in this test weren't helped by the particular form in which we had to test it.

Considering that it was an Ibiza that took the overall win the last time we did a supermini mega-test like this, back in 2018, you could call the failure of this one to make the final stages a major shock. It certainly seemed that way to me.

All you can do on these occasions is test the cars you've got in front of you, of course, and in the case of the Ibiza that was a car in FR Sport trim with 18in alloy wheels and lowered, stiffened sport suspension as standard. In the event, on Leicestershire's A- and B-roads, the car's wheels and suspension introduced notable dynamic compromises to cabin isolation and ride comfort but didn't elevate the Ibiza's driver appeal to a level at which it might have troubled the most entertaining cars gathered. And that rather doomed Seat's offering to the middle order.

The Seat's cabin has a quality feel

An optimally equipped Ibiza would certainly have finished higher, though. Swapping the rather dark and slightly serious sporty-themed interior of the FR Sport for one of lighter materials might have lifted the car's interior ambience a little and allowed the consistency of its material fit and finish to shine through more clearly. The cabin is certainly good and, with clear and adaptable digital instruments in our test car and a slick and sophisticated infotainment system to complement them, the Ibiza wants for nothing in the way of in-car technology.

Ibiza's FR Sport trim brings good grip and high-speed stability

Instruments are clear and the infotainment system works well

The Ibiza also has quite striking 'big-car' qualities when you drive it: the torquey strength and high-range fizz of the engine are just a couple of them, and the slick six-speed manual gearbox, high grip levels and striking high-speed handling stability being others. It was undeniably very noisy-riding on FR Sport spec's 18in rims, however, as well as quite firm and restive in its tetchy-feeling body movements over even minor lumps and bumps in the road surface.

This is nonetheless an otherwise very complete, handsome and practical car, and one that deserves a more rounded dynamic temperament – and in other derivative forms in which we've tested it previously, we know the Ibiza has exactly that. On this evidence, prospective Seat buyers with versatile everyday use in mind would clearly be well advised to avoid the sportier end of the Ibiza model spectrum. →

> "The Ibiza has quite striking 'big car' qualities when you drive it"

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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.

SECOND OPINION PEUGEOT 208
The 208's distinctive dashboard layout may divide opinion, but it gives the illusion of more cabin space than there really is, and there's no denying it has visual appeal over most rivals. It does, however, complicate what should be intuitive controls by offloading them to the touchscreen. **TM**

4th

PEUGEOT 208 PURETECH 100 ALLURE

Genuinely upmarket in some ways and fairly classy to drive but puts style before substance in too many ways to displace any of the class's leading lights.

★★★½☆

Price	£18,850
Typical monthly PCP	£268 (£2000 deposit, 3yrs/24,000 miles)
On sale	Now
Engine	3 cyls in line, 1199cc, turbocharged, petrol
Power	99bhp at 5500rpm
Torque	151lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1090kg
0-62mph	9.9sec
Top speed	117mph
Economy	46.6-53.0mpg (WLTP)
Indicated test economy	44.6mpg
CO_2	WLTP figures tbc
Typical rear leg room	610mm
Rear head room	910mm
Boot length, width	660mm, 1010mm

WE'VE ALL GOT that friend who thinks they can sing (if you can't think who it is, just put down the microphone). They had a bash at Angels at a karaoke night a few years ago; people were too kind to tell them precisely how terrible they were. Now they think they've had a revelation. And every time you tell them to stop, they just up the ante; gets vocal coaching; joins a band; ends up in one of those X Factor blooper reels. There's just no telling them.

That, in a nutshell, is where Peugeot now is with its i-Cockpit control layout. It gave it a whirl, there was a mixed reaction, it filtered out the recurrent and persistent negative feedback and declared it brilliant. And now it has gone all-in with the system on the new 208 by not only digitising it but also stylising the raised instrument binnacle (so it now looks a bit like Johnny 5 from Short Circuit) – and adding a 3D-rendered graphical speedo, no less. I'm not sure how readable the result really is because looking at it made my eyes feel funny. But I do know it remains annoyingly easy to obscure the instruments with your hands when you're steering around a corner.

Much as it would be cruel to suggest that the razzmatazz-before-readability of the 208's instrumentation is somehow typical of a car that will inevitably have plenty of showroom appeal but which might not impress in daily use as much as others... Well, it wouldn't be entirely inaccurate.

Let's get it straight: this is a very pretty, plush, desirable and materially appealing supermini. It has crisper handling and a smoother, quieter, better-resolved ride than the Corsa with which it shares its new EMP1 platform, and there's plenty of performance. The car's downsized steering wheel seems oddly combined with what's quite a slow, indirect steering rack, but it becomes reasonably intuitive to drive once you're used to the slightly curious arrangement of the controls.

The 208 has a plush, quality feel inside

But it's the layout of those controls, and their lack of fine-tuning, that lets the 208 down as much as anything. The narrowness of the footwell and shortage of room around the clutch pedal, the stodgy, over-assisted feel of the brakes, the long-armed, short-legged, bunched-up driving position: Peugeot was clearly at pains to build up what it thought would impress people on a test drive but evidently less concerned with at least some of the car's less showy fundamentals. And when close rivals now show quite different priorities, that simply cannot go unnoticed. →

The pedals are cramped and i-Cockpit feels like a failed experiment

> “You could make a convincing case that any one of the three should be our ultimate winner”

THE FINAL SHOWDOWN

The truth is, there isn't only one outstanding small car in this group; there are three of them (if you'll allow the slightly contradictory waft of that suggestion). The Renault Clio, Ford Fiesta and Volkswagen Polo make up a triumvirate of strength so readily apparent that there could be little doubt, in the end, about which cars should make up this top-three showdown. That can only be fantastic news for the European motoring public, because between them these three will drive up class standards in a way that's likely to make your next new small car better whichever one it happens to be.

You could make a pretty convincing case that any one of them should be our ultimate winner. In fact, why don't I give it a try? Then you can simply decide which argument you like the sound of best.

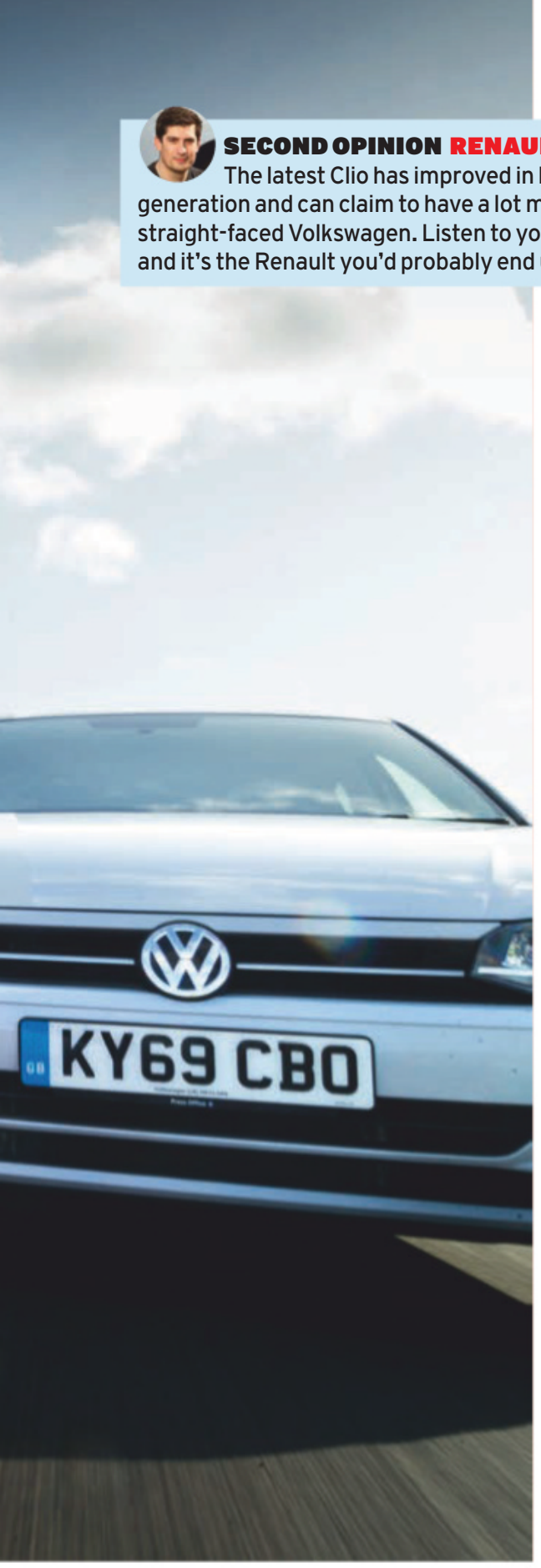
Among the new Renault Clio's lures are its handsome styling, its smart and nicely laid-out cabin and its natural-feeling, intuitive handling – but chief among them is actually value for money, which is a selling point so many European supermini makers seem increasingly uninterested in. This isn't quite the cheapest car in the whole field but, when you weigh all of its qualities against what it costs (it's the only car in our top three that can be bought for less than £15,000 at its manufacturer's suggested retail price), you'll soon appreciate that it's a bit of a bargain. Yes, MSRP is only a guide to what you might actually pay for one of these cars, and not a great guide at that, but it's what we've got. Brand-new superminis aren't normally so competitively priced.

There is a likeable sense of simplicity and understatement about the Clio's interior, which distinguishes itself with an abiding and consistent level of perceived quality that's a little above average for the class. Even more powerfully, though, it does so with a first-class ergonomic layout and a very fine driving position. You don't normally get to sit so low and straight-legged in a packaging-conscious small hatchback, with such a well-located and perfectly proportioned steering wheel, well-set pedals and a high-rising and convenient gearlever, with your elbow and other contact points so ideally supported.

The car's instruments are simple and clear. Its touchscreen infotainment system is not as large or graphically appealing as some but is intuitive enough to use so as not to be distracting. Moreover, almost every important switch and button around the cabin has been moved from the funny old locations in which Renault used to hide them to new ones right where you expect them to be. The cruise control toggle isn't on the centre console any more but up on the steering wheel spoke. There are big, smart-looking, easily grabbed ventilation controls and chrome-finished window switches to match, both of which inject a bit of classy lustre. It's very much as if Renault has finally found an accurate French translation for feng shui.

On the road the Clio impresses with precise, perfectly paced steering. There's also good drivability from a turbocharged

SECOND OPINION RENAULT CLIO
The latest Clio has improved in leaps and bounds over the previous generation and can claim to have a lot more character than the more straight-faced Volkswagen. Listen to your heart rather than your head and it's the Renault you'd probably end up in. **TM**



The Renault steers nicely and its three-pot turbo pulls well

engine that has more than adequate accessible torque, albeit perhaps less of it than rivals and with only a five-speed gearbox to channel it through. Mechanical refinement is surprisingly well-suppressed, too (although the sometimes slightly noisy, occasionally uppity ride takes the edge off that), and there's an abiding sense of intuitiveness in its general operation. It could be quicker, more fluent in its ride and bigger in the back, granted. But for what it costs, it's got a hell of a lot going for it.

The Polo, of course, might have even more strengths on which to draw. It'll come as no surprise to long-time readers that we're praising its merits now; that a Polo will provide comfortable, practical, solidly built family transport remains as dependable as bad weather on a British bank holiday. Well, this one rises unassumingly above the standards of other small cars with its interior roominess, its well-rounded comfort and civility, its easy drivability, its perceived quality and infotainment sophistication and more. The Polo is, in short, now a fully fledged downsized Golf-a-like in that you could give it at least eight and a half out of 10 for anything.

Polos have also tended to come at a slight premium over the supermini class's going rate – but not so much our test car. VW's Beats specification addresses the car's two biggest potential weaknesses by filtering in some extra material colour and vivacity into the cabin, rendering it less serious in its ambience, and also bundling together most of the equipment you might want, all for a pretty reasonable price.

You have to pay extra for the 8.0in Discover Navigation touchscreen infotainment system our test car had, but not for the 16in wheels, the sports seats or the decals. No Beats specification would be complete without an audio upgrade including a subwoofer, of course, and the Polo's sits in the boot where it prevents you from dropping down the variable floor and eats up a bit of available carrying space, annoyingly. Even so, I'm sure this is exactly how many Polo owners might order their car.

According to our tape measure, there is 70mm more 'typical leg room' (we measure it with the front seat set midway for cushion height and for a metre of front leg room) in the VW's back row than there is in the Renault's, and significantly more head room offered by either the Renault or the Ford – and if you're going to carry bigger kids or even smaller adults around, those measurements are enough to make a notable difference in any car this size.

The Polo is also arguably the most comfortable-riding car on test →

The Fiesta's cabin does nothing to grab you but the gearshift is great

The Ford isn't the roomiest, either

The VW is accommodating in the rear

Beats trim adds youth appeal and extra kit to the Polo

For owners with young kids and pushchairs, the Clio offers quite a lot more boot space than either of its showdown rivals: 366 litres of capacity versus 351 for the VW and just 292 for the Ford, and quite a lot more loading length behind the back seats.

The Clio is a touch cramped in the back

Renault's controls are ideally placed and the instruments are clear

The Ford handles best by far but that alone isn't enough for the win

← (although such things are a little subjective), and it recorded the best on-test indicated fuel economy. It gives up very little to any other rival in the class on mechanical refinement or drivability and has as much performance as any small car like this really needs with a bit to spare. It isn't much fun to drive, with slightly softened handling responses and filtered, isolated controls, but it is at least very easy to drive. It looks smart. It's a VW, so it's a little bit desirable. That's plenty to be going on with, isn't it?

Now to the Fiesta. You'll have a good idea how this argument's going to run, too, I bet. And yet I continue to be amazed by how Ford of Europe can manage to make an otherwise very ordinary and modestly priced hatchback that's built in Cologne so plainly and comprehensively out-handle its competitors. It has been doing so for decades now. The last time there was a duff one (as far as I read at the time), I'd not long started secondary school – and I'm now perilously close to 40. And today, even if you buy pretty much the most ordinary Fiesta going (a car in base-level Trend trim with a few options and with Ford's much-praised 1.0-litre Ecoboost engine, as tested), you still get something that can dynamically dominate absolutely every rival – even the ones costing several thousand pounds more.

It isn't that the Fiesta is simply tuned like a little hot hatch, either; it's just better. There's a rubbery, insulated feel to the secondary ride, and just a hint of firmness about the car's vertical compliance – but its damping is so well judged that it makes the overall result entirely comfortable, and it also tells you exactly where Ford chooses to spend its development budget.

There's greater incisiveness about the way this car changes direction than any rival can muster; lateral body control is tauter too, the level of grip seeming at once higher and better balanced than you'll find elsewhere – and yet that comes from a modest quartet of 16in alloy wheels wearing economy-biased Continental tyres.

Responsive, linear, supremely metered performance is delivered by the car's Ecoboost turbocharged triple engine, which feels zesty and keen right up to 5000rpm. It's matched with a six-speed manual gearbox that sports a lovely short, light, rifle-bolt shift quality, the discovery of which feels like finding a £20 note in the pocket of an old coat.

The Fiesta can therefore easily divert you onto a twisty, engaging B-road on any given journey and then light it up with its effortless energy, agility and poise in a way that's significantly beyond even the next best car here. And yet it has been leaning on that old advantage like a crutch, too hard and for too long, to be competitive across the board. The Fiesta's driving position isn't a patch on the Clio's, and neither is it for cabin quality. It's mid-table at best for passenger space and only really presents anything close to segment-leading value these days if you determine to pay significantly less than list price (which, to be fair, probably isn't that hard).

The Fiesta is a pretty functional car conceived for one outstanding selling point, of course, and few would expect the technological and material refinements of the VW – or even the Peugeot we dismissed earlier. Even so, when such all-round accomplishment and completeness is available elsewhere for similar money, you have to recognise that dynamic brilliance alone isn't enough for the Ford. Not any more.

The Clio is a car you could and would recommend to a style-conscious bargain-hunter without much of a caveat; the Fiesta remains the supermini that a keen driver like you or I will probably continue to default to, for reasons as valid and plain today as ever they have been.

But the Polo is the car you could recommend to anyone. It is at once roomier, plusher, more technology-rich, more pleasant to use and more polished to drive than almost any supermini on the road; and it's not the plain and boring, overpriced prospect you might expect, either. The Volkswagen Polo is our new supermini class champion, then – and I wonder how many other new pretenders it will see off yet. A

The Polo feels truly classy inside and it's very easy to drive

3rd A champion for both style and value and commendable for its cabin layout and perceived quality, which is a rare combination. The Clio is now a real class power.

2nd Outstanding driver appeal provides an enduring selling point and puts the Fiesta in a class of one for some. Too ordinary in other, more pedestrian ways to top the order, though.

1st Accomplished, spacious, refined and desirable Polo has selling points across the board and several rivals beaten on price. The true class of the field.

Driver engagement isn't the VW's thing, but it rides nicely

	Volkswagen Polo 1.0 TSI 95 Beats	Ford Fiesta 1.0 Ecoboost Trend 5dr	Renault Clio 1.0 TCe 100 Iconic
	★★★★½	★★★★☆	★★★★☆
Price	£17,920	£16,995	£16,495
Typical monthly PCP	£246 (£2000 deposit, 3yrs/24,000 miles)	£223 (£2000 deposit, 3yrs/27,000 miles)	£214 (£2000 deposit, 3yrs/24,000 miles)
On sale	Now	Now	Now
Engine	3 cyls in line, 999cc, turbocharged, petrol	3 cyls in line, 999cc, turbocharged, petrol	3 cyls in line, 999cc, turbocharged, petrol
Power	94bhp at 5000-5500rpm	94bhp at 5500rpm	99bhp at 5000rpm
Torque	129lb ft at 2000-3500rpm	125lb ft at 1500rpm	118lb ft at 2750rpm
Gearbox	5-spd manual	6-spd manual	5-spd manual
Kerb weight	1155kg	1125kg	1178kg
0-62mph	10.8sec	10.5sec	11.8sec
Top speed	116mph	114mph	116mph
Economy	49.6mpg (WLTP)	55.4mpg (WLTP)	54.3mpg (WLTP)
Indicated test economy	48.0mpg	45.5mpg	43.3mpg
CO_2	129g/km (WLTP)	WLTP figures tbc	117-118g/km (WLTP)
Typical rear leg room	700mm	650mm	630mm
Rear head room	950mm	910mm	910mm
Boot length, width	630mm, 1010mm	670mm, 980mm	720mm, 1010mm

CRUNCH TIME

What happens when a car eventually reaches the end of its life? **John Evans** drives a Vauxhall Zafira on its final journey to the crusher and winces at its last moments

PHOTOGRAPHY LUC LACEY

As an Autocar reader, you'll understand how it felt to be the last person to turn off the Zafira's engine for the final time. I thought of the countless occasions it had been turned off over the past 99,000 miles and 18 or so years but always with the certainty of being restarted. Turned off after taking the kids to the theme park, on holidays, to the shops, to Grandad and Grandma's at the weekend. Turned off after the drive to work each day, to the airport from time to time and to the garage for routine, and not so routine, work.

And now turned off for the very last time here at a vehicle recycling centre, where a car goes to be stripped, crushed and recycled but with no previous keepers present to pay tribute to its faithful service. Instead, that duty fell to me.

I'd grown quite fond of it over the past 20 or so miles when, in the company of lensman Luc, I drove it from ASM Auto Recycling, which lent it to us, and coaxed it around south Oxfordshire, mindful of its engine and low fuel warning lights blazing away. It reminded me of the Y-reg Zafira 1.8 Comfort auto I'd owned years ago. That car was a faithful and much loved family chariot. My wife cried when, eventually, we part-exchanged it for a Zafira 2.2 Design auto. I cried, too, when, some years later, the 2.2's timing chain tensioner failed to the tune of £2000.

Back to today's Zafira and Luc and I were looking for a graveyard. It's was Luc's idea. He thought the old Vauxhall framed by tombstones would make a great shot. Eventually, we found the perfect spot – a huge, 20,000-plot cemetery with good sight lines. It was in Cowley, a mile or so from the Mini plant. It being the first working day of a post-Brexit Britain, we tried not to read too much into their proximity...

The Zafira was registered on Jersey plates so has had an MOT test only once in its life, when the island introduced it last year. That being so, the engine warning light could only have come on since. An oxygen sensor issue, perhaps? The car's rumbly drop links – a Zafira/Astra weak spot – must have escaped the tester's attention since the bushes had clearly perished years before. Otherwise, it bowled along without complaint, causing us to reflect yet again on the pleasures of banger ownership, at least until the thing goes pop and you wish, instead, you'd put down what it cost as a deposit on a PCP.

Pics taken, I started the Zafira for the last time and we headed out of the graveyard to its final destination:

WHY WE SHOULD USE MORE DEAD CARS AS 'ORGAN DONORS'

As its name implies, ASM Auto Recycling doesn't just crush cars: it recycles them, too. With the rest of the salvage industry, it's encouraging insurers and garages to favour the parts it recovers (and inspects, tests and guarantees) from cars over new ones when repairing vehicles. Doing so would bring the UK into line with France, where the use of recycled parts is now mandatory, and the US, where the practice has been widespread for decades.

The industry reckons increasing the use of recycled parts by 10% could save almost 190,000 tonnes of CO_2 emissions every year produced from the manufacture of new parts and, if insurers can be persuaded to use them, help avoid write-offs and perhaps even lower the cost of insurance premiums and excesses.

To encourage customers to make the switch, the Vehicle Recyclers' Association, a trade body, is developing a certification scheme for vehicle recyclers to ensure greater consistency and reliability of service, including the quality and description of parts, and to allow buyers to distinguish professional sellers from 'all the rest'.

ASM Auto Recycling, near Thame. ASM is one of the country's busiest and most advanced vehicle recyclers, processing hundreds of end-of-life vehicles every week, auctioning write-offs to the repair industry and stripping, checking and reselling used parts to the trade and the public.

On arrival, our first stop was the company's prepping centre. Here, cars are cleared of personal effects and anything that might cause a fire. ASM's prep team showed me a van whose floor was littered with spent nitrous-oxide cartridges... Less dangerous personal effects are bagged up and held for six months awaiting possible collection by their owners. They filled one wall of the prepping centre. Among them were child car seats and buggies.

The Zafira's personal effects extended only to a novelty strawberry dangling from the rear-view mirror, so the prep team waved it through to the next stage – but not under its own steam. Instead, a forklift approached it from the side, picked it up and carried it down the hall to Paul, who set about lowering its windows for the final time – "so the glass doesn't explode when it's grabbed outside" – and removing the fuel cap, wheels and battery. Behind him were bins full of wheel nuts, alternators, air-con compressors, space-saver spares and even jump leads, all harvested from scrapped vehicles.

> "A grabber plunged through the roof and ripped out the dashboard"

Now the Zafira was ready for its date with Simon, elsewhere in the prep centre, who attached its vitals to a large suction pump that drained them of all fluids. To empty the fuel tank, he perforated it with what looked like a large, hollow drill and the fuel was sucked out through a hose attached to its side. Finally, he tapped off the brake discs and the Zafira was ready for the crusher.

Outside, a pair of mechanical grabbers, each controlled by a skilled operative, were flinging end-of-life cars around as if they were Corgi models they'd grown tired of. We watched, appalled, as our Zafira was offered to them. The first swooped on it, picked it up, dropped it and nudged it over. The car was by now almost unrecognisable and ready for the attentions of the second, which plunged its snout through the roof and ripped out the dashboard complete with trailing wiring loom. Then it turned the car over and tore off the back axle. Flipping the car around, it now spied the engine. Its pincers deftly snipped through the mountings and hoses and lifted it out, depositing it on a pile in the corner of the yard.

The other grabber now took over, picking up the car by an A-pillar before raising its steel stabilisers and rolling over to the crusher into which it placed the Zafira's battered carcass. The crusher's huge doors closed and, 30 seconds later, opened to allow the grabber to retrieve the former MPV, now a tangled bale of compressed steel, seats and interior trim. During the course of a single day, this trio of mechanical manglers rips, tears and crushes its way through 125 cars.

And that was our Zafira, reduced from a once-faithful family servant to a 6ft x 3ft metal cube. At least it was quick. Some end-of-lifers are given to the fire service to practise on. It doesn't bear thinking about. A

Zafira is left crushed by the experience

Zafira has windows lowered, its battery, fuel cap and wheels removed and the fluids drained before the smash-and-grab mob step in

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Mild confusion

Regarding the new Impreza e-Boxer, I can't see the benefit of combining Subaru's CVT with mild-hybrid assistance. Belt-driven CVTs suffer quite significant mechanical losses, so at best the battery assistance offsets some of this. Then there's the flat-four engine (effectively two parallel twins sharing a crankcase), which is expensive to make while offering only marginal benefits of smoothness and lower centre of gravity. Finally, the whole package is wrapped in a body that looks pretty much like a Ford Focus or Vauxhall Astra, so the only real USP is the four-wheel drive system.

I've nothing against hybrids or CVTs in principle, so I can't see why Subaru didn't simply adopt [partner firm] Toyota's much better Synergy Drive system, complete with its low-loss geared CVT drive, Atkinson-cycle engine and much more powerful electric assistance.

LP
Via autocar.co.uk

On the wrong cento

For some years, everyone seems to have been obsessed by the Fiat 500, both old and new. As someone of more mature years, I remember when we all used to drive around in little Fiats in Italy, and the best by far was in fact the 600. It was quicker, it was more stable, it actually had some room in it and the Abarth version was a right cracker. In those days, we always regarded the 500 driver as someone who had got it wrong!

John Wallinger
Upton Grey, Hampshire

Crossed wires

Mr Editor Tisshaw was guilty of a couple of uncharacteristic technical lapses in his introduction to the BMW 330e (Our Cars, 5 February). First, the 67bhp electric motor does not "power the 12kWh lithium ion battery". The motor is powered by the battery, except on overrun, when the motor, acting as a generator, provides charge to the battery. Second howler: the motor doesn't "sit on the flywheel". As he explained previously, it is an integral part of the gearbox and thus the drivetrain, which includes the flywheel.

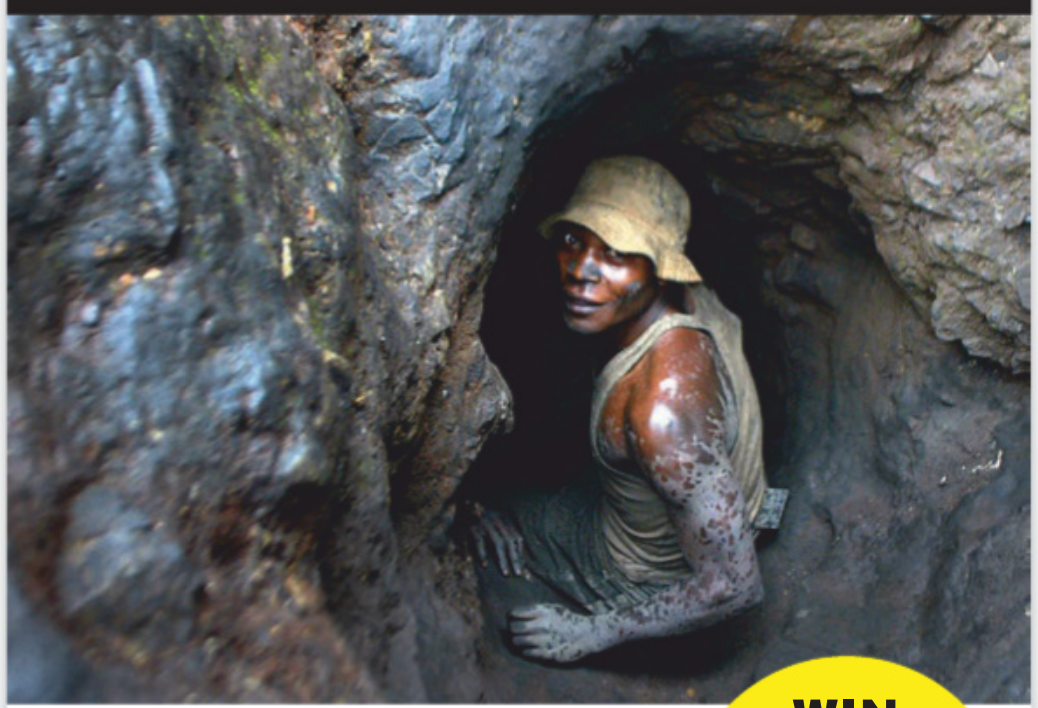
Perhaps Mr Editor should consult Jesse Crosse, whose erudite and concise weekly dissertations on technical matters are my first read each week and always fascinating.

Ian Lovell
Chorley, Lancashire

Abarth 600 was the winner, says John

SHUTTERSTOCK

LETTER OF THE WEEK



The cobalt quandary

While I understand that we must reduce global vehicle emissions, I believe the technology isn't ready. And I don't mean electric cars aren't good enough or that there aren't enough charging stations: I mean electric cars aren't the answer.

Cobalt is a key ingredient of lithium ion batteries. Thirty years ago, it was a worthless element; now it's called blue gold. More than 60% of it is mined in the Democratic Republic of the Congo (DRC), some of it by children and most of it for incredibly low wages, and it's listed by the World Health Organization as a possible cause of cancer.

Obviously, the big battery makers all say their cobalt is ethically mined, but where are they all getting it from if two-thirds of the total global supply comes from the DRC? Somebody must be buying the child-mined stuff. And now they're saying we need more cobalt, so they're looking into the possibility of mining the ocean floor, which would destroy coral beds and harm marine life.

The other possibility is hydrogen vehicles, which are deemed 100% safe and non-toxic. But how safe would a badly maintained, 20-year-old fuel cell be? I've worked in the car parts business for many years and seen that some people are very reluctant to buy essential maintenance items.

Are we cleaning our air by giving people cancer in far-away countries, and perhaps in future by ripping up untouched landscapes hundreds of feet below the sea? Or at the risk of an explosion that could wipe out a small town?

Seems to me the only truly environmentally perfect cars are pedal cars.

Simon Elson
Burton upon Trent

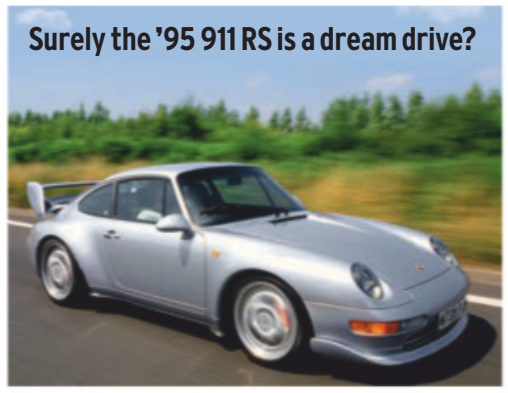
WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

Valet PRO
PROFESSIONAL VALETING SUPPLIES

Fifty sense

One could have predicted that, with Italophile Andrew Frankel as judge, the winner of your 'Top 50 cars to try before you die' (12 February) article was always going to be a Ferrari. The F40 is therefore a logical choice, even if not the right one. What, however, defy logic are some of his other choices. The top 50 contains several uninspiring tubs of lard, including the Bentley Turbo R, Jaguar I-Pace and Dodge Charger, while omitting such wonderful driving machines as the original Honda NSX, Porsche '993' Carrera RS and inimitable LCC Rocket. Dream drive in an original Range Rover? I don't think so!

Gary Williams
Richmond upon Thames


Surely the '95 911 RS is a dream drive?

False economy

What an excellent piece regarding Steve Cropley's time in a Volkswagen Touareg (12 February). I'm getting sick to death of the continual promotion of mild-hybrid and plug-in hybrid vehicles and, to some extent, electric cars as saviours of the planet.

Your recent comparison article (5 February) showed that of the four mild-hybrid SUVs in the test, three have higher CO_2 figures than, and similar fuel consumption to, my Skoda Karoq 2.0 TDI 4x4 diesel. A plug-in hybrid may, with a fully charged battery, achieve excellent fuel consumption, but does anyone think that the battery is charged up every time it has done 30 miles or so, which it would have to be if it's to attain some of the most stupid figures ever presented, such as 201mpg?

And before the virtue signallers who are considering an electric

Jon says the Datsun 240Z is one of the best cars ever made

vehicle get angry, they might consider the plight of those in the Democratic Republic of the Congo mining the cobalt required for the batteries. It might also be of interest to be aware that it's estimated that just making the battery system accounts for 43% of build emissions. Therefore, an electric car would have to drive around 70,000 miles before it would have less environmental impact than a diesel equivalent.

John Williams
Ruthin, Denbighshire

Z-list forgotten star

I'm sure you'll have received a lot of letters disputing your 'Top 50 cars to try before you die' list (5 February), saying 'this car should be in' or 'why is that car in?'. But, of course, that was just the thoughts and opinions of Andrew Frankel and, as all of these things are subjective, his thoughts are just as valid as anyone else's.

You knew there was a 'however' coming, didn't you? I'd like to use something a little more objective. In Autocar's 5000th Road Test Special Edition of 2011, you listed the top 50, the top 1%. A car that was at number 26 wasn't included; indeed, such a car that almost made the top 0.5% wasn't even listed as one that 'just missed the cut'. So purely objectively, you understand, I must argue that the Datsun 240Z should be in this list.

Jon Newlyn
Via email

What's the deal?

I enjoy your Best Lease Deals feature, but the inconsistent use of the terms (sometimes 36 months, sometimes 48) makes it difficult to compare like for like. Recently, you seem to have settled on 48 months, but with warranty periods ending at three years and the MOT kicking in at the same time, I've always thought it odd to take on a new car for four years.

Robert Moore
Via email

All the lease deals we quote come from whatcar.com/leasing, which allows you to choose your deposit and term. We vary these each week, as has been requested by readers in the past – KC

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 11 MARCH

FEATURE

The greatest driving loops and where to find them

We reveal our favourite driving loops, then brave the cold and tackle the North Coast 500 in a Porsche 718 Boxster (with the roof down)

ROAD TEST

Audi RS6 Avant

Few cars are able to tick as many boxes as this – on paper, at least

MOTORSPORT

Your new weekly fix

Autocar's new weekly motorsport section kicks off with an F1 preview

EVERY WEEK

LONG-TERM TEST

Vauxhall Corsa

It's Vauxhall's most important new car, and it's about to join our fleet

FIRST DRIVE

Volkswagen T-Roc Cabriolet

After the SUV-crossover-coupé comes this oddball SUV-crossover-convertible

USED BUYING GUIDE

Lexus IS-F

Lexus's compact sports saloon was dominated by an epic V8 engine

SUBSCRIBE autocar.co.uk/subscribe or see p34

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OUR CARS

FEATURED THIS WEEK

BMW 330e

MG ZS EV

SKODA SUPERB

SUZUKI JIMNY

TOYOTA COROLLA

VOLKSWAGEN TOUAREG

VOLKSWAGEN TOUAREG

We've learned some important lessons over nearly 10k miles in our big diesel SUV

Miles disappear smoothly and quietly, even at 120mph

FINAL REPORT **MILEAGE** 10,140

WHY WE RAN IT

To reassess the case for the big SUV diesel, a breed much less glamorous than it used to be but just as useful

The weeks have flown by. It feels like it was only the other day that I first slipped behind the wheel of our Volkswagen Touareg, and the fact that it has since amassed nearly 10,000 miles is hard to comprehend. But what pleases me most, now that the big Volkswagen is about to leave our fleet, is how closely our experiences with the car align with our expectations of it going in.

It may look like an off-roader but, in our hands, the Touareg has turned out principally to be an effortless motorway mile-eater. You begin a journey and you arrive with little perception of fatigue in what seems very short order.

True, the 4Motion permanent four-wheel drive system has given us occasional chances to tackle muddy fields and grassy slopes – one especially slippery farmer's field, safely negotiated, will always live in the memory – but our recollection of the Touareg will mostly be of tackling long journeys, on which you almost never seem to have to stop for fuel.

Indeed, it was a superb performance in this role that made us want to run a Touareg in the first place. A couple of us were late for a flight home from Germany and still 80 miles from the airport.

A **Volkswagen chauffeur installed** us in the back of a gleaming black Touareg (the same 282bhp diesel version as ours) and set off down the autobahn at a secure, stable and remarkably quiet 120mph. We made the terminal in plenty of time...

As is well known, the Touareg has close relatives at Porsche, Audi and Bentley, so its price leads you to believe it's a very good-value machine, even at an entry price just short of £60,000 and even (in our case) with nearly £10,000 in options. The quality, after all, is very little different from the others.

However, in our hands, the Touareg never really assumed the role of a prestige machine: it was always the one car on our fleet that would take rear passengers in spacious comfort, would reliably eat miles and would rarely need fuelling at the outset of every journey. It was far more likely to have '450 miles to go' showing on that blessed readout in the middle of the speedometer.

Of all the add-ons, the £100 for the option of a big (90-litre) fuel tank was the handiest expenditure – although I must say I'd list the eye-watering £4890 needed for the Professional Chassis Pack (electric roll control, air suspension and supporting gadgetry) that turns the Touareg from an undistinguished performer, dynamically speaking, into a vehicle with ride, handling and stability as another must. In conditions that

Touareg's 3.0-litre V6 needed diesel and AdBlue, but that's all

Touareg was a popular choice for long-haul breaks

> "You find yourself silently posing the question: who needs a Range Rover?"

SECOND OPINION

Remarkable thing, the Touareg. It looks big on the outside, yet it's actually even bigger than you expect inside. Somehow, though, it's amazingly manoeuvrable and easy to drive. A wonderfully relaxing, comfortable way to travel, then – tinged with the slight feeling of guilt that inevitably comes from driving a big, heavy diesel SUV in the current climate. **JA**

truly test suspensions, you find yourself silently posing the question: who needs a Range Rover?

The Touareg's size can be a problem. It really requires its household to also have use of a supermini. True, it doesn't feel quite as wide as the Bentayga and its comparatively short wheelbase means it can turn better than you expect, but there were plenty of times in congested areas when it was just not pleasant. You wouldn't call the Touareg a do-anything car in the way the Tiguan is. Enjoy the generous five-seat interior and massive luggage space but be ready to change cars when the going gets tight.

Mind you, away from walls and kerbs and the crush of parked cars, the Touareg is a fine and rewarding car to drive. The steering is accurate and nicely weighted, the roll control is near perfect, the brakes feel powerful and notably easy to modulate and the tyres are quiet on coarse surfaces and grip brilliantly.

Not that everything about the Touareg fits the 'brilliant' description. It has a huge central touchscreen from which practically all infotainment functions – plus luxury-car stuff like seat ventilation and back massaging – are controlled.

No doubt that a sharp 10-year-old could instantly figure it out, but we found it necessary either to restrict ourselves to oft-used functions and ignore the ones we couldn't fathom or spend extended periods trying to find explanations in a thick but deeply inadequate handbook.

There seem to be hard keys all over the console and fascia and multiple ways of achieving the single objectives. But from my first day to my last, I had an abiding feeling of inferiority, because I couldn't operate all the subtle functions controls as I would have liked.

Quality? The Touareg absolutely fits the usual Volkswagen reputation. Our one niggle was a reluctantly closing driver's door, caused by the partial detachment of a door seal that I hadn't noticed. After a quick reinstallation in my garage, the issue went away and never returned.

Bottom line? Big SUVs used to be very fashionable, and you often still see parents who bought one four or five years ago, still struggling to manoeuvre them in supermarket car parks and outside schools. Such difficulties, and the rise of Dieselgate, have removed much of the glamour, even though the latest AdBlue diesels are as clean as the best. Our major Touareg finding is that if you're a two-car household and are attracted to the idea of owning a Touareg, you'll be wise – and will enjoy it in its element – if your other car is smaller. Then you're onto a winner.

STEVE CROPLEY

OWN ONE? SHARE YOUR EXPERIENCE
steve.cropley@haymarket.com

TEST DATA

VOLKSWAGEN TOUAREG 286 4MOTION R-LINE

MILEAGE	
At start	565
At end	10,140
PRICES	
List price new	£58,335
List price now	£58,335
Price as tested	£67,987
Dealer value now	£62,500
Private value now	£60,000
Trade value now	£55,000

OPTIONS

Driver Assistance Pack (accident assist) £860, Professional Chassis Pack (air suspension) £4890, LED matrix headlights £1420, headlight washers £180, active climate front seats £1050, tyre pressure monitoring £170, 90-litre fuel tank £100, keyless entry and electric tailgate £50, luggage compartment tray £81.50, Moonlight Blue paint £850

FUEL CONSUMPTION AND RANGE	
Claimed economy	33.2mpg
Fuel tank	90 litres
Test average	36.6mpg
Test best	40.1mpg
Test worst	27.7mpg
Real-world range	725 miles
TECH HIGHLIGHTS	
0-62mph	6.2sec
Top speed	146mph
Engine	V6, 2967cc, turbo, diesel
Max power	282bhp at 3500-4000rpm
Max torque	442lb ft at 1750-2000rpm
Gearbox	8-spd automatic
Luggage capacity	810-1800 litres
Wheels	9Jx20in, alloy
Tyres	285/45 R20, Michelin
Kerb weight	2070kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£610 pcm
CO_2	173g/km
Service costs	None
Other costs	£30 (AdBlue, 40 litres)
Fuel costs	£1512
Running costs inc fuel	£1542
Cost per mile	15.8 pence
Depreciation	£12,987
Cost per mile inc dep'n	£1.52
Faults	Faulty driver's door close

PREVIOUS REPORTS

6 Nov 2019, 13 Nov, 27 Nov, 4 Dec, 24 Dec, 22 Jan 2020, 12 Feb

LOVE IT

IT'S A MILE-EATER

Great seats, supple suspension, stability, big tank and refinement make it a fine long-distance cruiser.

DECENT VALUE

Okay, it's not cheap, but it represents long-lasting value if you compare it with other big SUVs.

SURPRISING ECONOMY

Despite its two-tonne all-up weight and mighty frontal area, it can return an easy 36mpg.

LOATHE IT

HARDLY HANDSOME

In six months, no one ever remarked on its good looks. They talked a lot more about its toothy grin, though.

FEELS ITS SIZE IN TOWN

Even though you can manage it, the Touareg is bordering on too big for use in UK inner cities.

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

TOYOTA COROLLA

Our hybrid hatch draws murmurs of approval – but not from the powers that be

MILEAGE 5903

WHY WE'RE RUNNING IT
To find out if Toyota can cut it with the best in the cut-throat family car class

I have decided to call it the Corolla murmur. Although it's really more of a "mmmm...". That, as best I can describe, is the vocal reaction of most people to a trip in the Toyota Corolla. It's normally accompanied by a polite, relatively subtle nod of the head.

It's a delayed reaction. When friends, family and colleagues first clamber into the Corolla, there's little to no reaction. So I wait. It might take 10 minutes. Maybe half an hour. But eventually there's an "mmmm".

In an industry often preoccupied with chasing emotion, the Corolla murmur is befitting of the car itself: not wildly exciting but genuinely pleasant and hugely likeable. I've driven cars that draw more effusive praise, more wide-eyed wonder. But few have been met with such universally good-natured warmth.

Except it seems that not everyone has the same love for the Corolla – or at least for its hybrid powertrain. Because, as you probably know, the UK government has decided hybrids such as the Corolla should join petrol and diesel engines as bad things that people shouldn't buy.

The ban, likely to be introduced in around a decade, is part of a plan for the UK to reach net zero CO_2 emissions. Given that hybrids still emit CO_2, it makes some sense. It's easier to cut CO_2 if you stop people from buying cars that emit CO_2.

Except, of course, it's an analogue solution to a nuanced issue. Electric cars may not emit CO_2 when in motion, but how green they are really depends on how they are built and how the electricity powering them is generated. This is a hugely wide-ranging issue but, given the current rate of progress with EVs, there's a decent chance most people in the UK will be buying them by the time the ban kicks in anyway. But of concern is what the ban means for those looking to buy a car now, and it relates to the Corolla murmur.

Economy readout is clear and simple but blue graphics are overkill

A few of my family are considering buying a new car in the next year or so, and they're confused. As well as picking what size and type of car they want, they're faced with a multitude of powertrain options. Instead of simply choosing between petrol and diesel, there are now hybrids, plug-in hybrids and electric cars, all with different strengths and weaknesses, all raising questions and concerns, both real and imagined.

Those of us who follow the industry closely might forget that, for many, electric cars have long been a slightly ethereal, future-gazing concept. Yet, suddenly, electric cars are here and, suddenly, people are being told they should buy them.

But not everyone is ready, because they still can't comprehend whether an EV would work for them. A few of my family say they're just not ready to buy anything that needs plugging in because they don't want the hassle of installing a charging point and they don't really understand the public charging network.

But they can see the benefits of improved fuel economy and reduced CO_2 emissions that electrification promises. So what if they could find a car that offered some elements of that but which still worked like the combustion-engined machines they've known for years?

So I've taken them for a trip in the Corolla. And, sure enough, wait for it... "mmmm". The Corolla murmur. A quiet nod of approval for a quietly understated car. And a nod that says 'yes, a hybrid could work for me'. And soon they're asking me which other cars they can get with a hybrid engine. Success, then. As I've written previously, hybrids can serve a useful purpose as a gateway drug to help people get used to electrified cars before they make that leap.

Except there's a catch. Because now my hybrid-curious family have been told hybrids aren't the answer, and they're going to be banned, which means they must be bad. So they're not sure about buying a new one. But they're not ready for an electric car yet. And, suddenly, a government initiative to improve air quality in a decade or so could result in buyers sticking to their older, polluting cars out of sheer uncertainty.

JAMES ATTWOOD

LOVE IT

ECONOMY GOALS
Most cars have an MPG display these days, but the Corolla's is really simple to understand.

LOATHE IT

...BUT IT'S BLUE
One of my colleagues dislikes the display's excessive use of blue. Now he's pointed it out, it rankles me too.

TEST DATA

TOYOTA COROLLA EXCEL 2.0 HYBRID
Price new £29,075 **Price as tested** £29,870
Economy 47.2mpg **Faults** None
Expenses None **Last seen** 19.2.20

OWN ONE? SHARE YOUR EXPERIENCE
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SUZUKI JIMNY

The love story continues, but this is no long-distance romance

MILEAGE 12,075

WHY WE'RE RUNNING IT
To see whether the modern-day Jimny is as worthy as its iconic predecessor

Tuning companies typically devote their time to high-end cars such as Range Rovers, Lamborghinis and the like. But just once in a while, something cult-like comes along that deserves such attention. You guessed it: the Jimny is that very car.

Walking through Mayfair recently (not reflective of my means...), I spotted a – sorry – pimped version of a Jimny, courtesy of tuner Liberty Walk, typically purveyor of bodykits for Lamborghinis and Ferraris.

There's no point pretending I like tuned versions of models. I don't. Yet, yet, yet... doesn't this Liberty Walk Jimny (the black car, above right) border on super-cool?

There are a few firms that offer Jimny modifications, including Jimny Style as well as Liberty Walk. I called up the latter to find out the appetite for these in the UK.

This latest Jimny has long been called a miniature Mercedes-Benz G-Class/G-Wagen, featuring the same boxy proportions on a smaller scale. So much so that Liberty Walk brazenly calls its version the G-Mini.

James Pearman, director of The Performance Company, which is the sole importer of Liberty Walk to the UK, says: "The kit is designed to make it look like a mini G-Wagen. We've had so much interest in it that we put it alongside a Lamborghini Aventador on our Autosport International Show stand. It gets as much attention as the supercars." He adds that it was probably the firm's most successful kit last year.

Mike's car shares space with a Panda 4x4

There are three options to choose from. They range from the most basic, with front bumper, front grille and wide body kit at a cost of £2284 (excluding VAT), to the most extreme Premium kit, with front roof spoiler, rear wing and modified bonnet, priced at £4456 (excluding VAT). The brand also offers a couple of other extras such as air suspension (from £3875) and a Fi exhaust (from £1400).

The kits are a big hit with Suzuki dealers as well, adds Pearman. "Five main dealers have converted their Jimny demonstrator to a Liberty Walk version," he says.

Meanwhile, our standard Jimny is as popular as ever, eliciting much reaction both from readers and those on the road. Reader Mike Marwick got in touch to praise his Jimny, describing it as a fantastic "urban warrior".

"The all-round visibility is far superior to most small cars', speed bumps and potholes are no problem, and no parking space is too small," says Mike.

Handily, his daughter drives a Fiat Panda 4x4 – the closest rival to the Jimny – and he concedes that the Panda is a better car for her long-distance commute. That's no surprise, given our motorway experiences in the Jimny.

Mike also fits the typical profile of a Jimny owner: it's a second car (the first being an Audi Q5) and it does low mileage – around 5000 miles a year, he reckons.

And so back to my Jimny experience. Having been on holiday with no driving for a week, I was thrilled to get back behind the wheel of the Suzuki. I well and truly love it, with the now-standard caveat of so long as it doesn't involve motorway driving. As it continues to grow on me in urban and rural environments, it continues to grate on me anywhere else – to the extent that I'm mostly borrowing my generous colleagues' long-term test cars for longer journeys. But that's okay: we always knew this car was not trying to be the practical all-rounder claimed by nearly every other car maker out there.

RACHEL BURGESS

LOVE IT

THE POSITIVE ATTENTION
It gets reactions when out and about for all the right reasons.

LOATHE IT

IT'S STILL MOTORWAYS
Can I say motorway driving for the third consecutive 'loathe it'?

TEST DATA

SUZUKI JIMNY 1.5 SZ5 ALLGRIP
Price £18,499 **Price as tested** £19,149
Faults None **Expenses** None
Economy 37.8mpg **Last seen** 26.2.20

OWN ONE? SHARE YOUR EXPERIENCE
rachel.burgess@haymarket.com

BMW 330e

MILEAGE 3446 **LAST SEEN** 26.2.20

My commutes are mostly electrically powered only, but longer trips bring the 2.0-litre petrol engine into play. At motorway speeds, it feels like any other 3 Series. It's quiet and refined, and with a mid-range boosted by the electric motor's torque. Oddly, the faster you go, the more economical the petrol engine becomes – up to a point. You'll see 50mpg at 70mph running on petrol power alone. **MT**

MG ZS EV

MILEAGE 2412 **LAST SEEN** 26.2.20

It seems just about everyone who has borrowed the ZS for a stint has been thrown off by its unintuitive infotainment. The icon-based home screen seems logically laid out, but open the radio or sat-nav and there's no obvious way to return to it. You have to press in the physical volume dial, which isn't exactly clear when all else is done via the touchscreen. **TM**

Skoda Superb Estate

MILEAGE 6238 **LAST SEEN** 26.2.20

As phenomenally versatile as our top-spec Superb is, it's not immune to the irritations of modern electronic safety systems. The emergency braking is particularly irksome, because a loud alert is triggered if it thinks you're about to hit something, even when you're only reversing slowly. Its ability to startle passengers is world-class. **OK**

USED CARS

What to buy, where to buy it and how much to pay

WHAT WE ALMOST BOUGHT THIS WEEK

HYUNDAI SONATA 3.0 V6
We've been tempted by a big-engined Sonata before and still they keep coming, tantalising us with their power, comfort, reliability and low prices. This 1997 P-reg has only 62,000 miles and a good history and costs just £650. "Great condition," boasts the seller. "Rare, sought-after luxury car." He knows what buttons to press.

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

A £12k budget buys a diesel VW Scirocco in sporty R-Line trim

THE LAW OF AVERAGES

In 2019, a used car cost on average £12,800. Let's go shopping

What do the official used car sales figures tell us? I'm no longer sure. On the face of it, they seem to be reassuring and confirm that the nation's favourite pre-owned model just happens to be the Ford Fiesta. This all comes from the Society of Motor Manufacturers and Traders, and they indicate that the UK's used car market last year was more or less on a par with 2018's. So that's 7,935,105 sales in 2019, down a paltry 9935 on the 12 months before.

The reassuring news is that all the diesel-geddon scaremongering hasn't swayed the real-life car buyer. Diesel car sales were down by just 0.6% and petrol by a teeny 0.3%. Apparently there were 'surges' for electric cars but, as a percentage of the overall market, it was a titchy 0.2%. We'll forget about them for now because they don't yet count as 'real' used cars. Instead, if you're on this page thinking about something that's not a supermini, you could make your money go further with a petrol or diesel executive or sports car.

What can we treat ourselves to? This week our budget is based on the rather high average price, which is up 0.6% to £12,800. So how about a great big and very scary 2011 BMW 640d M Sport coupé for a paltry £12,000? It has more than 105,000 miles but the dealer breathlessly announces that it comes with more than £6500 worth of extras. That's pretty academic by the time any vehicle is nine years old but, even so, here is a lot of continent-crushing car for supermini money.

Then again, if you want something smaller and less aggressive but just as practical, the late, lamented Volkswagen Scirocco is a great model to track down. A 2014 2.0 R-Line TDI DSG Bluemotion with just 40,000 miles is yours, once again, for £12,000. This is a one-owner car and I wouldn't worry about the automatic gearbox too much. If nothing else, it makes your life easier.

> "How about a big and scary 640d M Sport for a paltry £12,000?"

If you want to descend into hardcore wonderfulness, then £12,000 also gets you aboard a 2014 Toyota GT86 2.0 D-4S with a barely run-in 36,000 miles. It's being sold privately, but I think this is a seller you could trust because I liked all the pictures and the fact that it was black but spotlessly clean.

But why tolerate a roof? It is incredible to think that a 2016 Fiat 124 Spider Multiair is now just £12,000. That will get you a 35,000-mile example with the full-on Lusso spec, leather and 17in alloys. That's a Mazda MX-5 with an interesting twist. However, if you are feeling less adventurous, there's the option of a 2015 Audi A3 Sportback Sport 2.0 with 41,000 miles, again at £12,000.

It's all proof that you can spend your used car budget on something interesting and life-affirming.

Never mind an MX-5, a 2016 Fiat 124 is a more interesting choice

TALES FROM RUPPERT'S GARAGE

MILEAGE 65,254

VOLKSWAGEN GOLF

Back to the Golf: here is a broken radar surround that was bought a year ago to replace a cracked one. My daughter feels that the world is against her most of the time, but the truth is that she's a proper road warrior and racks up an impressive five-figure mileage each year. Not only that, but there's also now a crack in the windscreen on the driver's side. We will have to monitor it with the MOT just a couple of months away. We will be buying another piece of rectangular plastic soon and possibly a big bit of laminated glass.

READER'S RIDE

Volvo XC90

Huge thanks to Ian, who is back with us to reveal his latest magnificent purchase, a Volvo XC90: "After the BMW 525i came to a premature demise, I got this XC90 D5. It's done 157,000 miles but has 15 Volvo stamps in the book. In 30 years (and 30-plus cars) of car ownership, it's my first diesel and my first 4x4, and I rather like it. It's the later 185bhp model, so it averages 30mpg-plus and has plenty of kit. I'm a convert! Oh, I can fit my bike in it, too. It cost £3750, including a cambelt change and two front tyres."

READERS' QUESTIONS

QUESTION I have an old Mercedes that has failed its MOT and is too expensive to fix. I want to scrap it responsibly. Who can do that for me?

Gavin Secombe, St Austell

ANSWER The Vehicle Recyclers' Association, which represents what were once called car scrappers, advises people to sell old cars to an authorised End of Life Vehicle Authorised Treatment Facility (ELV ATF). These firms satisfy proper environmental standards and are the only ones permitted to issue Certificates of Destruction (CoD). VRA members are the safest route, but you can also check the Environment Agency website for quality companies. Ask for a receipt when they take your car. You should receive a CoD within 14 days. **JE**

QUESTION My 22-year-old son has never had points or an accident but has just sold his Ford Focus ST because the insurance was £1000. He has a same-age Focus 1.8-litre diesel but the insurance is only £200 less. Why?

Kevin Morgan, via email

ANSWER Your son is proof that who is driving and, more important, how old they are matter more to insurers than the car itself. It's hard to imagine anything more docile than a Focus diesel, but fortunately there is a solution, at least in part. Assuming you're over 55, have a clean licence and no recent claims, put yourself on his policy as a named driver. You'll save your son around £250. **JE**

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

AS GOOD AS NEW

BMW 1 SERIES

The 1 Series is a premium hatch with real badge appeal. **John Evans** investigates

With prices ranging from £3000 to £30,000 and engines in more capacities and outputs than you can shake a stick at, there's probably a used BMW 1 Series for you. We're talking about the generation built from 2011 to 2019, punctuated by a 2015 facelift that substantially raised the car's game.

But first a word or two of warning: it's not the best-packaged hatchback. Blame the fact that it's rear-wheel drive, although from a driving perspective this should be a positive. It's a classic rear-drive BMW; ergo, it should be a hoot, right? Sadly, it's not, quite. A front-drive Audi A3, Volkswagen Golf and Ford Focus are more agile more of the time.

Those quibbles aside, we can get on with appreciating the 1 Series' abundant qualities. They include a range of great diesel engines (okay, they're no longer fashionable but you'll love their efficiency), a beautifully built cabin, generous kit levels and sporty good looks (post-facelift, at least). And on the right road, the M135i and M140i are giant-killers.

The model arrived in 2011 in five-door form first, powered by a choice of mid-size petrol and diesel engines. The following year, the three-door landed along with xDrive four-wheel-drive versions of the 120d. The 1.4i and, at the other extreme, the M135i also made their appearance.

The diesels, in particular the 118d, were the biggest sellers and M Sport the most popular trim. A 2013 118d M Sport auto with 44,000 miles costs around £10,700. It's a well-rounded car with economy nudging 60mpg and 0-62mph in 8.9sec. On the petrol front, the three-pot 118i is a smooth, sprightly and economical engine shared with Mini. Around £11,000 snares a 2013-reg M Sport automatic five-door with 44,000 miles. Talking of autos, from 2014 cars equipped with sat-nav got the Proactive Drive system that tailors gearchanges more precisely. Throughout this time, trims were ES, SE, Urban, Sport and M Sport. Ignore base ES and even hard-riding M Sport, although it does look good, and go either for SE or the better-equipped Sport.

The 2015 facelift meant sharper looks inside and out, new engines with EfficientDynamics technologies, a tweaked chassis, more standard kit, including sat-nav for all, better infotainment... If you can afford it, stick your neck out for one of these later cars. How far? Well, a 2014 118i M Sport with 34,000 miles is £12,500 and a 2015-reg 120i M Sport with the same mileage around £1000 more.

A noteworthy version from this time is the super-efficient 116d ED Plus. One registered before 1 April 2017 attracts zero road tax, it's that clean. We found a 2016-reg example with 47,000 miles, one owner and a full BMW service history for £9800. Expect at least 70mpg.

The 1 Series has its faults, not least a cramped rear cabin and a smallish boot, and it's a little pricier than rivals, but there's no arguing with the efficiency of its engines or the appeal of that badge.

TOP SPEC PICK

SPORT

Sat between comfort-oriented SE and try-hard M Sport, Sports brings tasty 17in alloys, four useful driving modes and grippy sports seats without breaking the bank.

It's rear-drive but not as engaging as you might think

MID-SIZE EXEC SALOONS BEST LEASE DEALS

BMW 520i SE AUTO

£1208 deposit, £403 per month, 36 months, 10,000 miles per year

The most rounded saloon here, and so it should be after years of evolution. The 5 Series is not only superbly built but also a satisfying cruiser on the motorway, where it spends most of its time.

JAGUAR XF 2.0i 250 PRESTIGE AUTO

£1647 deposit, £549 per month, 36 months, 10,000 miles per year

Not as complete as the BMW – its engines lack sparkle – but a great driver's car with deft handling combined with a comfortable ride. Rear cabin space could be better but there's no faulting the interior quality.

MERCEDES-BENZ E220D SE AUTO

£1293 deposit, £431 per month, 36 months, 10,000 miles per year

An XF is more engaging but if you have a business meeting 300 miles away, you'll prefer the Mercedes' more relaxing gait. Meanwhile, the cabin is spacious and, even in standard trim, very well appointed.

NEED TO KNOW

- Examples of petrol-powered 1 Series models up to five years old rank a respectable seventh place out of 31 in the latest What Car? Reliability Survey. Diesel versions, however, are a lowly 29.
- The 1 Series has been the subject of a surprising number of recalls. Make sure they have all been attended to.
- Check you can live with the three-door version's poor rear cabin access before committing.
- Rather than following a schedule, 1 Series servicing is condition based, meaning the car only requires fettling when necessary. The service history is stored in the car's memory.
- The options list is long so be careful to check precisely what your chosen 1 Series has in terms of extras when comparing it with other possible buys.

OUR PICK

BMW 116D SPORT AUTO 5DR

It's a diesel so not the most fashionable choice, but it's Euro 6-compliant and you'll love its 70mpg and easy driving manners. From £10,000 for a 2016-reg with 60,000 miles.

WILD CARD

BMW M140i AUTO 3DR

The 1 Series' rear-drive chassis was made for this. The 3.0-litre six produces 335bhp for 0-62mph in 4.6sec. A Golf R is more secure, but on the right road the M140i is more fun.

ONES WE FOUND

- 2012 116d ES five-door, 125,000 miles, £3989
- 2014 116i Sport three-door, 44,000 miles, £8300
- 2016 118i Sport five-door, 25,000 miles, £11,000
- 2018 120d Sport five-door, 15,000 miles, £15,250

The cabin is plush and solidly built but cramped in the back

Three- and five-doors are available; diesels are most abundant

AUDI A6 40 TDI SPORT S TRONIC

£1123 deposit, £374 per month, 36 months, 10,000 miles per year

Handsome, classy and cool. Perhaps too cool for those after a driver's car, but the A6 can still be hustled in corners. It rides well but tech is its ace card, with Audi's dual-screen MMI system a particular highlight.

VOLVO S90 2.0 T4 MOMENTUM PLUS GEARTRONIC

£956 deposit, £319 per month, 36 months, 10,000 miles per year

Comfortable, spacious and a close rival to the E-Class. Effortlessly stylish, too, and safety is a given, which is key if your saloon doubles as a weekend family chariot.

SKODA SUPERB 1.5 TSI SE

£765 deposit, £255 per month, 36 months, 10,000 miles per year

If image is your priority, there's nothing to see here. Otherwise, the Superb is a great alternative, with interior space, comfort and value in abundance. It's also a very refined motorway cruiser.

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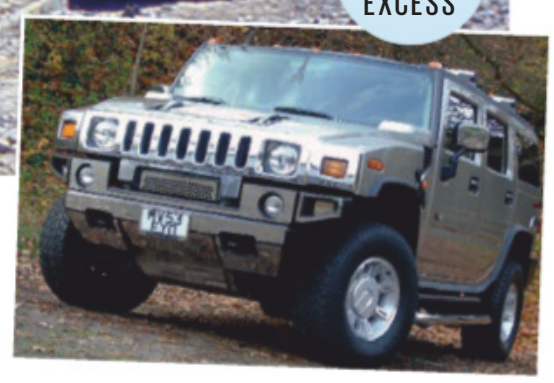
BUY THEM BEFORE WE DO



OFF-ROAD AMERICAN EXCESS

Hummer H2 £16,790

There's no replacement for displacement, so this week we've gathered together a quintet of big-bore bruisers, kicking off here with the mighty 6.0-litre V8 Hummer H2.

Not to be confused with the weapons-grade Humvee, the H2 was a civilian SUV sold between 2002 and 2009. It takes platform sharing to a new level, being based on not one but two of the things derived from the Chevrolet GMT800 truck. Its V8 makes a lowly 316bhp but a more useful 423lb ft. Of course it's a vulgar old thing and left-hook only (make sure you get sight of the import paperwork), but no one's going to scoff as you nose through the traffic.

There are a few for sale. Our find is a 2003-reg with 74,000 miles. It's the Luxury version with heated and powered leather seats, a powered sunroof and roof-mounted lights. It's a six-seater with three rows, so not too intimate, and has one former keeper in the logbook.

Like many Hummers it was originally imported by Bauer Millett in Manchester, so will have been well prepared. When that business closed in 2014, many of the staff moved to Parts USA in Stockport, established by Neil McDonald, another former BM man. It services Hummers as well as supplying parts.

The 6.0-litre engine is simple but tough, but not so the four-speed automatic gearbox, which can struggle. The seller says it drives perfectly, so fingers crossed there are no issues. We'd check underneath for corrosion, but there's lots of thick steel down there and rust rarely bites. Tyres can be tricky to find, but ours are described as being like new. Parts USA can source replacements.

JOHN EVANS

BIG, BRUISING BMW

BMW 550i SE £8995

If, back in 2006, your sales director had a 540i, what would the financial director choose? A 550i, leaving the M5 for the boss. Our 550i is a one-owner, 2006-reg with 71,000 miles, full BMW history and extras worth £9k, including comfort seats.

OVER THE TOP SUV

Audi Q7 6.0 V12 TDI £22,500

This Q7 V12 weighs in with a colossal 737lb ft and can hit 62mph in just 5.5sec – remarkable for a car weighing 2635kg. Carbon-ceramic discs are standard; audio is by Bang & Olufsen, no less. This one's a 2010 example with 124,000 miles.

LARGE, LEGGY LOAD LUGGER

Skoda Superb 3.6 V6 4x4 Elegance DSG £5490

We loved the big-engined Superb at launch in 2009. Today it's even better value, although in fairness our find has notched up 106,000 miles. Still, it has 13 service stamps in the book and has had the all-important DSG transmission fluid and filter change.

WILD CARD

Volkswagen Passat 4.0 W8 4Motion Estate auto £5799

You've bolted two V engines together to make a big fat W, now where do you put it? Yup, in a Passat. That was in 2001, when VW created the Passat 4.0 W8. It made 271bhp for 0-62mph in 6.8sec, and today it's a rising classic. This 2004-reg has 65,000 miles.

AUCTION WATCH

MERCEDES 190E 2.5-16 COSWORTH

A BMW M3 E30 of this vintage costs from around £45,000, making this 1989 190E Cosworth a bit of a bargain at £11,500. The M3 is more sought after but the 190 has its own place in motoring history, including sparring with the M3 to create some of the best DTM racing of all time and paving the way for the Mercedes-AMG models we know and love today. Early versions had a 2.3-litre engine but from 1988 it became a 2.5-litre. The example here was registered in 1989 and had covered 138,000 miles. An under-the-radar classic with investment potential.

FUTURE CLASSIC

Ford Mustang Bullitt £45,950

We're sticking our neck out here because this Bullitt special is a cynical piece of marketing designed to cash in on the original, right down to its Highland Green paint. Even so, it was a hit with buyers who appreciate its colour (it's also available in black), Recaro seats and six-pot Brembo brakes. It also has a little more power: 453bhp, compared with the regular 5.0-litre's 443bhp, courtesy of a modified induction system and the powertrain calibration from a Shelby Mustang GT350. Our price is for a 2019 car with optional adaptive suspension.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find an interesting cheapie for £1000.

Hyundai Coupé 2.7 V6 £995

Toyota MR2 £995

MAX ADAMS If you're suffering with hay fever and you squint, this lovely 2003 Hyundai Coupé could look a bit like a Ferrari 456. It's in the right colour for a prancing horse and mine has a few more ponies under the bonnet compared with the regular version thanks to the V6 engine.

MARK PEARSON If you squint, Max, I look a bit like George Clooney, but that doesn't mean I own a villa by Lake Como. I give you instead the real deal, a beautiful-looking roadster that you don't need to squint to appreciate. Who would have thought such a modest amount could buy you such pleasure? Look upon my immaculate mid-engined 2002 MR2, with its eager 1.8-litre engine and supercar-rivalling handling, and despair, Max.

MA Wake up and smell the coffee, Mark, because my 2003 Coupé was a surprisingly good car in its own right, with few apologies needing to be made for it when it was new. Yours has no boot, and the rear subframe is probably shot with rust issues.

MP Good! I look on that as weight-saving.

MA The lack of boot to store things or the rust?

MP Both. Your thing is nice but a bit, um, dull? Mine's a convertible, for flip's sake.

MA It's also a Toyota, and they've made some of the... wait, I probably shouldn't finish that sentence in print.

MP And I'm beginning to think you shouldn't start them, either.

VERDICT

The Fakerrari will go well with my fake Rolex.

JOHN EVANS

HOW TO BUY A

FORD FOCUS RS

Focus RS WRC Mk1
This inspiration for the Focus RS was the four-wheel-drive rally competition car.

THE PEOPLE'S CHOICE

The Mk1 Focus RS is a modern classic hot hatch with a solid reputation and prices within reach of the common man (or woman). **John Evans** takes a closer look

Some cars require years of dogged marketing to establish themselves, but the Ford Focus RS Mk1 did so in little more than 12 months and 4501 copies. Today, 18 years after it was launched in 2002, it is regarded as a modern classic.

Don't think, however, that is code for unaffordable. Prices for the best may be nudging £25,000 (and there's a mint one with 3000 miles going for £33,000) but, as we discovered, you can still find tidy ones with good histories for less than £9000.

The RS Mk1 has an impressive specification, major highlights being a supremely flexible turbocharged 2.0-litre engine producing 212bhp at a heady 5500rpm but 229lb ft at 3500rpm, a front-mounted Quaife differential for secure, front-wheel-drive cornering and a close-ratio five-speed gearbox. Other notable features include a faster steering rack than the standard Focus, lowered and stiffened suspension, lightweight alloys, a wider track and a bodykit. Open the door and that's a Sparco-spangled interior you're looking at, right down to the aluminium pedals. The centre console features an aluminium plate bearing the car's build number, and don't waste your time looking for an RS in any colour other than Imperial Blue, because it doesn't exist.

Specialists we spoke to were full of praise for the reliability of the RS's engine and gearbox. Back in the day, owners were split on the matter of the Quaife diff – or Quaife Torque Biasing Differential, to give it its proper name – which, at least on early models, allows the steering wheel to writhe alarmingly in the hands. Even just pulling out of a junction with a touch more throttle than usual is enough to set it off, but the upside is a level of traction in corners that is frankly remarkable. The turbo feels boosty in the way old-gen blowers do, but it and the diff are key to creating that sense of rawness that makes the RS so appealing. The point is that unless you know this is how a healthy one should feel, you might think there's something wrong with the example you're testing.

When you get back from your test drive and your heart rate slows, you should park the smile, get on your hands and knees and check the sills for rust. It's caused by water trapped between the well-anchored sill covers and the body and it can be a devil to spot. Check for body repairs, too. The RS is a grippy device but the back end can suddenly become unstuck as the limits of adhesion approach. Use a magnet to check for filler.

Most of the model's body parts and mechanicals were unique to the RS. The car cost less than £20,000 when new, or about what you'll pay today for a really good, low-mileage example. It makes you wonder how Ford ever made any money out of it. Whatever – we're just happy that you can still find decent ones for less than £9000 (see 'One we found', right). They won't be around at this money for much longer, so grab one before it's too late.

Quaife diff gives lots of traction; torque steer is normal

Sporty cabin has Sparco accoutrements

> Unless you know this is how a healthy one feels, you might think something is wrong

HOW TO GET ONE IN YOUR GARAGE

An expert's view

CHRIS HUTCHINGS, MORES MOTOR COMPANY

"I used to rally cars and the RS Mk1 reminds me of those years. The ride is unforgiving and the Quaife diff is pretty crude. The engine is terrific: placid in traffic but picks up beautifully. In many ways it feels almost current. If I had a long drive in prospect I'd take a Mk2 with its torquier five-cylinder engine, but for a blast down a favourite road it would be a Mk1 every time. Rust is the big problem now, especially behind the sill covers. People are afraid to remove them for fear of damaging them but you should sneak a peek behind and check all is well."

Buyer beware...

■ ENGINE

If the car has stood idle for some time and power is down, suspect the charge cooler. Oil leaks are rare but as a result the sump cover can corrode, so check its condition. If there's any doubt when the timing belt and water pump were changed, replace them. Inspect the turbo-to-thermostat connection for coolant leaks.

■ TRANSMISSION

The Quaife diff is a crude but effective affair on early cars that has the steering wheel writhing in your hands, even pulling out of a junction sharply. It was refined on later modes.

■ BRAKES, WHEELS AND SUSPENSION

The front, four-piston Brembo calipers generally need rebuilding after 70,000 miles. Rears are standard Ford items so not expensive. Stone guards take a hammering. Feel for worn shocks and tired bushes. The 18in OZ alloys are unique to the RS so you don't want to see serious kerb damage.

■ BODY

Rust is becoming an issue. The sills and the bottoms of the front wings suffer worst, as do front and rear subframes, but they're a simple replacement. Body panels are hard to source so beware serious panel damage.

■ INTERIOR

The RS has seats, alloy pedals and handbrake from Sparco, while the centre console is genuine carbonfibre with a green push button. Anything less and it isn't an RS. There's no water temperature gauge. Check the condition of the Alcantara and leather trim; the latter may be in need of a good feed by now.

Also worth knowing

If you're looking to make a bit of money on your RS, apart from ensuring it's up to scratch make sure it has the original RS-embossed mats and leather booklet wallet. Doubtless they've gone missing, but they do pop up on eBay at around £150 for the wallet and £250 for the mats.

How much to spend

£7995-£11,999

Cheapest cars with high mileages. Includes a 2003-reg with 114,000 miles and a "massive service history" for £10,990.

£12,000-£14,999

Some lower-mileage cars here, including a track-prepared, left-hand-drive 2003-reg with 16,500 miles for £14,000. Also a 2002-reg right-hand drive in standard trim with 50,000 miles and a full history for £14,995.

£15,000-£19,999

Good selection of nice cars here, including a 2003-reg with 60,000 miles for £16,995. Some uprated examples, too, including a 300bhp 2003-reg with 43,000 miles and a full service history for £17,950.

One we found

FORD FOCUS RS, 2003/03-PLATE, 135K MILES, £8750

Private-sale RS with good history and in original condition. Recent work includes refurbished charge cooler, new timing belt and water pump and new, uprated original equipment fuel pump. Tidy interior, no rust. A bargain.

Thanks to Chris Hutchings (moresmotorcompany.co.uk)

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AK 6	8 CAW	DW 4	5 GDY	3333 J	KAB 1N	39 LYN	77 N	RAJ 706	6 S	THD 2
AK 7	CB 26	E 33	4 GJS	88 JA	40 KB	LYR 11K	N121 BET	RCH 18	8 S	THD 3
455 AM	6 CDY	EC 22	9 GKY	JAK 8E	4 KH	7 MB	NT 2	RBW 1T	300 SA	TH11 MAS
V8 AML	4 CEO	EG 6	300 GL	53 JB	7 KH	12 MCJ	NO 4	RBW 3	3000 SA	TK 25
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5 AWC	88 CFX	13 EFX	HAJ 1G	JES 164A	K2 HAN	A45 MER	OI 3	1 RH	SBG 3	898 TR
90 AXG	CHU 880Y	4 EYJ	H11 LPK	5 JHL	K4 AHN	MEW 14	OR 6	RIA 58	S99 BJJ	1 UA
111 OOO	31 CJJ	F 1	H 16	JIG 61	K1 RRK	37 MEW	50 OT	RJH 34	SCT 71	WCT 4

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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-3 1.5 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												
A-Class 5dr hatch ★★★★½												
A45 S 4Matic+	168	4.1	9.3	3.3	25.1	2.94	416	369	42.3	31/42	1661	4.3.20
C-Class 4dr saloon/2dr convertible/2dr coupé ★★★★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
CLS 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

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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

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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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★★½
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 ★★★★½
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 ★★★★½
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 ★★★★½
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 ★★★★½
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 ★★★★½
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 ★★★½☆
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 ★★½☆☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★★½
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 ★★★★½
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 ★★★★½
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 ★★★★½
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★½☆
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 ★★★★½
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 ★★★½☆
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 ★★★½☆
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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

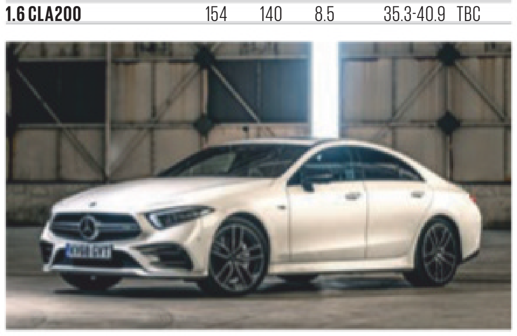
4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
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

FORD FOCUS — TESTED 28.10.98

After the mediocrity of the 1990s Escort, Ford's clean-sheet design with the Focus revolutionised the family hatchback market with its superb chassis and blend of refinement and keen pricing.

With the Focus, Ford opted for an expensive but sophisticated multi-link rear suspension set-up that, in combination with an agile and stiff chassis, provided ride control that faded out almost any interference before it reached the interior – the likes of which had never been seen before on a circa-£15,000 hatchback.

With the Focus's precise steering, sharp turn-in and limited body roll, the generic family hatch had never handled so well. The 1.8-litre petrol engine was refined and had good torque exactly where you needed it in the rev range, giving the Focus a useful degree of flexibility.

While the Focus never quite reached the standards of the Volkswagen Golf inside, its interior design was fresh and modern next to that of the Escort. It also trounced all other rivals ergonomically, with more usable leg, head and luggage room. Next to the Golf, though, the Focus was well priced, with the top spec 1.8 Zetec – including air-con, ABS and traction control – costing only £100 more than the base Golf.

FOR Price, dynamic ability, ride quality
AGAINST Interior not up to Golf standards

FACTFILE

Price £15,350 **Engine** 4 cyls in line, 1796cc, petrol **Power** 114bhp at 5750rpm **Torque** 116lb ft at 3750rpm **0-60mph** 9.5sec **0-100mph** 30.5sec **Standing quarter mile** 17.1sec, 81mph **50-0mph** na **60-0mph** na **70-0mph** na **Top speed** 118mph **Economy** 29.2mpg

WHAT HAPPENED NEXT...

Unsurprisingly, when you consider our glowing verdict, the original Focus proved a huge success, revitalising Ford in the UK and spawning highly regarded ST and RS performance models. The strikingly angular Mk2 model arrived in 2004, maintaining an emphasis on dynamics, and the original Focus theme continued through the Mk3 (briefly the global best-selling car) to 2018's Mk4.

	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

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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

Ferrari Roma
On sale October, priced from £175,000 (est)
The Roma is the new coupé sibling of Ferrari's entry-level model, the Portofino convertible. A sporting grand tourer with a 2+2 seating layout, it has a turbocharged 3.9-litre V8 at the front that sends 612bhp and 591lb ft rearwards through an eight-speed dual-clutch gearbox. Ferrari claims a 0-62mph time of 3.4sec and a top speed of more than 199mph. Significantly, the Roma weighs just 1472kg dry (some 80kg less than the Portofino), and its new styling includes active aerodynamics.

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
Audi A3 Sportback, **Ford** Kuga, **Hyundai** i20, i30 facelift, **Land Rover** Discovery Sport PHEV, Range Rover Evoque PHEV, **Mercedes-Maybach** GLS, **Mini** JCW GP, **Morgan** Plus Four, **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, **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

OCTOBER
Audi A3 E-tron, RS3, **Cupra** Formentor, **DS** 9, **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

Manufacturers spend millions attending shows

As I write (on Friday morning, a bit behind deadline, obviously), the last show standing, as we imagined the Geneva motor show would be, has been cancelled. Although not for the reasons that motor shows are usually afflicted.

The authorities are worried about us catching a virus. Other motor shows, like the British one we don't have any more and the formerly massive biennial Frankfurt one, are suffering their own malaise.

They've been affected by the internet, which is now the preferred way that people research and ingest stories about cars, rather than traipsing around a hot, harshly lit show hall where a coffee is four quid and a show stand costs a manufacturer more than a million.

If you've recently seen a clever viral video or car advert, or some astutely targeted social media posts, that's where the smart show money is going instead.

However, Geneva, the thinking goes from a lot of industry people who I talk to, is exempt. They like that it's on neutral ground, that stand space is limited – making seeing the whole thing and talking to who they need to doable – and that it's easy to get in and out of, because it's right next to the airport. Hence the most important people and cars, as a rule, tend to be there.

> "The bad news will come if car companies realise they haven't missed out at all"

But throwing 200,000 people from all over the world into two hot rooms in close proximity isn't that clever right now. Organisers had been reluctant to cancel the show, because it will be hard on those who have invested in it – particularly smaller companies having their moment.

Moreover, this will be a test of not just Geneva's immune systems, but those of all shows. The bad news won't come if car companies miss out this week; it will come if they realise they haven't missed out at all.

■ Geneva traditionally kicks off on the first Monday afternoon in March with the announcement of Car of the Year, the pan-European competition whose reigning champion is the Jaguar I-Pace and of which Autocar remains a founding sponsor.

Our involvement is insufficient, though, for the rules to be bent by enough to tell me who the winner is before this magazine is sent to the printers the preceding Friday. Only the three people who add up the 60 judges' scores know the result before it's announced to the world.

As I write, then, I've just cast my votes – 25 points split between the BMW 1 Series, Ford Puma, Peugeot 208, Porsche Taycan, Renault Clio, Tesla Model 3 and Toyota Corolla.

UK jurors recently tried these cars together on the road, thanks to the help of Silverstone, which allowed us to use its excellent new Experience Centre – at the main entrance and seriously worth a visit – as a base.

I like to pick a clear winner and give generously to standout cars, but I found that hard to do this year, with no distinct favourite. I wonder if everybody's least offensive choice will migrate to the top.

What I like about Car of the Year – and what we shout about too little – is that, unlike some awards, it doesn't take a solitary bean from manufacturers. The logo isn't for sale afterwards and there are no tables to buy at a fancy dinner. Simply, we say to the relevant car company bosses: please come to a big room in Geneva at 3pm on Monday and you'll find out who wins. Albeit this year, you'll find out online.

Picking I-Pace's COTY successor was hard

GET IN TOUCH
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ESTABLISHED 1895

The Autocar

Optimism at Geneva

22 March 1963

THE LESS SAID about Geneva this year the better, so let's return to the 1963 motor show, "one of the richest to be held for many years".

"Perhaps the most significant newcomers" at the event were the roomy 1300 and 1500 saloons from French firm Simca, which replaced the long-lived and popular Aronde.

Then there was the Mercedes 230 SL, somewhat regrettably bringing an end to "one of the most astonishing cars ever put into regular production", the 300 SL.

Also making their debuts were the Lancia Fulvia and the 2500, a sports car produced by ex-Ferrari employees under the ATS marque.

Catching our attention, too, was the "stolid and conventional" Willys Jeep Wagoneer, while the first-ever Japanese visit to Geneva was made by Hino to display its Renault Dauphine-based and Michelotti-designed coupé, the Contessa 900.

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BMW M8 Competition vs 825bhp Ford Mustang

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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

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