EQ The all new EQC.

Electric now has a Mercedes.



Q Mercedes EQC











LUXURY FOR YOUR WORLD, AND THEIRS.

INTRODUCING NEW MAZDA CX-9

ALL A STRANGER

It's the SUV that knows how to look after the ones in charge, and the ones in the back. New Mazda CX-9 is ready to take the very best in luxury for you, and your family, to a new level. Enjoy an interior that includes sumptuous new materials, smart connectivity and the latest in safety and technology. Plus, thoughtfully designed features, like one touch walk-in third row switch and hands-free power tailgate, built to make family life effortless. New Mazda CX-9 truly is the seven-seat SUV that gives the whole family the royal treatment. Take a closer look now and see how imagination drives us.



Hyundai Santa Fe.

Now with V6 Power.



The Hyundai Santa Fe now has everything you love, plus V6 Power. The 3.5L V6 petrol engine brings added performance with 206kW of power and 336 Nm of torque – more than enough to carry the whole family on any adventure.

hyundai.com/au/santa-fe

Accessories sold separately.







Robbo meets the world's greatest authority on BMW's incredible but ill-starred M1



FIRST DRIVES

HONDA ACCORD

Old-timer drinks at the fountain of youth, but wrinkles remain

034 TOYOTA C-HR

The car named for that prelude to being escorted out of the office with a pot plant under your arm. Now even better

036

PORSCHE CAYENNE COUPE

Swoopy-roofed newcomer puts your tall mates on notice. They'll understand

037

AUDI A6

Ingolstadt ramps up entry-level value for its luxo sedan, but you'll want to spend more for those S-Line smiles

038

NISSAN NAVARA N-TREK WARRIOR

Weaponised Premcar ute flexes its specs in the dual-cab battleground

30 DAYS / OVERRUN

010 SONY VISION-S CONCEPT

A surprisingly sexy EV from the people who bought you Betamax, the Walkman Bean and AIBO, the robot dog

012

ROAD TOLL 2019

Aren't we supposed to be getting better at this? Another year the nation's road toll went the wrong way

026 MODERN CLASSIC

Was BMW ever better than the time it introduced the stunning E39 M5?

030 GOING, GOING... GHOSN

Carlos Ghosn's truth really is stranger than fiction. How Nissan's bailed ex-boss fled Japan in a box

FEATURES / TESTS

044

TOYOTA GR YARIS UNLEASHED

A lightweight rally-replica hatch with 200kW and a manual gearbox. Where the heck do we sign?

$\mathbf{050}$

M1 MOTHERLODE

Robbo treks to Germany and meets Fritz Wagner, the secret hoarder of BMW's sensational '70s supercar

059

CAR OF THE YEAR 2020

There's not one loser here. Nope. We've got 30 of 'em and one brilliant winner

066

COTY – ROUND 1

Intensive testing at the Lang Lang proving ground whittles the field down to a final five

092 COTY – ROUND 2

The strongest ever collection of cars on the COTY road loop? We wouldn't bet against that claim

102

COTY – THE GRAND FINAL

The top three are put through the ride and handling wringer

112

COTY – AND THE WINNER IS...

We unveil the COTY champ for 2020. Some decisions are easier than others





Makinen-fettled hot hatch that's right up your rally

BEST OF THE REST

09 ED'S LETTER 014 30 SECONDS 016 INCOMING 018 INBOX 021 CAREY 023 STAHL 040 TWIN TEST Volvo V60 T5 Inscription vs BMW 3 Series 330i Touring **119 OUR GARAGE 124 DATABANK 144 RETRO** 1958 ZiL-111 **146 THREE WISHES** Horacio Pagani

🖸 🖬 🖉 @wheelsaustralia 7



PERFORMANCE WHEN IT'S WANTED.

SAFETY WHEN IT'S NEEDED.

F MAXXISTyresAustralia 🛛 🙆 @Maxxis.Tyres.Australia 🛛 🔠 Maxxis Tyres Australia

WWW.MAXXISTYRES.COM.AU

FROM THE EDITOR



"SHAKY CAMERA-PHONE FOOTAGE FROM INSIDE A TRUCK THAT WAS OVERRUN BY THE RAMPAGING FIRE FRONT IS LIKELY TO STAY WITH ME FOREVER"

AS AUSTRALIA BURNS and we watch – or experience – the loss, death and devastating hardship, it's only natural to apply our own frame of reference as we try to make sense of it all. For car lovers, it's likely your interest has been piqued by the footage of the many trucks, cars and aircraft deployed to fight the fires. These machines are fundamental tools for those brave enough to face the flames, though the news has been both eye-opening and horrific.

Shaky camera-phone footage from inside a truck that was overrun by the rampaging fire front is likely to stay with me forever, as will the shocking account of RFS volunteer Samuel McPaul being killed by his firetruck when it was blown over in extreme winds.

Human nature dictates we need something, or someone, to blame for the senseless destruction, which gives pause for some worrying self-reflection. Have we, as motorists, made a disproportionate contribution to the warming of our planet? Cars, with their smoking tailpipes and burning fossil fuels, are an obvious and frequently hit target, after all.

It's easy to reassure ourselves, however. While the transport sector *is* a major contributor to greenhouses gases, and cars the primary contributor to those, it pales in comparison to the real villain – the electricity sector. According to the Department of the Environment and Energy (DEE), generating electricity accounts for 34 percent of Australia's emissions. Transport (which includes cars, trains, planes and ships) is the second-worst offender at 19 percent.

Plus, cars are getting cleaner, right? Stricter global emissions laws, closer scrutiny and eye-watering penalties for missing CO_2 targets are forcing car companies to go green. We can rest easy, then. Things are changing for the better.

Drill a little deeper, though, and the sense of discomfort returns. Data from the National Transport Commission (NTC) reveals CO_2 improvements have stagnated to their lowest levels since recordings started in 2002, with the 0.4 percent reduction in 2018 only a fraction better



than 2017's 0.3 percent. Worse, findings from independent research body, Transport Energy/Emission Research, shows that when these numbers are corrected to reflect real-world emissions, Australia's CO_2 levels stopped declining around 2014. So in reality, our emissions from road transport are actually getting worse, not better. Our growing love of SUVs and utes, and the increased number of cars on our roads, are blamed as the key causes.

The immediate outlook is grim, too. The DEE predicts vehicle emissions will continue to increase until at least 2025 before they gradually start to drop, which only highlights how far behind we are. Compared to Europe, our vehicle emissions are 45 percent higher on average.

So what can we do? The most immediate and impactful course of action is to donate to the bushfire appeal. Beyond that, a simple step is to opt for the most efficient vehicle in the class next time you buy a car. If every Aussie had done this in 2018, we'd have seen a 60 percent reduction in carbon intensity, according to the NTC.

More long-term, however, what we really need are mandatory fuel efficiency or vehicle emission standards. It's hard to believe that Australia has failed to embrace such laws, which are now commonplace around the world.

Meaningful policy to increase the attractiveness of electric cars is another lever to pull. Be it tax breaks or monetary incentives, something needs to accelerate the penetration of EVs and hybrids. Creating cleaner electricity to power them is also fundamental.

The positive news is that none of these suggestions represent a threat to our love of cars. We can continue to enjoy the thrill of driving, whilst simultaneously moving towards a cleaner future.



NSW RURA

What we really need is a sense of urgency. Australia can no longer afford to sit on its hands and rely on the legislation of other countries to make our cars friendlier to the environment, or worse, to see us as an easy dumping ground for the world's dirtiest engines. Now is the time for action.

🖸 🖬 🖌 @wheelsaustralia 🛛 9

FEBRUARY 2020

30 days

How Sony shocked CES

NOBODY EXPECTED SONY TO SHOWCASE AN EV IN LAS VEGAS. PERHAPS WE SHOULD HAVE

T'S HARD TO keep a secret in the automotive world. Everybody now has a camera on their person, once privileged testing locations are now plastered all over the internet, and spy photographers with drones can now surveil even the most locked-down proving grounds. Therefore it came as a huge surprise when Sony unveiled its Vision-S Hirai made an off-the-cuff remark. "This growing automotive segment has enormous potential," Hirai told the crowd that January. "We're aiming to take a leading position."

Faced with Chinese commoditisation of the consumer sector, many Japanese electronics companies are looking at an expected growth from automotive. In 2018, Sony's then-new CEO, Kenichiro Yoshida, was asked about future plans for entering the automotive arena, and his response was anything but a shutdown. "It's probably not something I can deliver during my tenure," he said, "but I want to begin working on something for the longer term." Eighteen months later, the fully formed and suspiciously well-finished Vision-S Concept looks like more



Concept electric vehicle at the Consumer Electronics Show in Las Vegas this January.

The Japanese were at pains to stress that the vehicle was, for the time being at least, merely a rolling shop window for an impressive suite of Sony sensors, but dig a little deeper and the company's ambitions are obvious. At CES in 2015, then-CEO Kazuo than just a toe in the water. However Yoshida was adamant that it's not a production vehicle and that Sony wouldn't be stamping its own steel, in the short term at least. Dyson has shuttered its plans for an electric car, and Apple has laid off employees from its Project Titan start-up.

Scary Vision: dash display lures driver's eyes to the passenger side, but will it ever see the light of day?

A WHEELS INSIGHT

Sense check

Aside from lidar, radar and ultrasonic sensors, the Vision-S Concept leverages Sony's expertise in charge-coupled devices as seen in the sensor of digital cameras. With at least 10 image sensors around the body, the cameras can not only replace external mirrors but can also engage in driver-recognition functions, monitoring fatigue and unlocking doors when facial recognition software identifies an authorised driver.

"It's not an exaggeration to say that mobile has been the mega-trend of the last decade," said Yoshida at CES. "I believe the next mega-trend will be mobility."

Developed in partnership with Austrian company Magna Steyr, the roots of the Vision-S Concept go deep. As Dyson discovered, going it alone is likely to prove cost-prohibitive, even for a company with Sony's acquired Magna's Austrian battery facility, which builds the batteries for BMW's i3 and is in the process of converting its factory in Göd, Hungary, to add capacity for another 50,000 lithium-ion packs per year.

Renault Samsung Motors has been building and selling cars under the Samsung badge for some time. The 1.8-litre engine in the latest Megane RS and Alpine is a Samsung design. The Koreans also marketed the SM3 Z.E., an enhancement of the Renault Fluence Z.E. and once the best-selling EV in its domestic market. Samsung, then, has skin in the automotive game, and it, too, was at CES, partnering with BMW on vehicular 5G integration.

Whether Sony is set to share a platform with BMW, or indeed Samsung, isn't clear, the Germans in particular committing to a modular approach that means each of its chassis from 2021 must be configurable for ICE, PHEV and BEV applications.

The Teners is here both the suill

considerable muscle.

Delve into the tangled web of partnerships and another Asian giant emerges. In 2015, Samsung SDI

The Japanese have both the will and the means to enter the EV sector

The Japanese have both the will and the means to enter the EV sector. Whether they can make a business case to do so profitably remains an issue. For the time being at least, the Vision-S Concept places its sensor tech in the shop window and continues Tesla's subtle transition of the car to mobile consumer electronics.

ANDY ENRIGHT

🖸 🖬 🕑 @wheelsaustralia 11

day

A heavy toll

WHY WERE MORE AUSTRALIANS KILLED ON OUR ROADS LAST YEAR? AND WHAT ARE VICTORIANS DOING SO WRONG?

HE BALD FIGURES make for some sobering reading. In 2019, the number of lives lost on Australia's roads jumped by 53 to a total of 1188, an increase of 4.7 percent compared to the previous year. Victoria's figures were notably ugly, with 266 deaths in 2019, according to the state's Transport Accident Commission (TAC) – 53 up on 2018. Jaala Pulford, Victoria's minister for fishing, boating, roads and the TAC, described the result as heartbreaking.

"It's been a devastating year on Victoria's roads with every loss of life someone's mother, father, sister, brother, husband, wife or friend who will not come home tonight," she said.

"That's why we're cracking down on dangerous driving, building safer roads and working on the next road safety strategy – but every Victorian has a role to play, to stop speeding, to put the phone away and drive safely." New South Wales, South Australia and Western Australia also registered more deaths than the year before, while Queensland, Tasmania, the Northern Territory and the ACT saw a dip in fatal road incidents. road deaths per 100,000 population. Across Australia, that figure stands at 4.2 deaths per 100,000. In the ACT it is lowest at 1.4, with Victoria at 4.0, Queensland at 4.3, New South Wales at 4.35, Tasmania at 6.0, Western Australia at 6.3, South Australia at 6.5 and the Northern Territory being the significant outlier at 14.2.

Drill down into the figures and it's clear that there's still a disparity between urban and rural deaths. While the longer term trend remains down, as indicated by the graph (right). Whether a greater penetration of 5-star ANCAP vehicles can outweigh a growth in drivers distracted by technology is a question that remains to be answered.

In the meantime, there are some small consolations. New South Wales saw a historic low (14) of deaths among drivers in the 17-20 age group, traditionally a high-risk demographic. Most fatal incidents in Victoria were

The TAC minister for Victoria described the result as heartbreaking

Melbourne's population has increased by 60 percent since 1989, urban road deaths in that period have decreased by 70 percent. In that same period, regional Victorian road deaths have merely halved. This year's figures show a similar trend in New South Wales, with the country roads with limits above 80km/h proving most dangerous. "Local people are dying on local roads, it's not people driving through the state," said NSW Police Traffic and Highway Patrol Commander, Assistant Commissioner Michael Corboy. While any loss of life is a tragedy, attributed to fatigue, with the majority being single-car crashes where drivers have either left the road to the left, or crossed the road and ended up striking an object on the other side.

Victoria nevertheless comes in below the Australian average in terms of

12 whichcar.com.au/wheels

"Clearly a new strategy is needed for reducing the number of people driving while drowsy," said Monash University's Associate Professor Clare Anderson, from the Turner Institute for Brain and Mental Health. "Fatigue is one of the biggest causes of road fatality, it has to be targeted alongside speed, distraction and alcohol." ANDY ENRIGHT

A WHEELS INSIGHT

How are we doing?

At 4.2 fatalities per 100,000km, Australia's 2019 stats aren't stellar. Japan aside, we're still the safest major non-European nation but we nevertheless record double the deaths of Norway, a country that typically suffers far more adverse weather conditions than our relatively benign meteorology. For the first time since WWII, not one child under 16 died on Norwegian roads in 2019. Wheels has campaigned in the past for flexibly higher speed limits to combat deaths caused by fatigue at the wheel, and the single vehicle fatality statistics last year underscore our national problem with drowsy driving.



KE



🖸 🖬 🖌 @wheelsaustralia 13

FEBRUARY 2020

-30 days

15,664

BMW DUMPS THE LUMP

We can't believe that this announcement will provoke any great outpouring of grief, but BMW has ceased production of the current 3 Series Gran Turismo. Citing cost-cutting, rather than the fact that consumers have functioning optic nerves, BMW chairman Harold Krüger has confirmed in a statement accompanying an interim financial report that "there won't be a successor". BMW's excellent G20 3 Series generation is better without it.

MEGT 3340

That's the power-to-weight ratio (in kW per tonne) of the Bloodhound LSR jet car. To put that rocketassisted figure into perspective, it's double that of the fastest Top Fuellers, while an F1 car makes a mere 1200kW per tonne. A Bugatti Chiron, by comparison, makes a paltry 553kW per tonne, which means that the Bloodhound is around 28 times more potent than Bugatti's best.

BRING OUT YOUR DEAD

BIG POWER, SMALL BATTERIES AND THE END OF MUNICH'S MUNTER

Lexus sold three new LFAs in 2019, despite production ending in 2012. Unregistered vehicles had sat in dealers for that long, waiting for values to peak. According to Lexus's own figures, there are still four brand spankers left for sale in the States. If the screaming LFA doesn't appeal, how about a box-fresh Viper? That went off sale in 2017, but clocked up five sales in 2019, down from 19 in 2018. Want something more homegrown? Officially there are no 'new' locally built Falcons or Commodores left. Registered delivery mile examples? That's a whole 'nother matter.



Mazda's no to bigbattery EVs

It probably hasn't escaped your attention that Mazda has been a bit reluctant to join the electric vehicle marketplace. Its MX-30 electric prototype sports a small 35kWh battery, the company claiming that it will never build a big-battery EV. Why? Because Hiroshima reckons an EV with a 95kWh battery has such a huge embedded CO₂ footprint at the point of sale that it will never be more CO₂ efficient across its lifetime than an equivalent diesel.

Gordon's alive!

"It's always annoyed me that no-one has done an F1 since the F1"

Gordon Murray, renowned designer of the McLaren F1, on the motivation to create his \$4.5m T.50 supercar



PLUS WIN AN INDIAN FTR" 1200 S MOTORCYCLE

Shannons are offering motoring enthusiasts the chance to win a 15-day trip for two to the 2021 Le Mans 24 Hours, one of the world's oldest and most prestigious endurance car races. Plus, travel through France and Germany visiting the famous Champagne region, unique motoring collections and the world-class Porsche and Mercedes-Benz museums. Complete the trip with an adrenalin rush - a hot lap of the legendary Nürburgring.

The winner will also receive a new Indian FTR[™] 1200 S Motorcycle.

ENTRIES







To enter go to shannons.com.au/lemans or call 13 46 46 and obtain an eligible quote on your Car, Bike or Home Insurance^{*} by 5pm on 9 April 2020[^].

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the issuer of Shannons Car, Bike and Home/Contents insurance products. Read the relevant Product Disclosure Statement and consider whether it is right for you before buying these insurance products. Contact 13 46 46 for a copy. Competition conducted by Shannons Pty Limited, of Level 28, Brisbane Square, 266 George Street, Brisbane, QLD 4000. Competition commences at 12am on 20/1/20 and closes at 5pm on 9/4/20 (Melbourne time) (Entry Period). Applications for online quotes must be submitted by 6/4/20, however, telephone applications will continue to be available until 5pm 9/4/20. Entry is only open to eligible Australian residents aged 18 years or older. Maximum cost of call will not exceed 55 cents + GST from an Australian land line. Higher rates may apply for mobile phones or pay phones. Total prize pool valued at approx. AUD \$55,980.09 (depending on major prize winner's point of departure, Shannons Club Membership and on road costs which differ nationally). Prizes drawn at 12pm on 24/4/20 at Engage Australia, Level 8, 56 Clarence Street, Systems will be notified by phone and email by 28/4/20 and published in The Australian newspaper on 1/5/20 and on the competition website on 30/4/20. Bike for illustrative purposes only. 'Apply for and receive a new Shannons Motor Insurance Policy quote (excludes CTP insurance) ("Motor Policy") or a new Shannons Home & Contents Insurance Policy quote (includes building only, contents only or building and contents cover) ("Home Policy") during the Entry Period. Entry Period. "Purchase a new Motor Policy (excludes existing Motor Policy") enewals) during the Entry Period. #Purchase a new Home Policy OR hold an existing fully paid Home Policy (current during the Entry Period). Eligible Entrants must consent to receive Shannons marketing communications and not opt out during the Entry Period. Full competition terms and conditions at shannons.com.au/lemans.

day.

The WINNERS AND LOSERS OF 2019

PAIN FOR MANY; PLEASURE FOR FEW

The market endured a tough calendar year with overall sales slumping to the lowest recorded by VFACTS since 2011. That's despite cracking the magic million mark (1,062,867 sales, or 7.8% down on 2018).

A tough economic climate, with restricted lending, unfavourable exchange rates and wage stagnation, has impacted the market, according to FCAI's Tony Weber. And there's likely more strife ahead as the effects of bushfires hit home.

However, it wasn't doom and gloom for all. Kia had a stellar 2019; the Korean marque is the only brand inside the top 20 to increase its sales year-on-year with 61,503 vehicles sold – 4.6% up on 2018, when it sold 58,815 cars in

Australia. The Cerato is the star model, finding 21,757 homes in 2019, a 16.8% jump on 2018, when it sold 18,620 vehicles. The same can't be said for Holden. Sales slumped to just 43,176 for its entire range, a 28.9% drop on 2018. It's a far cry from the heady days of 2002 when the Commodore sold 88,478 units alone. Ford, too, struggled, but with an 8.4% decline, it didn't bleed as much blue as the historic lion brand did red.

Luxury brands Audi, Jaguar and Land Rover had years to forget, down 19.1%, 15.1% and 12% respectively. However, Lexus bucked the premium-badge slump with its best result in Australia to date: 9612 with cars sold, 9% up on 2018.

It's hard to ignore the dual-cab juggernaut with the Hilux (47,649) once again topping the overall charts for a specific model. With

the Ranger coming an albeit distant second with 40,690 sales, it's



second with 40,690 sales, it's clear our love affair with dualcabs continues to burn bright.

TOTAL SALES 84,239

DECEMBER

	MODEL	SALES	RANK (NOV '19)	SALES (DEC '18)
1	Toyota Hilux	3917	1	3871
2	Ford Ranger	3348	2	3365
3	Toyota Corolla	2777	6	2311
4	Mitsubishi Triton	2315	3	2000
5	Toyota RAV4	2212	5	1729
6	Mitsubishi ASX	2091	24	1300
7	Hyundai i30	1935	4	1772
8	Isuzu D-Max	1880	13	2184
9	Mazda CX-5	1828	9	1990
10	Nissan X-Trail	1532	8	1661
11	Mitsubishi O'lander	1509	11	1242
12	Kia Cerato	1487	10	1206
13	Toyota Prado	1390	17	1462
14	Holden Colorado	1366	18	1537
15	Honda CR-V	1317	19	1338
16	Mazda 3	1285	14	2285
17	Hyundai Tucson	1252	12	925
18	Toyota Camry	1248	7	1280
19	Subaru Forester	1165	15	1630
20	Toyota Yaris	1048	27	675

Winning

Swede a segment leader; luxo SUVs sell well

The 2019 COTY-winning Volvo XC40 has proved as much of a hit with punters as it did the *Wheels* judges, selling well in its first full year on the market. The versatile Swede notched 2858 sales in 2019, an 80% increase on 2018's tally of 1588, and claimed a leading 17.4% market share of the (over-\$40K) small-SUV class. Other brands with SUV winners were Mazda, Porsche, Volkswagen and Nissan, with the CX-8 (+65%), Cayenne (+25%), Touareg (+19%) and the Patrol (+55%) all enjoying a sales boost.





Tanking

'Stang loses its sting, while 3 takes a dip

It seems the iconic pony car's light has dimmed, with the Blue Oval halo slumping 38.4% to 3948 sales in 2019 – its lowest figure since it officially landed down under in 2015. Higher pricing also saw the once chart-topping Mazda 3 drop 19.7% year-on-year to 24,939 sales, falling behind the Hyundai i30's 28,378 units (up 0.7%). The Corolla took a hit, falling 13.7% in 2019 to 30,468. As a whole, the sub-\$40K small-car class shrank by 18.6%.

Incoming THE NEW METAL HEADING OUR WAY





SUBARU FORESTER e-BOXER

Watch out, Toyota RAV4 Hybrid: Subaru's petrol-electric e-Boxer is coming our way. A lithium-ion battery pack supplies power to the motor, which in turn supplements the 110kW/196Nm 2.0-litre atmo flat-four engine. The XV also gains the same all-wheel-drive, CVT-equipped hybrid powertrain.



JEEP GLADIATOR

In crude terms, it's a Wrangler with a ute tray. The Gladiator will be offered with the trusty atmo 3.6-litre Pentastar V6 (213kW/353Nm) with either a six-speed manual or eight-speed auto. Expect prices north of \$60K when the four-door dual-cab lands down under. Doorless off-roadin awaits.







NEW ARRIVALS

FEB, MAR, APR 2020

Audi Q3 Sportback; A5; A6 Allroad

BMW M8 Competition

Ford Mustang; Fiesta ST; Focus ST

Mazda CX-30



EDITOR Alex Inwood **DEPUTY EDITOR** Andy Enright **ART DIRECTOR** Felipe Ubilla **ASSOCIATE EDITOR** Ash Westerman **PRODUCTION MANAGER** Alan Baxter **ONLINE EDITOR** Cameron Kirby

STAFF JOURNALIST Trent Giunco

STAFF PHOTOGRAPHERS Ellen Dewar. Nathan Jacobs . Alastair Brook **CONTRIBUTORS** John Carey. Toby Hagon . Byron Mathioudakis . Michael Stahl . Daniel Gardner . Noelle Faulkner . Peter Robinson **VIDEO MANAGER** Elle Tosolini

COMMERCIAL CONTENT DIRECTOR

Matt Rice (02) 9263 9706 **BRAND SALES MANAGER** Liam Quirk (02) 9282 8348 **NSW AGENCY SALES** Max Kolomiiets (02) 8275 6486 VIC AGENCY SALES

Adrian Christian (03) 9567 4320 **BRAND SALES MANAGER AND**

VIC/SA AGENCY SALES Adrian Smith 0408 337 004

QLD ADVERTISING Todd Anderson 0409 630 733

SA ADVERTISING Nick Lenthall (08) 8212 6256

WA ADVERTISING Emily Thompson 0408 516 176

ADVERTISING PRODUCTION Aden Simpson

MARKETING ENQUIRIES Rachel Nixon (03) 9567 4190

SYNDICATION ENQUIRIES

Email: syndication@bauer-media.com.au **SUBSCRIPTION & SALES ENQUIRIES**

Web: wheels.magshop.com.au. Email: magshop@magshop.com.au Phone: 136 116 – 8am to 6pm (EST) Monday to Friday. Mail: Magshop, GPO Box 5252 Sydney NSW 2000

> **OPERATIONS AND FINANCE MANAGER** Cain Murphy **CIRCULATION MANAGER** Stuart Jones **CREATIVE CONSULTANT** Glen Smith **BRAND CONTENT DIRECTOR** Simon Telford **GENERAL MANAGER, PUBLISHING**

PORSCHE MACAN GTS

Slotting between the S and Turbo. the \$109,700 Macan GTS offers 280kW/520Nm from its 2.9-litre twin-turbo V6. With PDK and Sport Chrono it'll reach 100km/h in 4.7sec. The ride height has been dropped 15mm and it runs uniquely tuned dampers.

Mercedes-AMG A45; CLA 45

Mitsubishi Mirage; Outlander

Nissan Qashqai

Porsche Macan GTS

Skoda Superb; Kodiag RS

Subaru XV and Forester e-Boxer

Volkswagen T-Cross; T-Roc; Passat Alltrack

Terry King **CEO, BAUER MEDIA GROUP Brendon Hill**



MEDIA GROUP

Published by Bauer Trader Media, part of the Bauer Media Group, ABN 18 053 273 546, 54-58 Park Street, Sydney, NSW 2000. © 2018. The trademark **WHEELS** is the property of Bauer Consumer Media Limited and is used under licence. All rights reserved. ISSN: 0043-4779. Printed by Ovato, 31-35 Heathcote Road, Moorebank NSW 2170. (02) 9828 1350

🖸 🖬 🗑 @wheelsaustralia 17

YOUR SAY



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

LETTER OF THE MONTH

WE BORROW THE RESULT OF OTHERS' HARD WORK, FRUSTRATION, AND DISAPPOINTMENT

ALL CARS BUT NO RESPONSIBILITY

I CONCUR with the proposition (*Wheels,* Yearbook 2019) that Australia is behind the eight ball when it comes to industry leadership, mainly WIN!

I FTTER OF THE

secondary interest and benefit. We're a lucky country because we borrow the result of others' hard work, frustration, and disappointment. Who cares deeply when we can get second best at a fraction of the real cost? And there is little harm done in simply lusting fancifully. After calling the local motor industry's bluff, it would be inappropriate to look a gift horse in the mouth. And it's a shame, because Australia would be the perfect political and cultural fit for the assembly of the unsophisticated agricultural/blue-collar style of motor vehicle that is currently trending.

because it comes cheaply, and with none of the development and research nightmares, stuff-ups, and toxic outcomes.

We dodged a nuclear-industry bullet, and, until recently, extracting oil from once-pristine oceans. And so it will go for shiny new objects of interest. Even if we had developed world's best technology, population numbers couldn't justify the expense. Hence our dependence on the rest of the world to do its dirtiest work for our

18 whichcar.com.au/wheels

MONTH PRIZE

For doing the gloomy hard yards for us, Richard, sit back and relax with a year's worth of the mag completely free!

Richard Piech, via email

Insightful words, though we continue to dream of being doers, rather than just getting done – Ed

BRABHAM BULL

I HAVE BEEN a fervent fan of Robbo since day one and will always be. However, I was gobsmacked to read in your excellent December issue re Moss at the Mountain that "Brabham realised the gearbox on their Torana L34 was jammed." Unfortunately this is a pure PR lie.

I have a friend who was pit crew on this car. He says that what actually happened was that when Jack positioned himself on the grid he was slightly too far forward and was directed by the marshal to back up slightly. Unfortunately he left the car in reverse so that at flag fall he shot off backwards. This is confirmed by the fact that had he known his 'box had jammed, he would have raised his right arm to signal the grid he was immobile. Film of the event shows he did not do this.

David Goodsir, Glencoe, NSW

LOSING SIGHT OF GREATER GOOD

THE COMMENTS about autonomous vehicles by Andy Enright in your Yearbook issue are disappointing, probably because he is right.

I have a car with many of the latest bells and whistles. Some of them are brilliant, but others are character building, justifying the comment, "not even close". Most presentations of autonomous vehicles mention a five-stage strategy, but I think engineers are addressing problems of great difficulty but marginal benefit too early, while leaving easier problems of greater benefit left aside.

Specifically, speed and distance management, dash cams and black box logging seem relatively easy to implement, and useful, but direction control and lane keeping seem to be much more difficult, full of gotchas, and of 'nice-to-have', but not 'must-have' benefit.

The parking aid in my car is disappointing. It tells me it has seen a parking spot and, if I'm quick enough, I can stop and select reverse, and with luck it might park in the space it has found. But usually, I need to do a lot of adjusting to achieve a licence-passing park.

A better system would allow me to tell the car I've found a parking spot and aim in its general direction, while the automation attends to the details of getting close and parallel to the curb.



THE BLOODY THING NAGS AT ME

TOO MUCH INFORMATION

I'M 84 AND have been a car nut most of my life, having owned Holdens, Commodores, Falcons, Renaults, Peugeots, Mercedes and now my third BMW. Impulsively I bought a used G30 BMW 540i to replace my E39 540i and find it much less of a driver's car as it virtually drives itself. And the bloody thing nags at me whenever the speed limit is exceeded!

Yes, it is luxuriously quiet, comfortable, zippy and economic on fuel ... but it ain't the E39 experience. And I fear that is the price of increasing automation in cars. But maybe many would say this old geezer should slow down, so it's a good thing he's out of the E39 and into something that will correct his mistakes!

John Coulson, Dilston, Tas

You didn't hear it from us, John, but yes – Ed

DON'T BE QUICK TO JUDGE

I'LL PUT MY CARDS on the table up front. Never owned a Toyota, never wanted to own a Toyota. Until now.

The colleague's comment about the RAV4 long-termer, "What the hell have you gone and done?" (Wheels, January 2020), must just be the words of the class joker, alternatively a car snob hopefully not judging COTY. The new range of cars coming from Toyota have certainly broken the mould of vehicles they produced which *Wheels* rightly called white goods. *Wheels* has rightly called out Toyota for its bland range of cars in previous years. But the new range it's producing on this current TNGA platform (Camry, Corolla, RAV4) seems a great step forward.

I'm looking forward to reading your reports in the Garage section in the coming months. Also eagerly awaiting the reports on the new TNGA-based Kluger when it arrives, hopefully sometime this year.

Gordon Radcliffe, Lewiston SA

As the saying goes, Gordon, you had to be there – Ed

JUST QUIETLY...

WITH NO LOCALLY made cars remaining, you need to keep the imports honest as to their noise levels on Australian coarse-chip bitumen roads at 100km/h. Why not include this as an objective part of road tests, just like 0-100km/h, using a noise meter? This would apply especially for comparison tests and greatly assist choice of vehicles for country driving.

Ron Norley, via email

You spying on us, Ron? We have introduced in-cabin decibel testing during 2020 – Ed

C8 GREAT BUT WHY SO LATE?

FORGETTING that the new C8 Corvette will cost thousands more down under than it does in the States (and that buyers will be stripped of any noteworthy specification options, seeing that the Stingray will most likely come as standard with the Z51 performance package) I do, however, believe it represents a saviour of sorts to the now decrepit Holden.

So why has GM once again neglected the concern of urgency while planning the introduction of the C8 to Australia? The delayed production times for the right-hook Chevy are a sore spot for Holden enthusiasts as we think back to 2018 when our beloved Commodore was not seamlessly replaced with another V8 four-door sedan such as a Cadillac CTS-V, but an Insignia.

I just pray that the C8 will breathe new life into Holden and earn back for GM some of

Keith Anderson, Kingston, Tas Valid point, Keith, although assessing the value of driver aids across diverse markets is a subjective game – Ed the respect lost through the means of cheap SUVs and a front-wheel-drive Commodore.

Adam Greenwood, Forestville, NSW



CATCH ME IF YOU CAN

Put it on the tab

QUEENSLAND MAN RACKS UP NEARLY \$55,000 IN SPEEDING FINES WHILE EVADING POLICE A motorcyclist has been arrested in Brisbane after accumulating \$54,148 worth of speeding fines and the equivalent to 392 demerit points – enough to lose his licence 32 times. He's been charged with 36 criminal offences on top of his alleged 62 traffic infringements.

🖸 🖬 🖌 @wheelsaustralia 19



Repco

SHARP

SHELL V-POWER RACING TEAM'S BRAND OF CHOICE

THREE THREES

SHARD

Shell Helix Ultra with PurePlus Technology is the first synthetic motor oil made from natural gas.

Our revolutionary process converts the gas into a crystal-clear base oil with virtually none of the impurities found in crude oil.

Shell PurePlus Technology produces base oil that provides



REDCY

HARD

THREE THRE

enhanced viscosity, friction and volatility performance compared to traditional base oils.

The result is an oil that can help extend engine life¹, reduce oil consumption², improve fuel economy³ and deliver long lasting engine performance.

- 1. Compared with SN specifications and based on Sequence IVA and Sequence VIII engine tests carried out at an independent laboratory
- 2. Based on NOACK volatility test and manufacturers requirements
- 3. Based on ACEA M 111 fuel economy results compared with the industry reference oil

For more information call our local Technical Team on 1300 134 205 or download the Shell LubeMatch App.



THE NOSE HAS IT



"THE PERFUME INDUSTRY WORKS CONSTANTLY TO DEVELOP NEW SYNTHETIC MOLECULES WITH PREVIOUSLY UNSMELT AROMAS"

FAR BELOW, Cap Ferrat juts into the Mediterranean. The water sparkles brightly in the clear, late-morning light. Down there somewhere is a fabulous early 20th-century villa built by Beatrice Rothschild, of the famed international banking family. I squint against the glare, but fail to spy the pink-painted place.

Around 20 years ago Mercedes-Benz staged a new-model launch there. I can't recall for sure what it was. It may have been that bob-tailed abomination, the C-Class SportCoupe. Whatever it was, it was clearly forgettable.

What I do remember with absolute clarity is the spare-noexpense flavour of the event. Mercedes-Benz during the reign of Jürgen Schrempp - CEO of Daimler-Benz from 1995 to 2005 and mastermind of the disastrous DaimlerChrysler merger - was often like that.

One sight in particular remains very vivid. It's the image of the costumed performer suspended in a harness beneath a balloon, her manoeuvres aided by tether-holding assistants hiding in the shrubbery. The sole aim of this graceful routine was to provide a few moments of visual entertainment for the guests as they walked through the villa's extensive gardens in the gathering dusk. But that was long ago...

Today we're at the modern Villa Bayview in Villefranche-sur-Mer, just to the east of Nice. Again it's a Mercedes-Benz event. We're here for a preview, under strict embargo, of the Mercedes-Maybach GLS 600. I step onto the villa's terrace and scan the sky, but there's no-one twirling in a tutu overhead.

inefficient and, for the vast majority of driving humanity, utterly irrelevant. Still, the event wasn't a complete waste of time.

In a downstairs room at Villa Bayview, Sabine Engelhardt is hosting a workshop. She's a futurologist who, for the past 20-plus years, has analysed the social forces and cultural trends that will shape the car industry in coming years. Her work guides decision making on overall strategies and product plans for all Daimler's brands.

But she's here to talk about her sideline activity in the arena of aroma. Engelhardt works with perfumers to design car scents, including the 11-strong range developed specifically for Maybach. It's a well-known fact that the rich are very picky about what goes up their nostrils, after all.

It's a topic well outside my zone of interest, but Engelhardt is the kind of specialist who can make their subject accessible. She's able to outline, in language I can understand, the basics of scent design. It's more complicated than you'd think, partly because the perfume industry works constantly to develop new synthetic molecules with previously unsmelt aromas. Some are so powerful that they can only be used in minute proportions.

> As a futurologist, Engelhardt has ideas which way the scented wind is blowing. Expect a revival of '70s favourites like patchouli and musk, she tells me.

In the meantime, I've taken to checking what's in the aroma dispensers found in the test cars I drive at launch events. The names are often much less subtle than the contents. My favourite so far? 'Gingery Mood', found in a Mercedes-Benz GLE 53 Coupe at the international unveil in Austria.



Ultra-expensive mega-SUVs for the super wealthy aren't things that excite or interest me in the slightest. They're ostentatious,

🖸 🖬 🖌 @wheelsaustralia 🛛 🔁



UltraContact[®] UC6 SUV

The ultimate balance of performance, safety, comfort and handling between urban life and long distance trips.

- > Excellent braking and cornering on wet roads.
- > High level of traction, grip and safety on both dry



and wet roads.

- > A quiet and comfortable ride with reduced noise levels.
- You will receive excellent wear performance thanks to interlocked polymer compound equipped in every UC6 SUV tyre.





www.continental-tyres.com.au

BASIC INSTINCTS

"A RESTO-MOD COULD BE HARD TO BEAT FOR ENVIOUS GLANCES FROM POINDEXTER IN HIS SUPERCAR, PONDERING THE ALGORITHM OF HIS LAUNCH CONTROL"

I'M A CAR snob. Always have been. By that, I don't mean I frown on anything with a badge you can't buy on a T-shirt, or impoverished with less than 400kW. To the contrary – I'm stoked whenever some cardigan car company pulls a brilliant hot-hatch or rear-drive performance sedan out of a hat. Hopefully, it's introducing more people to what I think driving is really about.

My snobbishness lies in a lifelong respect for cars that challenge and reward, that take dedication and skill to master. That's opposed to a D-for-duhh transportation appliance that any Magoo can climb into and schlep to the shops. The distinction, however, is starting to become troublesome.

Historically, a supercar was the most complex of automotive achievements, with a staggering number of cylinders, camshafts, carburettors and cogs. Engines were temperamental, clutches and gearboxes were heavy, synchros were sticky until the oil warmed up. Driving them demanded strength, sensitivity and sympatico – maybe also a moustache – and operator skills, like doubledeclutching and heel-and-toeing.

I fully appreciate the depth of engineering excellence that has made, say, a 588kW Ferrari 812 Superfast so docile and driveable around town. And yet...

It's not just me. Ferrari has recently introduced the Classiche Academy, a two-day customer driving course at its Fiorano circuit. The supplied cars are 308s, 328s and a Mondial 2+2, all basically no more than Maranello's mainstream models of the 1980s. The most potent, the 328 GTBi, makes just 200kW.

But the point of the Academy is to learn, via instructors, how to properly drive a manual transmission, and old-fashioned car control with no electronic interference.

The law times much lead here hable of the

I also see so many more supercars now. Ferrari's production has more than doubled since the 1990s, when it built around 4000 cars each year. Lamborghini's annual production that decade was lucky to hit hundreds; it was on track to top 4000 supercars in 2019 (and as many again SUVs). And there are now 5000 new McLarens every year, where just 10 years ago there were none.

Consider the newly rich markets where a rapidly increasing proportion of these supercars are being sold, and user-friendliness is a marketing-led inevitability.

Beyond impressing your friends with the *ooh-ahh* straight-line acceleration, of course the best place to more fully exploit a supercar is on a race circuit. The manufacturers are already onto this, with track-focused variants like the McLaren Senna.

But as happens cyclically in F1 and sports car racing, these may start reaching the safety limits of many circuits. Then what?

Going back to basics: I figure the enjoyment of driving is in one's interaction with the machine, chucking and catching it, sensing and responding to each other's inputs. By which measure, it's entirely possible to have more fun in a Mazda MX-5 than a McLaren 600LT, and a lot more of the time.

So if you're not short of a wedge, you want supercar street cred, but you don't want to be the ninth Ferrari or sixth McLaren or eighth Aston in the golf club car park ... where do you go?

Well, enter the resto-mod – think a Singer-reimagined Porsche 911, or an Alfaholics GTA-R, or best of all, your own. While some people might slide, say, an entire package of current AMG guts under a 1955 300 SL, it seems more usual for these cars

> to retain a manual transmission and at least some of the fundamental challenges of their chassis configurations.

The lap times must look laughable after the current-model supercars have done their thing. But people are realising there's more to life than lap times.

I haven't driven any electric supercars, but I fully expect they'll be next-level fast – and next-level numpty friendly.



A resto-mod could be hard to beat for individuality, for driving enjoyment – and for envious glances from Poindexter alongside in his supercar, pondering the algorithm of his launch control.

🖸 🖬 🕑 @wheelsaustralia 23





The great masters knew art and science were inseparable. Desire, passion, contemplation, innovation and excellence are the product of the union of creativity and the mind. All the finest pieces of art throughout history adhere to this collaboration.



The Rodin FZED is no exception. Complete your collection.



🖸 🖬 💓 @wheelsaustralia 25



Model BMW E39 M5 Engine 4941cc V8 (90°), dohc, 32v Max power 294kW @ 6600rpm Max torque 500Nm @ 3800rpm Transmission 6-speed manual Weight 1795kg O-100km/h 5.3sec (tested) Economy 15.5L/100km (tested) Price \$195,800 (2003)



MW CURRENTLY sells 28 different road car models with an M badge on the back, yet the first to carry any sort of Motorsport designation was the E12 530 MLE that rolled from the Rosslyn plant in South Africa back in 1976. In the intervening 44 years, the company has built many very good M cars but, I'd argue, only three truly great models: the E46 M3 CSL, the current M2 and the E39 M5.

It's the M5 that might just be the most perfect archetype of the M genus. The raw ingredients are bewitching in their simplicity: a 4.9-litre normally aspirated V8 engine, a six-speed manual gearbox and rear-wheel drive. There are many reasons why this could be seen as the zenith of BMW's M car development, but it's the combination of conceptual purity and execution that distinguishes it.

Consider what came next. The E60 M5 was, by comparison, a bit of a tangle. We can argue back and forth on Chris Bangle's styling for that car, and the same goes for the V10 powerplant, but the M division lost its nerve when it came to the fundamental way the M5 went down the road. The E39 offered an artfully polished chassis set-up from the factory. Good drivers instinctively knew how to get the best from it. The E60 M5 swamped the customer in choices because this was a vehicle with almost 600 permutations of gearshift method, power settings, shift speeds, suspension adjustments and traction control thresholds.

The E39 M5 had a Sport button and the ability to disengage the Dynamic Stability Control (DSC). That's it. And few bother pressing Sport because it oversharpens the throttle and adds unnecessary heft to the steering. The throttle and steering are artfully honed as they are.

Equally straightforward was the M5's mission. It had to wrest back superiority from Mercedes-Benz and AMG. BMW knew that Affalterbach was forging a technical lead in powerful V8 models, following the large-capacity units seen in the W124 sedans and coupes. Its successor, the W210, was introduced in 1996, and E50 and E55 AMG models soon followed. BMW had stretched the S38B38 straight-six to capacity in the E34 M5 with the final cars making 250kW, but Munich knew it needed a powerplant that represented a step change in philosophy and capability.

The 4.9-litre S62 V8 in the M5 was the first eight-cylinder engine fitted to an M car, and some diehards were at first affronted by this heavily reworked version of the 4.4-litre lump from the 540i, claiming that it fundamentally changed the character of the M5. It needed to. As Alexander Hildebrandt, the E39 M5 project leader, said, "I well remember the discussions about the BMW M5, and how - in the eyes of some M fans - it still had a flaw," namely that V8 engine. The alternative

was a heavily boosted six which, with the benefit of hindsight, would have rapidly been outgunned as AMG turned to forced induction for its V8s.

The E39 M5 was also a landmark car insofar as it was not built at the BMW Motorsport facility at Garching, instead running down the regular 5 Series line at Dingolfing, near Munich. Any suspicion that it might have been M lite or dumbed down in any way were scotched when it became clear how extensive its upgrades were. The engine was bored and stroked to 4941cc and fitted with individual electronically controlled throttle bodies, hollow camshafts, a duplex chain-drive for the intake cams and a trick lubrication system with G-force-sensitive scavenge pumps.

The suspension retained the basic 5 Series configuration of struts up front and a multi-link rear, but all the details were changed. The steering links were strengthened, the bushings beefed up, unique front wheel bearings were engineered, heftier lower rear control arms from the E39 Touring were introduced, while the rear integral link came from the V12 750iL. Polyurethane auxiliary springs sharpened body control, as did junking the rubber rear suspension bushings for steel ball joints. The spring height was cut and spring rates increased, shock valving was modified and thicker antiroll bars were fitted front and rear. At the end of this exercise there was very little commonality between the suspension of the M5 and that of the 540i.

The M division then sharpened the ratio of the recirculating ball steering, fitted bigger brakes, 18-inch alloy wheels, ESC stability control that talked to the Siemens MSS 52 Motronic digital engine control system, and a beautiful exhaust that finished in quad tips. A subtle but purposeful bodykit, clear turn signals and a broader kidney grille gave the E39 M5 the requisite look of restrained menace.

Wheels somewhat missed the boat on the E39 M5. The first comparison test we put it into was in April 2003, by which time it had been on sale in most markets for four years. In those intervening years, Mercedes had retired the W210 E55 AMG and its successor, the W211-generation model, had acquired a 350kW/700Nm supercharged V8. Against that sort of muscle, the 294kW/500Nm BMW looked a little gun-shy. Nevertheless, Wheels scribe Graham Smith realised that while a new front had opened in the power wars, the M5 was still the sharper tool, noting "the BMW's chassis is a driver's delight compared to the Benz's which, while being awesomely competent, lacks for those last few degrees of engagement." It's those final degrees that differentiate a good sports sedan from a great one. And, make no mistake, the E39 M5 deserves its place at the very top table.

Take its size. Its road footprint is significantly smaller than a modern M3, so it never feels unwieldy to thread along a twisty road. It is heavy, though, and the suspension tune, while more focused than its

A 437-MILE MPLE JCTION \triangleleft

2018 / PRICE OF

ХШ





















THE BAD

Depressed valuations saw some fall into wrong hands; price of M5-specific parts; appetite for tyres; VANOS rattles

🖸 🖪 🕑 @wheelsaustralia 27

THE GOOD

Handling acuity; magnificent V8 powerplant; appreciating in value; ergonomics; lofty position in M-car firmament



BMW E39

5

"400hp is enough to be fast but not uncontrollable. The M5 shines at 105 percent of its grip threshold"

JOSH DAVIS, WENDOUREE, VIC

"I grew up with Wheels and remember reading the April 2003 issue with the E39 M5 when I was just out of school. I told my friends, 'I'm going to have one of those.' Fast-forward to 2008 and I found myself in the position to buy one. It was only after I got it home that I realised it was the same car from the Wheels road test. It's got one modification and that's a muffler delete. It now makes my E63 AMG sound positively tame! This car is everything. They'll have to bury me in it!"







ESTATE SECRET



BMW built one solitary left-hook E39 M5 wagon in Titanium Silver with black leather ... and then kept it to themselves. Since then a number of 'tribute' cars have popped up with reasonable regularity where owners transplant their E39 M5 sedan bits onto a 5 Series wagon body. So if somebody tries to sell you one claiming it's genuine, it ain't.

5 Series brethren feels, by today's standards, relaxed. The car you see in these images is the exact same vehicle we shot for the 2003 comparison against the Mercedes-Benz E55 AMG and the Jaguar S-Type R, owner Josh Davis having added another 130,000 kilometres to its odometer in the intervening 17 years.

From a personal perspective, an 'Imola Red II' E39 M5 means a fair bit to me as well. It was the first car I drove on my first international press event for *The Times* of London. Talk about being thrown in at the deep end. Back then a car that could sprint to 100km/h in 5.3 seconds and rev to 7000rpm felt like something from another dimension; now, while the M5 is still an event, its performance is about what you'd expect from a respectable hot hatch.

The interior stands up beautifully from an ergonomic perspective, the dial pack hailing from an age when BMW put a premium on readability. There's an inherent rightness about a six-speed manual, hydraulically assisted steering and a good old-fashioned handbrake. For many, the E39 M5 marked a sweet spot; a blink-and-you'll-miss-it handover from the analogue to the digital. So you have a central screen with sat-nav, a drive-by-wire throttle and the safety net of a rudimentary ESC system should you want it, but almost everything else is old school.

The E39 M5 didn't change a great deal throughout its lifetime. Some additional paint finishes were phased in, and the car received a facelift in 2001. That introduced the 'Angel-eye' headlights, revised LED tail-lights, front parking sensors, a chubbier E46 M3-style steering wheel, an upgraded sat-nav screen, rear head airbags, grey dials, an upgrade to the air-con and the option of a punchier M audio system.

For such a specialist model, the M5 is far from temperamental, but when inspecting one it pays to understand which parts are M5-specific, and therefore expensive. BMW ironed out a lot of snagging points with the 2001 facelift, so many of the irritating minor quality issues that afflicted early cars were fixed. In other words, buy on condition, but if you're down to a decision, buy as late an E39 M5 as you can get. There are three key mechanical issues with the E39 that you need to keep tabs on.

The S62 lump featured a secondary air-injection system to reduce coldstart emissions. Over time, burnt engine oil vapours are ingested via the intake manifold and create a solid build-up in the cylinder head that requires an expensive (circa-\$2000) fix. Look for the SES light illuminated in the dash and a Secondary Air Pump Low Flow fault code.

The VANOS (variable valve timing) system also can be susceptible to a diesel-like rattling. Some owners 'cure' this by introducing a heavier oil. Don't do this. BMW initially recommended 10W-60 but in March 2000 changed that to a 5W-30 Castrol TWS (Edge these days) due to a minor change to the piston rings The rattle is fairly normal at start-up as the oil makes its way to the top of the engine. Post March 2000 cars received an oil accumulator to try to alleviate this issue.

The third item to look out for is a worn timing chain tensioner; an issue often exacerbated by incorrect oil usage. It can seize, which wears the chain and its guides. It's not a big job but ask the previous owner when it was last performed. It's a relatively inexpensive part and changing it every 40,000km seems wise..



Make the effort to track down a good BMW E39 M5 and it still has the ability to make many modern super-sedans seem long on window dressing and short on nuanced chassis engineering. The M5 was a case study in how to transition a hand-built sensibility onto a line-built car. It was purposeful, athletic and charismatic, and now, as we crave feedback, delicacy and authenticity more than ever, its light only burns brighter.

ANDY ENRIGHT

🖸 🖬 Ў @wheelsaustralia 29

Going, Karley and the second s

5

'LE COST KILLER' PULLS OFF A HOLLYWOOD-SPEC ESCAPE FROM JAPAN AS HIS ALREADY UNBELIEVABLE STORY TWISTS ONCE MORE



Overrun

PEOPLE

ARLOS GHOSN is a man of intense focus and furious intent. He has performed industrial miracles – including bringing Nissan from the brink of bankruptcy into an era of prosperous profits – practically overnight.

For the past year, his sole focus has been on proving his innocence following his shock arrest in late 2018

for allegedly misusing company funds. Then, in late December 2019, everything changed, and the subject of his attention was a secret, daring, and ultimately successful escape from Japan that would result in him becoming an international fugitive.

So, what the hell happened, why, and how? Let us explain.

The allegations against Ghosn are serious, and extensive. Prompted by a tip-off from Nissan, they include hiding income payments to the tune of US\$43 million (A\$60 million), funnelling funds from Nissan to himself through car dealerships he controlled in the Middle East, and siphoning US\$16 million in personal losses back to the Japanese car manufacturer.

Lawyers representing Ghosn claimed his detention was part of a corporate coup to prevent the partnership between Nissan and Renault transforming from an alliance into a merger. There are global politics also at play, with the French government the single largest shareholder in Renault, and Japan's government seeing Nissan as one of the crown jewels of its automotive industry.

The conditions of Ghosn's detention were harsh. Held inside the infamous Tokyo Detention House, the 65-year-old was repeatedly charged, then re-charged, and interrogated without his lawyer present for more than 130 days. He was also often placed in solitary confinement with no contact with people outside prison. These are well-worn tactics of the special investigation squad that has been leading the case against the former automotive executive.

Ghosn's personal worth is estimated at US\$120 million, on top of his shares in Nissan, Renault and Mitsubishi valued at US\$60 million. He is a man of immense wealth and power who has been subjected to 12 months of relentless and humiliating pressure. Among his supporters is French president Emmanuel Macron, who told reporters in early 2019: "I'm just concerned that the case of a French citizen should respect basic decency."

Japanese prosecutors have been criticised since long before Ghosn was arrested for relying on confessions instead of evidence to attain their fearsome 99 percent conviction rate. A Human Rights Watch summary states the system which keeps defendants incarcerated indefinitely, withholds bail without a confession, and denies suspects contact with the outside world, violates both Japanese constitutional and international law.

Eventually, Ghosn was released on bail, which was reportedly set at US\$13.8 million with strict conditions including a restriction on leaving Japan. Ghosn's trial was slated to take part in stages, setting up a years-

long saga, another strong-arm tactic from prosecutors intended to force a confession. In the months that followed, Ghosn continued to maintain his innocence, working hard on building what he hoped would be a successful defence. *The New York Times* reports that Ghosn's desire to have his day of justice evaporated after a Japanese court denied, on Christmas Day, his request to spend the holiday with his wife, for whom Japanese prosecutors have now issued an arrest warrant.

Then came the escape at the start of 2020 – and exactly how Ghosn orchestrated it may turn out to be just as impressive as its very execution. Bail conditions mandated a camera above the door to his rented home, his phone use was restricted, and internet access outside his lawyer's house was outlawed. Calls with his wife were listened in on by lawyers, and he was shadowed everywhere by reporters.

Unverified reports claimed Ghosn hired a Gregorian band to play at his residence. The story goes that Ghosn, aided by ex-special-forces officers that specialised in rescuing hostages, was then smuggled out of the apartment, and country, inside an instrument case. The former head of both Nissan and Renault dismissed these reports, with a second theory suggesting he simply walked out of the front door unfazed at his departure being caught on camera. This is because Ghosn was under heavy surveillance, not house arrest, meaning Japanese authorities didn't realise what was happening until it was too late.

What we do know is that he boarded a private jet in Osaka, flew to Turkey, then boarded a second plane to Lebanon, where Ghosn has citizenship and owns property. Japan and Lebanon do not have an established extradition agreement. According to *The New York Times*, once in Beirut, Ghosn met Lebanon's president, Michel Aoun, and discussed his legal issues. This claim has been refuted by Mr Aoun.

In a statement released the week of his escape, Ghosn said he would "no longer be held hostage by a rigged Japanese justice system where guilt is presumed, discrimination is rampant, and basic human rights are denied." Ghosn claims he alone was behind his escape from Japan, denying any of his family was involved.

Interpol issued a 'red notice' for Ghosn's arrest. Turkish police arrested seven people in relation to an investigation into Ghosn's escape, including four pilots of a private airline, with officials in Turkey furious that Ghosn entered and exited the country successfully. Despite all this, images surfaced of him eating at a high-end restaurant in Beirut.

Nobuo Gohara, a former Japanese prosecutor who runs a compliance and law office, told *CNN Business* that he believes Ghosn's trial is likely to be abandoned following his escape from Japan.

As *Wheels* went to press, Ghosn remained at large, staying in a house in Lebanon that Nissan bought and renovated while he was the CEO. We guess no-one got around to changing those locks.

CAMERON KIRBY

Carlos' 5 steps to freedom



APARTMENT

Ghosn simply walks out the door and heads to train station

TRAIN

A bullet train takes him from Tokyo to an airport in Osaka

OSAKA

 $oldsymbol{J}\,$ Here he boards a private jet, booked by an intermediary

TURKEY

' Swaps to a second private jet, bypassing customs

LEBANON

Clears customs legally using French passport

🖸 🖬 🕑 @wheelsaustralia 31





Model Honda Accord VTi-LX Engine 1498cc 4cyl, dohc, 16v, turbo Max power 140kW @ 5500rpm Max torque 260Nm @ 1600-5000rpm Transmission CVT automatic Weight 1504kg 0-100km/h 8.0sec [estimated] Economy 6.5L/100km Price \$47,990 Dh sale Now

HONDA ACCORD



EBO class fire Take botc

EBOOTING A cherished classic is never a surefire recipe for success. Take, for example, the botched stage-to-cinema translation of *Cats*, or

the unnecessary CGI-fest that was the remake of *The Lion King*.

So where does Honda's 10th-gen Accord land on the classic-to-cringe spectrum? After all, the Accord is a name held dear by a generation of Australians, and one that played a key role in establishing the Honda brand as a household name. Will this new Accord, riding on an all-new platform and bristling with tech, achieve the same level of ubiquity? No. Even Honda's local office only expects to sell a modest 150 cars per year. That's not a typo.

But Honda needn't be so conservative, for the new Accord has plenty of appealing facets. Yes, it's hobbled by a high entry price of \$47,990, but that's because just a single grade is on offer; one with everything as standard. Active cruise control, a colour head-up display, leather upholstery, heated seats, wireless phone charger and a heap of electronic safety aids don't come cheap, after all, and Honda says its customers tend to want their cars with the most equipment anyway.

FIRST AUSSIE DRIVE

One thing that counts more is a shift in the Accord's posture. The last one was as beige as a nursing home cardigan, but this new car is a little more athletic. And it needs to be. With the dynamic yet dearly departed Accord Euro not expected to rise from its grave anytime soon, the vanilla Accord has had to step up and be, well, a little less vanilla.

Adaptive dampers, a faster steering rack ratio, and suspension that's tuned to stay flat and stable through highspeed corners mean the Accord actually does instil some driving joy. And even though its base engine only displaces 1.5 litres and is borrowed from the Civic, its Accord-specific turbo tune sees it generate 140kW and 260Nm. Want more? The 158kW/315Nm hybrid provides it (for a \$50,490 ask) but doesn't necessarily feel much swifter. Shame the US market's thrusty 2.0-litre turbo-petrol option is not Oz bound. noise, however, is pronounced despite each wheel sporting fancy anti-resonance chambers to help quell tyre rumble.

At 4.9 metres long the Accord is Holden Commodore-esque and flaunts limo-like rear legroom. Seat comfort is superb, but some qualitative missteps subtract from the ambience. For starters, that faux wood trim is convincing from afar but just a printed texture on plastic up close, while the amount of hard plastic on show would be appropriate for a \$15K Jazz but not the \$48K Accord.

There's also a comically lengthy and clunky gearshifter that gets in the way of the centre console storage cubby – weird, given the Japanese-market Accord, built in the same Thai factory as the one for Australia, comes with a much sleeker push-button transmission interface.

It's a mixed bag, the new Accord. Besides the lack of choice in the range, there are elements that could be better at this price point. It's a compelling alternative to things like Kia's Optima and the Hyundai Sonata, and offers way more space than the Mazda 6. Is it segment leading? Sadly, no.

TONY O'KANE



The chase for better dynamics hasn't compromised the comfort, though, with plenty of vertical travel in the wheelwells to smooth out lumpy roads, and good rebound damping for a settled ride. Road



Spacious cabin; extensive standard equipment; easy-going powertrain



Limited choice in the range; ho-hum material quality; road noise

Salar Salar

TOYOTA C-HR

FIRST

DRIVE

UPDATED BABY SUV GAINS GREEN CRED

Drives

Model Toyota C-HR Koba Hybrid Engine 1798cc 4cyl, dohc, 16v + electric motor Max power 90kW @ 5200rpm Max torque 142Nm @ 3600rpm Transmission CVT automatic Weight 1420kg 0-100km/h 10.5sec (estimated) Economy 4.3L/100km Price \$36,440 On sale Now T'S IRONIC THAT Toyota chose to launch the Corolla sedan and the refreshed C-HR at the same event. The former represents the Japanese marque's traditional staple of unassuming competence, a formula the ubiquitous car maker has built its empire on, while the latter couldn't break that mould more if it tried. Styledriven and unashamedly aimed towards a younger, 'hip' audience, the C-HR is certainly a change of tack.

Toyota has now updated its C-HR range with minor styling tweaks, and the welcome inclusion of Apple CarPlay and Android Auto. The 8.0-inch touchscreen is now larger too, up from 6.1-inches. Prices have crept north as a result, by a nominal \$500. The only mechanical change is the option of a hybrid powertrain for the top-spec, front-drive Koba. A stumbling block for this frugal powertrain could be price. Adding the petrol-electric donk brings a further \$2500 to the Koba FWD's already hefty \$33,940 asking price. With a sticker of \$36,440, any Gen Y or millennial buyers require somewhat deep pockets.

Inside, the Koba Hybrid looks and feels its price – something being said more often when referencing current Toyotas. The dash is covered in premium materials, everything is logically laid out and there's a feeling of solidity.

In terms of goodies, the C-HR gains dual-zone climate control, electronic park brake, auto wipers, sat-nav, voice recognition and smartphone mirroring. The Koba adds leather, heated seats keyless entry/start and 18-inch wheels.

Where the C-HR begins to falter is in terms of practicality. In the rear, the high waistline results in a small glasshouse and limited outward vision. Thankfully Hybrid frugality; cabin; keen handling



Hybrid only available in Koba; rear vision; price



the windows open all the way to the bottom and the door apertures are wide. Granted, there's more head and legroom than expected, but Honda's HR-V offers more of both. The boot is far from class leading at 318 litres, and there are no rear air vents.

Under the bonnet is the trusty 1.8-litre Atkinson-cycle four-cylinder petrol engine, which is tied to an AC synchronous, permanent magnet electric motor. Combine the two and the hybrid powertrain produces 90kW and 142Nm. That's less torque than you get from the conventional 1.2-litre turbo found in other C-HRs (85kW/185Nm), yet it actually feels punchier and the combined fuel consumption drops from 6.5L/100km to just 4.3L.

The nickel-metal hydride battery pack is recharged on the fly via relatively unobtrusive regenerative braking. Heavy urban congestion is where the Koba

Hybrid achieves its best economy as it can mostly rely on the electric motor for initial step-off. At higher speeds, the petrol four-cylinder takes over and, paired to a stepped-ratio CVT, progress is swift enough for a 1420kg SUV.

The Koba Hybrid may only be offered in FWD, but it displays confidenceinspiring and engaging dynamics. The ride quality is firm but controlled, with all types of surfaces handled with aplomb. The steering has tangible weight and the feedback is reassuring, but with just 137mm of ground clearance, you won't be venturing too far off-road. The only other blot in the copybook is high levels of road noise.

So while it's expensive, the addition of a hybrid option makes the already accomplished C-HR package even better. The infotainment update only sweetens the deal.

TRENT GIUNCO

Safety first



Standard safety is high across the C-HR range with AEB (including pedestrian detection), active cruise control, lane-departure alert (with steering assist), blindspot monitoring and rear cross-traffic alert, front and rear parking sensors, auto high-beam, and ISOFIX points standard. While the hybrid powertrain is currently only available in Koba guise, Toyota says it'll investigate the viability of bringing in lower-spec hybrids if there's a demand.




PORSCHE CAYENNE COUPE

RAPID SUV JOINS THE COUPE CRAZE



RAND IDENTITY is important. Think Porsche and two things come to mind: high-performance road cars and on-track success. Not a style and

FIRST

DRIVE

market-driven niche SUV...

However, the Cayenne has proven it fits Stuttgart's USP. And now there's a swoopy, coupe-like version. Opinions on the design vary, but Porsche's attempt at the genre created by BMW's X6 is good. The Coupe range starts with the



\$128,000 base Coupe, steps to the \$166,200 S before ramping up to the \$253,600 Turbo, and tops out with the \$292,700 Turbo S E-Hybrid. All variants drive all four wheels via an eight-speed torque-converter automatic.

Interior opulence is high, with an array of luxurious materials and tactile controls. The 12.3-inch touchscreen is intuitive to use and features Apple CarPlay but not Android Auto. The steering wheel is near perfect and makes you feel like you're sat in a 911.

Rear-seat legroom is abundant, but headroom, with the fixed-glass panoramic roof, is noticeably tighter than the traditional Cayenne, despite the rear seats being lowered 30mm to account for a 20mm drop in roof height. Boot space is 600 litres for the Turbo.

Under the Turbo's bonnet is the 'hot vee' twin-turbo V8 producing 404kW and 770Nm. The 4.0-litre unit is a powerhouse, offering enough grunt to propel the 2200kg Turbo to 100km/h in 3.9sec. Combined fuel consumption is a thirsty 12.3L/100km, but if you're worried about that, you're buying the wrong SUV. It sounds good, too, although the optional sports exhaust is \$5970.

The Cayenne Coupe is built on the same MLB Evo platform that underpins

Performance; engaging dynamics; pleasing acoustics

the likes of the Lamborghini Urus and Bentley Bentayga. That's esteemed company, and it shows. The way in which the Coupe disguises its heft defies the laws of physics.

This is thanks to the three-chamber air suspension and electromechanical 48-volt roll-stabilisation system. Four modes are available – Normal, Sport, Sport Plus and Individual. However, the Turbo Coupe isn't infallible, with the large 22-inch alloys skipping over closely stacked, sharp imperfections – especially in Sport. The damping is well controlled, quelling unwanted vertical movements.

With the optional rear steering (\$4300) and Porsche Torque Vectoring Plus (\$3120), the wheelbase essentially shrinks around you. It feels like a properly sorted hot hatch, not a nearfive-metre-long SUV (4939mm) that's 1653mm tall. Grip is never an issue, especially with 315-section Pirelli P Zero rear hoops, but the steering, in any mode, is somewhat remote. Brakes are mega.

Some might say that the style-driven coupe SUV dilutes Porsche's hard-earned reputation. However, the Cayenne Coupe disproves this, as so much of the company's traditional DNA courses through its plunging profile.

TRENT GIUNCO

EEI-04

Noise on coarse surfaces; price of options

PLUS

Model Porsche Cayenne Turbo Coupe Engine 3996cc V8 (90°), dohc, 32v, twin-turbo Max power 404kW @ 5750-6000rpm Max torque 770Nm @ 1960-4500rpm Transmission 8-speed automatic Weight 2200kg Economy 12.3L/100km D-100km/h 3.9sec (claimed) Price \$253,600 On sale Now

Model Audi A6 45 TFSI quattro S-Line Engine 1984cc 4cyl, dohc, 16v, turbo Max power 180kW @ 5000-6000rpm Max torque 370Nm @ 1600-4500rpm Transmission 7-speed dual-clutch Weight 1695kg 0-100km/h 6.0sec (claimed) Economy 7.3L/100km Price \$105,200 On sale Now

AUDI A6 45 TFSI

FIRST AUSSIE DRIVE

FOUR POTS, FIVE SENSES, SIX FIGURES

T'S TAKEN a long time for Audi to repeat the engineering highs of its aero-tastic C3 100 model from the 1980s, but this C8-generation A6 executive sedan may finally be it. Smooth, slick, suave and sophisticated, the latest A6 does pretty much everything you could want for a six-figure sum.

Even a base A6 can fulfil a tech-lover's fantasy. As the first Audi equipped with the brand's new-gen infotainment (dubbed Connect Plus), its party tricks include: the ability to continue listening to digital radio when you lose the signal via 5G; Google Earth satellite imagery imbedded in the navigation system; loose wheel-nut detection; illuminated seatbelt buckles; and wireless Apple CarPlay that doesn't require a paid subscription. Hear that, BMW?



N#BT 98V

Starting at \$95,500, the A6 45 TFSI quattro and 45 TFSI quattro S-Line (\$105,200) recently joined the ballsy bent-six turbo A6 55 TFSI quattro that arrived here last July. The more expensive S-Line version brings some desirable features including Valcona leather sports seats, a head-up display, 20-inch alloys and adaptive air suspension. The latter's improvements to ride comfort and dynamic finesse are worth the price of admission alone. While there's not much wrong with Audi's stock five-link suspension set-up, adaptive damping control noticeably reduces lateral movement in Dynamic mode by lowering the ride height 10mm and tightening body control. Then as

the road straightens, selecting Comfort mode brings a nicely settled ride that makes for a graceful driving experience, despite low-profile 255/40R20 Michelin Pilot Sport rubber.

Performance is satisfying, too. The 180kW/370Nm 2.0-litre turbo four obviously doesn't have the muscle of the 55 TFSI's 250kW/500Nm 3.0-litre turbo V6, but its 6.0sec 0-100km/h claim is just 0.9sec slower, and a mild-hybrid system contributes 6kW/60Nm. Curiously, though, less power and electric assistance doesn't equal better economy. The four's 7.3L/100km combined fuel number is actually slightly worse than the V6's.

It's not often that 'value-for-money' is used in the context of a luxury car, yet Audi Australia has succeeded in providing a lot of premium German sedan for less than \$100K without any apparent compromises. That said, it's well worth shelling out an extra \$9700 for the S-Line version whose air suspension and extra trimmings turn a very good car into a great one.

All that is part of the new entry-level A6 45 TFSI quattro's sizeable standard features list that brings roughly \$13,000 worth of extra kit over the previous A6 2.0 TFSI quattro base model, but with a retail price reduced by close to \$3000.

Sharp styling; serene cabin; persuasive tech; all-round driveability

PLUS MINUS Initi 2.0-

Initially complex multimedia system; 2.0-litre engine's relative thirst

🖸 🖬 🖌 @wheelsaustralia 37

DAVID BONNICI





NISSAN NAVARA N-TREK WARRIOR

FIRST

DRIVE

4x4 CHALLENGER GETS AUSSIE WEAPONRY



Model Nissan Navara N-Trek Warrior Engine 2298cc 4cyl, dohc, 16v, TTD Max power 140kW @ 3750rpm Max torque 450Nm @ 1500-2500rpm Transmission 7-speed automatic Weight 2186kg 0-100km/h 9.9sec (estimated) Economy 6.8L/100km Price: \$65,490 On sale Now

EN KILOMETRES on

It's not something you'll hear Nissan Australia bragging about, but the beaming smiles of pride worn by the team at the Navara N-Trek Warrior's launch spoke volumes.

BCA · 639

This new flagship of the range is a response to Australia's incredible demand for toughened dual-cab utes at the pointy end of the market – a segment defined by Ford's Ranger Raptor but since populated by the Toyota Hilux Rugged-X, the Colorado SportsCat from HSV and others.

While some offerings have been

Approach angle improves slightly from 33.2 to 35 degrees. Departure angle is much worse: 19 down from 28.2

PLUS MINUS

allowing fitment of deeper-walled Cooper Discoverer AT3 rubber.

Nissan's insistence that a full-sized spare must be carried led to a complete re-engineering of the tow bar, while the hoopless steel roo bar looks seamless and muscular and is the result of more tailored metal. An LED light bar, 3mm stainless steel bash plate, pumped arches and orange branding inside and out complete the Warrior transformation.

A little more attention to the cabin could have lifted the slightly daggy standard Navara look, but what this car does instantly redeems any dated decor. We threw it at the Blue Rag Range track – a gnarly alpine scar on Hotham's southern escarpments that rises to a wheezy 1726m above sea level – and the local mods shone.

Victoria's alpine roads is all it takes to realise that, after three revisions, Nissan has finally sorted the Navara's coil-sprung rear axle that promised so much when it launched in 2016, but didn't quite deliver. The elephant in the room is that it took an Australian independent vehicle developer to achieve the result that Nissan's Japanese engineers could not. the result of an accessory program, Melbourne outfit Premcar approached the Warrior project with Aussie tastes in mind and delivered a weaponised ute. Fatter dampers and softer springs complement a lift kit. The ride height is up by 40mm against the standard N-Trek on which the Warrior is based. Bespoke 17-inch wheels are an inch smaller,

Sorted ride; Aussie made; off-road capability; sharp price

The unchanged 2.3-litre diesel is adequate on-road but perfect away from the bitumen with a beautifully

Can't touch Ranger Raptor; minimal interior enhancements





flat torque curve and a willingness to rev where necessary. On the road, the Navara now turns in more obediently; its tyres are near-silent and it feels more stable, while the rear axle absorbs more bumps without compromising a 3500kg braked towing capacity.

But it is off-road that the Warrior truly earns its name. Premcar's deft modifications, including steeper approach and departure angles, provide an enhanced sense of control and capability, delivering the confidence to push harder and go further.

TAT's la sust sile a desanta da a fa la sus alla

Coming attractions

The new metal we're driving next issue



AUDI RSQ8

Let's see, which *Wheels* staffer least likes large, expensive, hi-po SUVs? Er, that would be John Carey, so he's the perfect bloke to report on Audi's new SUV flagship, the mighty RSQ8. Powered by the company's 4.0-litre twin-turbo V8 in its highest state of tune to date – 441kW/800Nm – this high-riding heavyweight packs every dynamic aid available, but will it dodge the ire of our most pragmatic veteran?



BMW X5 ×DRIVE 45E PHEV

We're keen to test the real-world range of BMW's X5 plug-in hybrid next month, given the official numbers suggest it can travel nearly 80km on electric power alone. The X5 PHEV pairs a 210kW 3.0-litre turbo-petrol six with an 82kW motor and lithium-ion battery pack, for a combined system output of 290kW and 600Nm. But it costs around \$14K more than the ICE-only xDrive40i on which it's based.



Without the advantage of a bespoke chassis similar to the Raptor's, it's unlikely anything is going to match Ford's tough truck, and nor does the Warrior, but it smashes its peers on value. With a \$62,990 driveaway price for the manual (auto adds \$2500) including a five-year warranty, the Warrior is not just as tough as Raptor challengers come, you also get the most for your cash.

DANIEL GARDNER

GENESIS GV80

2

3

Is this the model that will really put Hyundai's premium brand on the radar? The new X5-sized SUV features a fresh platform that offers both rear- and all-wheel drive, and Australia will get all three engine variants: an entry-level 2.5-litre turbo-petrol four (226kW), a twin-turbo 3.5-litre V6 (283kW/529Nm), as well as the Koreans' first six-cylinder diesel, a 3.0-litre in-line six producing 207kW and 588Nm. The verdict's in next month.

Sector Se



SPECS

Volvo V6O T5 Inscription 1969cc 4cyl, dohc, 16v, turbo 187kW @ 5500rpm 350Nm @ 1500-4800rpm 8-speed automatic 1797kg 6.5sec 7.3L/100km \$62,990 Now Now Now BMW 330i Touring 1998cc 4cyl, dohc, 16v, turbo 190kW @ 5000-6500rpm 400Nm @ 1550-4400rpm 8-speed automatic 1575kg 5.9sec 7.0L/100km \$70,900 Now



VOLVO V60 **BMW** 330i

Equipment and value

At \$62,990, the V60 is a compelling offer in standard trim, but box ticking ups the ante. Our tester added \$10,000 across four option packs. An as-tested \$72,390 lands you a panoramic sunroof, Harman Kardon sound, nappa leather trim, heated/cooled front seats with massage, heated rear seat and steering wheel, adaptive dampers, four-zone climate control, head-up display and digital instrument panel. Apple CarPlay and Android Auto are standard. 19/25

Space and comfort

The V60 offers 529 litres of space behind the rear seats, expanding to 1441 litres when the rear seats are folded flat (an incredibly easy process). This is 26 litres larger and 69 litres smaller than the BMW respectively. Comparatively, rear legroom and headroom is not generous for adult rear-seat occupants. Comfort levels and adjustability of the seats are high, and Volvo's designers have equipped the interior with handy cubbies and compartments. 18/25

Ride and handling

Adaptive dampers are recommended when speccing a V60 as they give the Volvo a mostly impressive ride quality on the standard 19-inch wheels. However, ride can be crashy over sharp bumps when the car is fully loaded with people and luggage. All-wheel drive delivers excellent traction, and helps the V60 feel planted and confident. Steering is light and direct around town, though more feedback through the wheel would be welcome. 18/25

The Touring has a neat 500 litres of boot space, expanding to 1510 litres with the rear seats folded. But the German truly shades the Swede in rear occupant space. Where taller adults may feel a tad cramped in the rear of the V60, the back of the BMW moves the needle in terms of space enough to make longer journeys palatable. Front seats are comfortable on long drives, and offer more side bolstering than those in the Volvo. 19/25

At \$70,900 the BMW 330i Touring is nearly \$8K more than the V60 without

options. The Visibility Pack for \$5589 (metallic paintwork, panorama sunroof,

laser headlights and ambient lighting) and an instrument panel in Sensatec

(\$950) take the as-tested price to \$77,439. Standard kit includes adaptive

dampers, three-zone climate control, head-up display, digital instrument display, 10-speaker hi-fi system, Apple CarPlay (12 months) but no Android Auto. 16/25

BMW's chassis engineers should be commended for their work on the 330i. It has a delightful suspension tune that allows it to be engaging and playful during dynamic driving, while retaining poise and ride refinement around town. It also remains composed over rougher roads even when packed with gear. Steering is weighted slightly heavier than that of the Volvo but is more communicative. The Touring is a real driver's car that also boasts great day-to-day practicality. 21/25



Performance and economy

Both contenders here have a turbocharged 2.0-litre four-cylinder engine. Volvo's produces 187kW and 350Nm. The claimed 6.5sec 0-100km/h sprint feels swift in the real world but is slower than that of the 3 Series, while the 1797kg kerb weight hinders both performance and economy. Combined fuel use is 7.3L/100km (up 0.3L on the BMW). The trade-off for less performance and economy is all-paw traction, which is beneficial in poor weather. 18/25 The 330i Touring has outputs of 190kW and 400Nm, giving it a 3kW/50Nm advantage here, while a claimed 0-100km/h time of 5.9sec is 0.6sec quicker than the V60. There's a delightfully fruity exhaust note under heavy throttle, and a hushed refinement during normal transit. Being more than 200kg lighter than the Volvo, at 1575kg, helps it to an edge in economy at 7.0L/100km. Faster and more economical to boot? Winner. 19/25



Three for the 3 Series

Playful rear-drive dynamics, extra performance and better economy make the BMW 3 Series 330i Touring the victor here. It takes everything that makes the regular 3 Series the best in class, and adds even more day-to-day useability. That's not to discredit the hard work put in by Volvo with the V60. If practicality is the top of your priority list, it's a more dynamic alternative to an SUV, while offering slick styling, generous equipment and a compelling asking price. With victories in two other Wheels comparisons, this win scores the 3 Series a hat-trick, and for good reason.

> 41 🖸 🖬 🔰 @wheelsaustralia







Valued at up to \$22,000

WINATRIP for two TO MALDIVES

To celebrate Season Two of WhichCar TV, *Wheels* & *WhichCar* is giving you a chance to win a fantastic prize package. Enter and we could be flying

you on a trip for two to the Maldives, perhaps one of the most beautiful places on earth, for 10 sensational nights with \$5000 spending money.

FOR YOUR FREE ENTRY, VISIT:

whichcar.com.au/win





Conditions apply, see www.whichcar.com.au/win. Open to AU & NZ residents 18+. Starts: 26/1/20. Ends: 11:59pm AEST 28/9/20. Draw: 11am AEST 19/10/20 at 7 Salamander Court, Mermaid Waters, QLD 4218. Prize: trip for 2 adults to the Maldives valued at up to AUD\$22,000. Winner published at www.whichcar.com.au & The Australian 28/10/20. Promoter: Bauer Media Pty Ltd (ABN 18 053 273 546) of 54 – 58 Park St Sydney, NSW 2000. Permits: NSW LTPS/19/39794, ACT TP 19/04602 SA T19/1901.







OR SUBSCRIBE FOR 100 ENTRIES

AT MAGSHOP.COM.AU/WHEELS

THE WORLD'S MOST POWERF

THE WORLD'S MOST POWERFUL THREE-POT. ALL-WHEEL DRIVE. FETTLED BY FOUR-TIME WRC CHAMP TOMMI MAKINEN. TOYOTA'S GR YARIS IS PACKING SOME SERIOUS HEAT

WORDS SCOTT NEWMAN





🖸 🖬 y@wheelsaustralia 45

ш

ш.

HE DEVELOPMENT of any new car is a constant battle between the engineers and the accountants. Generally, the former want to spend the money and the latter want to save it. In creating the Toyota GR Yaris, the engineers definitely had the upper hand. This is a baby hot hatch with a carbon roof, aluminium panels, monster brakes, and a bespoke engine and all-wheel-drive system.

Toyota has pushed all its chips in, and with good reason, for the GR Yaris is the basis for its next World Rally Car, set to debut in 2021. More importantly, it's the first all-new, purely Toyota performance car since the 2001 Corolla Sportivo, if you're feeling charitable, or the 1994 ST205 Celica GT-Four if you're being realistic. No joint ventures here. There's a significant amount of pride at stake, the engineering team keen to prove it can produce a world-beating hot hatch.

There were hurdles, the largest of which was Toyota's recent paucity of exciting machinery leading to a lack of knowledge within the company on how to proceed. "When I started to develop this car, no-one knows how to make a sports fourwheel-drive system," says chief engineer Naohiko Saito. "So we went to the Toyota technical library and we found articles from 20 years ago."

Saito and his team were also in the fortunate position of being able to call upon someone within the Toyota family with extensive knowledge of all-wheel drive: four-time World Rally Champion Tommi Makinen. Makinen is now the team boss at Toyota Gazoo Racing, whose Yaris powered Estonian driver Ott Tanak to the 2019 title. "We learn so many new things from Tommi Makinen Racing," says Saito.

The GR Yaris, scheduled for an Australian arrival late this year, is positioned at the top of the new-generation Yaris range that will launch locally within five months.

Makinen's team, including his crack roster of drivers, was instrumental in helping develop the all-wheel-drive system that sets the GR Yaris apart from similarly sized competitors like the Ford Fiesta ST and VW Polo GTI. It uses what Toyota calls a 'high-response coupling' – an electro-mechanically controlled clutch pack that apportions drive front and rear. There are three modes, each using a different base torque split: Normal (60:40), Sport (30:70) and Track (50:50), though in each mode 100 percent of the drive can be sent to either axle depending on the situation.

It works. The GR Yaris displays excellent traction and largely avoids the 'pulled by the nose' feeling that afflicts Haldex-equipped machinery like the Audi RS3. However, it doesn't deliver on the throttle-steerability suggested by Sport mode's rear-biased 30:70 torque split, either. Flooring the throttle in second gear out of the tight chicane that's a trademark feature of Portugal's iconic Estoril circuit, the Yaris momentarily spins an unloaded inside rear wheel before regaining its composure, rather than arcing into a graceful, Focus RS-style drift as hoped. Regardless of the base torque split, once tyre slip is detected it prioritises regaining traction.

The optional Performance Pack cures the momentary wheelspin by adding Torsen limited-slip differentials front and rear, allowing the torque to be split left-to-right in addition to front-to-rear, as well as replacing the standard Dunlop SP SportMaxx tyres with grippier Michelin Pilot Sport 4 S and retuning the dampers to suit. Sounds good, right? Don't get too excited. Toyota Australia has no plans to offer the Performance Pack locally, though says it's happy to reconsider should there be sufficient customer demand. If you want to use your GR Yaris on track, the Performance Pack is a worthwhile upgrade, but on the road you're unlikely to miss the extra grip.

This is, in part, due to the competency of the base car. A four-link rear-end replaces the torsion beam found in the boggo Yaris, wheels are 18s and wrapped in 225/40 rubber, and the brakes are humungous for a car of this type. At 356mm, the slotted, two-piece front rotors are larger than those of the Supra (348mm) and are gripped by four-piston calipers. The rear ventilated discs are 297mm and are handled by two-piston calipers.

Vic Herman, Toyota's European Master Driver and the man responsible for the lion's share of GR Yaris development work, was left unimpressed by the stopping efforts of most of the competitor vehicles used for benchmarking: "A lot of those sporty vehicles, the thing they are really missing is the consistent and durable brake system – it's the weakest thing on the vehicle." Herman also laughs when *Wheels* points out the GR Yaris retains a manual handbrake: "It can be useful."

Herman also laughs when *Wheels* points out the GR Yaris retains a manual handbrake: "It can be useful"











General and the second se



Model Toyota GR Yaris Engine 1618cc 3cyl, dohc, 12v, turbo Max power 200kW Max torque 360Nm Transmission 6-speed manual Kerb weight: 1280kg 0-100km/h 5.5sec (estimated) Price \$50,000 (estimated) On sale Q4 2020

ш.,

Despite what must be a serious injection of boost, the Yaris keenly responds to throttle inputs



Speaking of manual operation, a six-speed DIY gearbox is the only choice, an automatic dismissed for packaging and weight reasons. It's a great 'box. In fact, you barely notice it, which is actually quite the compliment; each gear slots home smoothly and accurately and the short ratios make the most of the engine's available grunt. And what an engine; the perfect illustration that it's not the size of the dog in the fight that matters, but the size of the fight in the dog.

The bespoke 1.6-litre turbocharged three-cylinder is physically diminutive but packs a mighty punch, its 200kW and 360Nm putting the GR Yaris closer to the likes of the mid-spec Subaru WRX (197kW/350Nm) and the Hyundai i30 N (202kw/353Nm) in terms of pure performance. Toyota is promising a 0-100km/h time of less than 5.5sec, which eclipses the N (6.2sec, tested) and the 6.0sec claim of the WRX Premium. At 1280kg, the Yaris enjoys a weight advantage over both, which are 1429kg and 1504kg respectively.

What's far more important from a driving standpoint is the excellent response and wide spread of torque. Despite what must be a serious injection of boost, the Yaris keenly responds to throttle inputs, even in higher gears at relatively low rpm. It runs out of puff slightly towards its 7000rpm redline – you're better off shifting up at about 6500rpm and using the torque – but the fact it has that high a ceiling is impressive.

The soundtrack is the only question mark. Being a three-pot it sounds... different, but it's a fairly tuneless note. There's a hint of old 911 in certain parts of the rev range, but some rally-car style exhaust theatrics would add welcome character. Sadly, the latest emission regulations mean such fuel-burning histrionics are a thing of the past.

The steering wheel is fantastic, the analogue dials nice and clear and the seat supportive enough, though mounted a little high. A quick look around the interior reveals keyless entry and go, climate control, touchscreen infotainment with satellite navigation and heated seats. Entry to the two rear seats isn't easy thanks to the three-door bodyshell, and headroom is compromised by the heavily raked roofline, but Makinen wanted a stiff, aerodynamic base for his new World Rally Car, so there you go.

The demands of the WRC also dictated that carbon roof and the use of aluminium for the bonnet, doors and hatch,



91mm for better aerodynamics





the body-in-white weighing 38kg less than the previous Yaris. While the engineering team obviously received virtually a clean slate to make their ultimate hot hatch, the one remaining question is the most important: what'll it cost? The price in Japan equates to about A\$52,000, though Toyota has yet to confirm pricing for Australia, offering only: "We understand that the car's got to be attainable." It's a talented and enjoyable car, but pricing will be the key to realising Toyota's volume ambitions. The engineers have done a great job with the GR Yaris; now it's the accountants' turn. 🚺



Dash Cache

TUCKED AWAY IN THE GERMAN COUNTRYSIDE LIES THE WORLD'S MOST OUTRAGEOUS PRIVATE COLLECTION OF BMW M1 PARTS. WE SENT ROBBO IN A MINT-CONDITION M1 TO SNIFF OUT THIS MOTHER OF ALL BARN FINDS

WORDS PETER ROBINSON PHOTOS STEFFEN JAHN



🖸 🖬 💆 @wheelsaustralia 51



Conceived as a race car, the M1 famously launched the letter M to enthusiasts, and, not coincidentally, BMW Motorsport







me to pause, to savour its slender form, to absorb Giugiaro's masterpiece.

Better to slowly walk around it, soaking up the gentle wedge, recognising the importance of the slim, horizontal line that runs the full length of the body and connects so many different elements of the M1's so-pure shape. Then walk around it again, discovering and drinking in the exquisite detail: the tiny graceful kidneys in the so-low nose, the various air slots and openings that are both functional and beautiful, and the perfectly positioned BMW roundels, one on each rear corner.

Is it flawless, I wonder? It's certainly timeless and supremely elegant. Only as I get closer do I appreciate just how low it is: at 1140mm tall, the M1 is a staggering 154mm (that's six inches!) lower than a 911.

> They only hand me the keys when it's time to leave. Perhaps to lower my expectations, I remind myself that the M1 was conceived as a race car and then made to conform to the road. More, this is the car that famously launched the magical letter M to enthusiasts and, not coincidentally, BMW Motorsport.

Despite the M1's ultra-low profile, getting in is easy through the large door openings, and there's plenty of room in the relatively plain cabin. Excellent forward visibility through the huge windscreen is a supercar bonus. To the rear? Not so good. Compromises are few; wheelarch intrusion means the pedals are offset and clutch travel is so long that my leg is almost straight when I shift up through the gears.

The ZF five-speeder's dog-leg pattern means first is down and to the left, yet despite developing peak torque of 330Nm at 5000rpm and 204kW of power at 6500rpm, BMW's wonderful 24-valve, 3.5-litre six is so flexible that first is only ever needed when moving off from standstill. This engine might be race-bred, but it doesn't feel it. And the gearchange is so utterly mechanical in its action that you can almost feel the individual cogs engaging, especially shifting from second to third.

Engine noise is never less than glorious, even at the slightly lumpy idle. Accelerate hard and the straight-six soars to a hard-edged intake symphony that's overtaken by exhaust snarl as the tacho needle approaches 6000rpm. As autobahn traffic thins, the M1 swiftly sprints towards its 260km/h V-max. No, it doesn't feel supercar quick – 0-100km/h takes 6.0sec – yet the M1 is eager, responsive and always encouraging. Here, and as I later learn, on winding roads, its composure and stability are staggering.

A constant joy to drive, yet so easy and relaxed, the M1 inspires confidence, not least because its ride is

supple and controlled, soaking up bumps that could jolt or bottom-out a lesser machine. By today's standards, the modest tyres ensure the grip is less than heroic, but the advantage is the kind of involvement and feel that too many modern supercars lack.



The M1's only serious flaw is heavy steering below 40km/h. At proper speeds, the steering – BMW's first rack-and-pinion set-up, remember – is direct and provides an almost intimate relationship between driver, front tyres and the road.

Normally, 300km in a machine as desirable as the M1 would be highlight enough. Except my friends from BMW Classic suggested our M1 adventure should involve a visit to Fritz Wagner.

A wonderfully obsessive visionary, compulsive collector and gifted

🖸 🖬 🖌 @wheelsaustralia 53

mechanic, Wagner has cornered the world's supply of M1s. Not just cars he has five and maintains at least 14 racing Procar racing versions - but all the spares necessary to literally build an M1 from the wheels up. So I've pointed my M1 towards Wagner's Kolbermoor home/workshop/collection, 65km southeast of Munich, just off the autobahn to Austria.

Not for Wagner a Teutonically organised warehouse, meticulously laid out and arranged by some advanced computer program, so clean you could eat off the benches. Instead, the collection spreads chaotically across half the ground floor of his 100-year-old home and spills out in a variety of ramshackle buildings, scattered around what has, by default, become a large courtyard.

Absolutely nothing can prepare you for the shock of discovering Wagner's M1s, plus the stock of thousands of residual parts of damaged racing cars, strewn among the barns and sheds. The reality is, if your M1 fails and you need a replacement component, Fritz Wagner is your only option.

"If something breaks down, they come to me and exchange old versus new," explains Wagner. "I've never made a deal out of it; I'm happy keeping these great cars on the track and the road."

Only Fritz, and perhaps son Marco, who is involved in the Wagner-Motorsport M1 business and operates in exactly the same way - if on a smaller scale - from his home a kilometre away, comprehends this disorder and instantly knows how to find the required part. The rest of us simply stare in amazement at the apparent chaos.

Five complete M1 engines line up on the wooden floor of one shed. Eight crankshafts sit on shelving in another, along with 23 cylinder heads, a number of pistons, wheel hubs, brake calipers, suspension arms and alternators. Even a stockpile of the M1's BMW roundel is visible.

Body bits, body moulds and door frames hide in the attic of another shed, accessed only by step-ladder. Old photographs and posters of hero M1 drivers - Niki Lauda, Nelson Piquet, Manfred Winkelhock, Christian Danner and Hans-Joachim Stuck - known as Strietzel (junior) Stuck to everyone in motor racing circles in order to distinguish him from his also-famous father – line many of the walls. One of Nelson Piquet's old helmets sits on the back of his Procar M1. Seats, wheels, springs and complete exhaust systems are spread over the workshop floor. It is impossible for an outsider to see any system in Wagner's organisation.

When Strietzel Stuck first visited, he told Fritz, "Now I have to go home to sleep to capture this in my head."

I can't help asking why Fritz's collection of M1s and all the assorted M1 parts aren't maintained as part of BMW Classic's 1400-strong car/bike collection? Superbly organised and, since 2016, contained in over 13,000 square metres of structures that include a handsome 1918 building that serves as the café/foyer, archive and small museum, Classic is walking distance from BMW's Munich HQ.

"We've talked about buying Wagner's collection," admits BMW Classic's Benjamin Voss, "but Classic knows where the cars and the parts are, that they are safe, and that we have access to them, so we are happy."







How did this near priceless collection come to be in the hands of Fritz Wagner? Priceless? To give you an idea of the collection's value, the white M1 (one of five in BMW's collection) I'm driving has an insurance value of €750,000 (\$A1.213m). At the other end of the scale, Andy Warhol's M1 art car is apparently worth almost A\$50m.

Over an alfresco lunch, Fritz – now 66, stocky, friendly, permanently in overalls, his long hair thick and matted, his handshake forceful, the dirt and oil of his work ingrained into his hands and finger nails - explains. When, at 24 years of age, the racing mechanic and passionate motorsport fan first saw images of the M1 in 1977, he knew "that's the car of my life." Wagner well knows the complicated M1 story. Without going into too much detail, back in the early '70s BMW was still considered a minor



The straight-six soars to a hard-edged intake symphony that's soon overtaken by exhaust snarl

MSMM1237 H

It's no McLaren Technology Centre in terms of cleanliness and organisation, but Fritz Wagner sees no reason to mess with his 'system'



🖸 🖪 🖌 @wheelsaustralia 55





player in the prestige ranks and wanted to lift its profile through motor racing. Jochen Neerpasch, lured from success as boss of Ford's racing operations in Germany, established BMW Motorsport GmbH as a separate company.

With BMW's heavy 3.0 CSLs becoming uncompetitive, Neerpasch set out to create a new Group 5 silhouette race car.

"The idea was to build a racing car and convert it to a road car," Neerpasch tells me a

few days after I hand back the M1. "We wanted to price the road car at DM100,000 (A\$40,000) and the racing version at DM150,000 (A\$60,000), when our racing 3.0 CSL cost DM350,000 (A\$140,000). We also wanted Paul Rosche (BMW's engine man) to develop a new 3.0-litre V8 engine that could also be used in a Formula One car."

BMW Motorsport project E26 called for 800 cars to be built by Lamborghini with spaceframe construction, a twin-cam 24-valve version of BMW's in-line six delivering 204kW as a road car or 345kW in race spec, and a fibreglass body styled by Giugiaro. Lamborghini's Giampaolo Dallara, fresh from the Miura and Countach, assisted Neerpasch and Martin Braungart, who ran the project, in developing



the car. Lamborghini built five prototypes.

"It was a fantastical technical co-operation," according to Neerpasch. "At least once a week in 1977, taking turns, Martin and I would drive from Garching [Motorsport's base] to Sant'Agata Bolognese [Lamborghini's HQ], getting faster and faster as we improved the car, each trying to beat the other's time. In the end we cut 30 minutes from our time."

Then Lamborghini's financial problems hit. The request for a \$500,000 loan from BMW was denied. Neerpasch organised for trucks to collect all the prototypes and everything related to the M1 from Sant'Agata. After BMW's board decided not to buy Lamborghini, the solution was to have the car assembled by Giugiaro's Italdesign in Italy, with Italian suppliers providing the spaceframe and fibreglass body. The cars were then trucked to Baur in Germany for installation of the BMW hardware. Finally, they were sent to BMW Motorsport for quality assurance.

Inevitably, all the complications lead to drastic cost increases. The dramas meant the M1 launch was delayed by two years to February 1979. Production finally ceased in March 1981.

began to lose interest in the M1. Once the silhouette formula was cancelled in 1980, the motorsport budget was cut by two-thirds and not even Neerpasch's brilliant strategy of the one-make Procar series could save the M1.

By this time, Fritz Wagner was a freelance mechanic building Procars for Helmut Marko and, later, the Cassani Racing Team. Striezel Stuck won the last two races of the 1979 series with Cassani, instantly raising Wagner's profile

as the go-to Procar mechanic. But BMW wanted nothing to do with the M1, and became far more interested in becoming an F1 engine supplier to Brabham with a Rosche-designed 1.5-litre turbo engine.

By 1983, the M1s and all their componentry were just sad old racing cars, little better than scrap.

Eventually, in 1984, with nowhere to store all the M1 stuff, Motorsport suggested Wagner take the lot for DM100,000, a quarter of their real value. He was allowed to sell any of the parts except for the engines, and BMW insisted that if it needed any bits they could buy them back. The collection included the original E26 prototype - four of the five prototypes had been destroyed in crash tests - visually identical to the production car apart from having two wipers, different wheels and no BMW roundels on the rear corners. Wagner adds about 1000km a year to the car's odo.

Wagner's dream business, helping owners of the soon-to-becoveted M1, was set for life. And still there was motor racing. The revival of Procar racing as a support event for the 2008 German Grand Prix and again in 2019, to celebrate the series' 40th anniversary, took Wagner back to preparing M1s for many of the drivers, include Stuck. There are other historic events like the Daytona Classic 24-hour race, hence David Brabham's Procar M1.

"Ten years ago my cars were the fastest," says Wagner, "[but] not now - new materials, small tolerances, new parts, mean some cars have more power. I only use the original parts and would never use reproduced parts."

Wagner admits he races for fun, not for the money, and swears he no longer keeps any accounts. "I never take holidays; every day is a holiday," he says, admitting to working 15-hour days. "I am living in the right time with the advantage of real freedom. For me, progress stopped in the 1980s. I don't have a cell phone or a computer."

BMW Classic's Benjamin Voss confirms, "I quickly learned the only way to contact Fritz is to ring his landline phone at lunchtime."

Says Wagner, "I don't need to go into the basement and open the

Model BMW M1 Engine 3453cc 6cyl, dohc, 24v Max power 204kW @ 6500rpm Max torque 330Nm @ 5000rpm Transmission 5-speed manual L/W/H/W-B 4361/1824/1140/2600mm Weight 1290kg 0-100km/h 6.0sec (claimed) **Top speed** 260km/h (claimed) Price A\$40,000 (new) **On sale** 1979-81

SPECS

In the end just 399 M1 road cars were built, plus another 54 race versions, this number made up of 48 complete race cars and six chassis that have since been assembled as race cars.

Neerpasch also convinced F1 heavyweights Max Mosley and Bernie Ecclestone to create a still-unique one-make race as part of the European F1 race weekend. The BMW Procar championship took the best five F1 drivers (except those from Ferrari and Renault) from Friday's practice and mixed them with successful GT and Touring car drivers, all racing in identical M1s. The championship lasted two years ('79 and '80) and was won by Niki Lauda and Nelson Piquet, respectively. Their prize? A new M1. When buyers hesitated at the DM100,000 (A\$40K) price, BMW

safe to look at a Rembrandt. I only have to open the garage to see my Rembrandts." He keeps a few alpaca "as a distraction from the cars" but it's impossible not to conclude that the M1 is everything to him. It's a testament to the development skills of Neerpasch, Braungart and Dallara that the M1, conceived as a racing car, became the most civilised of all late-'70s/early-'80s supercars. A commercial failure, the M1 truly is one of the world's great cars. Says Neerpasch, "If the M1 had been properly developed, it could have been like the 911. BMW needs a car like this urgently and they don't have one."

Reluctantly returned, I'm unable to leave 'my' M1 without walking around it again. Twice. 🚺

🖸 🖪 🖌 @wheelsaustralia 57

LIQUI MOLY GmbH Jerg-Wieland-Straße 4 89081 Ulm, GERMANY Phone: +49 731 1420-0 E-Mail: info@liqui-moly.com www.liqui-moly.com

LIQUI MOLY BATHURST 12H

One of the toughest endurance races in the world.

ernst.prost@liqui-moly.de **Come and Join our** LIQUI MOLY Family Worldwide

LIQUI MOLY is more than just oils and additives. We offer a wide range of automotive chemicals. High quality and high margins supported by a strong brand.

SEVENERIDAY

A STRONG BRAND

MADE IN GERMANY

PARTNERSHIP

presence in Formula 1 and MotoGP races ensures widespread brand recognition and demand.

We produce exclusively in Germany to provide the same high quality throughout the world.

We value a long-term partnership that benefits both sides over quick profits.

DISTRIBUTORS

WANTED!







IT'S BACK TO BARE-KNUCKLE BASICS AS THE REBORN TOYOTA RAV4 TAKES ON THE HIGH-FLYING MAZDA CX-5 AND HYUNDAI TUCSON IN THEIR RAWEST, MOST AFFORDABLE FORMS

🖸 🖬 🖌 @wheelsaustralia 59

The bucket list

THE CREAM OF THE CURRENT VEHICULAR CROP, THE USE OF A STATE-OF-THE-ART PROVING GROUND AND THE COMPANY OF AUSTRALIA'S FINEST AUTOMOTIVE MINDS. WELCOME TO COTY 2020

T'S GOING TO be between the BMW 3 Series and the Porsche 911," I said, with all the breezy confidence of a man who knows how these things work. Two weeks before Car of the Year, I'd just been asked what was going to win.

Two weeks later, things are looking a good deal less cut and dried. In fact, so Byzantine is the voting process in the first round that it comes down to eliminating one car from our lists and, when that doesn't create a clear top five, we have to choose between the Toyota RAV4 and the Peugeot 508. These are Byron Mathioudakis's two closet favourites at the event and, judging by the look on his face, it's like telling someone there's only room for one of their two kids in a lifeboat.

Despite my pre-event bluster, this year looked a close-run thing. We'd deliberately culled the number of models back a little from last year in order to concentrate the quality of the field and to make the first round of judging less frenzied. We were also back at Lang Lang, 90km south-east of Melbourne, doing the static poke and prod while staving off hypothermia in a gazebo that was acting like a wind tunnel. Since the last time we were here, GM had introduced stricter safety rules regarding high-centre-of-gravity vehicles at its proving grounds. In other words, there'd be no flat-out stuff with the SUVs.

The alternative is a coned lane-change test. Our host isn't keen on seeing airborne wheels as the family trucksters jink through the chicane of witch's hats, so instigates an initial 60km/h speed limit on the exercise for SUVs. Unfortunately, Byron has something of a (genuine) hearing impediment and initially launches a Toyota RAV4 at the fearsomely tight right/left/right maze at 90km/h. Amid manic ESC braking interventions, it emerges with barely a cone left standing. And we thought he'd turn over a new Leaf...

One of the major subtexts of this year's COTY was whether Volvo's S60/V60 twins could stage an unprecedented three wins on the bounce following the victories of the XC60 and XC40. Sporting tradition usually dictates that you retire the trophy at that point and design a new one, but given the knitted brows of the judging team emerging from the Volvos, it doesn't look likely.

Deciphering Noelle Faulkner's serial killer handwriting shows where Volvo's three-peat looks to be foundering. There among

Ľ





THE JUDGES













JOHN CAREY

Car of the Year's senior voice and arguably its most reliable sounding board, Carey usually needs little more than a glance over the glasses to eloquently express an opinion. We fly him over here from his home in Northern Italy and then spend a week making him remember why he left in the first place. Our overcaffeinated elder statesman brings decades of experience and a coruscatingly unfiltered opinion. Never brings any *biscotti* though, the tightwad.

ALEX INWOOD

This is editor Inwood's third COTY as chief ringmaster, in the process presiding over more Swedish victories than any editor in *Wheels*' 67-year history. The boy from Bathurst spent his youth peering over the fence at Mount Panorama, and while he professes an undying love for true-blue V8 utes, he also becomes the first *Wheels* editor to preside over a COTY with neither Ford nor Holden vehicles involved. New game, new rules.

BYRON MATHIOUDAKIS

Certain things can be relied upon with Mathioudakis. He'll arrive for breakfast just as everybody else is leaving, he's capable of firing a slalom witch's hat into low-earth orbit, and he presents an argument with verve, wit and passion. He'll want you to know that he has just bought another old car. He won't want you to know that Inwood asked him to shave his Big Merv moustache before the event because he looked as if he'd be a danger to lone hitchhikers.

TOBY HAGON

Every judging panel needs that one voice that offers an alternate view. Hagon's a man who appreciates the needs of families, so while the rest of us are arguing about midcorner yaw gain, he'll wade in on Isofix shortcomings and top-tether positioning. He's also a very handy steerer, a logistics whiz, and owns one of the most jealously guarded contact books in the entire industry. It's actually his iPhone, but the notion of a well-thumbed iPhone is just icky.

NOELLE FAULKNER

Far more approachable in real life than she looks in portrait pictures, Faulkner isn't shy about cutting a car down to size. While some of us are arguing whether the EL Theta 9 platform has the torsional rigidity of the Alumax Evo R, Faulkner ends the discussion by telling us that the dash plastics smell of cabbage and that nobody has time for that. Understands the finer concepts of cabin styling better than any of the assembled Y-chromosomed crew.

ANDY ENRIGHT

If there's one thing you can be assured of with Enright, it's that the competence of a car's handling is always in inverse proportion to the speed at which he wants to drive it. You can also rely on the fact that any road route is interspersed with breaks to throw rocks off cliffs, and that any meal of the day can be a pink iced doughnut. An unapologetic modernist, Enright wasn't overly despondent





about this being the first COTY without a manual car.

ASH WESTERMAN

Has been around magazine publishing from the time when *Wheels* was chiselled into a stone tablet, so proving harder to get rid of than chewing gum from the sole of your shoe. Understands that the COTY army marches on its stomach, so quite useful in his other (self-appointed) role of Food & Beverage Director. Always manages to look perpetually confused on the judging panel but is usually a few ticks ahead of the rest.



Lang Lang Proving Ground

THE JEWEL IN HOLDEN'S HAT

1 STATIC POKE AND PROD

After a short presentation on each model's genesis, the judges inspect its every orifice. Exterior and interior design, packaging efficiency, seating, cargo space and versatility are all assessed. There's also a standardised test for connectivity and the full standard safety rating for each model in the range is discussed.

2 RIDE AND HANDLING: SEALED ROAD (4.0KM)

Used for ride and handling assessment, bitumen ESC effectiveness, braking stability and steering characteristics.

3 RIDE AND HANDLING: GRAVEL ROAD (1.4KM)

Slippery sand over hard-packed clay, and a slight crown. Used to assess handling and ESC effectiveness. Also offers a different acoustic signature for NVH verdicts.

4 DOUBLE LANE-CHANGE (120M)

Simulates emergency avoidance manoeuvre at 80km/h for low COG vehicles and 60km/h for high-sided vehicles. Primarily assesses ESC system on bitumen but also offers valuable insights into steering and tyre choice.

5 WET/DRY ABS TEST

A 100km/h brake test on wet and dry surfaces. For 2020 we recorded the braking distance, which reveals not just stopping ability, but also stability, pedal acuity and limit behaviour of pre-safe systems.

NEW FOR 2020

6 0-100KM/H TEST + SOUND READING

This year we independently performance tested every vehicle to see, in real-world conditions, how close they would come to the manufacturer claims. We also took a decibel reading for cabin noise at 80km/h on smooth and coarse-chip surfaces.





the randomly slanted scribbles and manic strikeouts was the comment, "No X-factor or any lingering desire to drive it again." Sorry. Should I have issued a spoiler alert there? Oh well. It'll be a fresh face up on the podium this year to collect the big gong.

Since you're here, I'll clue you in that five cars progress to the second round. Byron – and a few others – hoof the Peugeot 508 overboard, which leaves the Toyota RAV4, the Mercedes-Benz EQC, the Tesla Model 3, the Porsche 911 and the Mazda 3. These are the five that perform best against the tried and tested COTY criteria of Function, Efficiency, Safety, Technology and Value.

The more observant among you will have probably already twigged that 40 percent of the second-round contenders are electric cars, which make up 0.6 percent of Australian new-car sales. Is that an issue? Not really. Car of the Year isn't a forum to consciously lead or follow; it's an exercise to assess how well the cars stack up against the criteria. Call it drivetrain agnostic, if you will.

Only one EV has won COTY before and the pitchfork brigade still hasn't fully recovered from the BMW i3's victory back in 2014. When 66 percent of the final three were cars that drew their power from a plug rather than a pump, it looked likely that we were heading for another controversial one.

For the road routes we have an observer along. An observer from WhichCar TV sponsor Continental has dropped in to see how the *Wheels* team tests the cars. He gets out at the end of one drive loop looking a little ashen. "You really test the cars," he says. "I wasn't quite expecting this use-case."

Charging the two electric cars proves a sparky challenge for the logistics brains trust but neither the Mercedes-Benz nor the Tesla run out of electrons, unlike the i3 six years ago or the Jaguar I-Pace last year. Game on.

Every night the team retires to Inverloch, conspires to miss last food orders at the local eateries and then becomes embroiled in massive but generally good-humoured arguments. Byron objects to Inwood referring to the RAV4 Edge 2.5 as 'The Noisy Nail' and, to be fair, the car redeems itself over time. Every year there's one car that impresses the entire COTY team with its sheer unfussed utility, and this year the RAV4 is it. I'm feeling wholly justified in my sage choice of long termer.

Carey and I have a disagreement over his assertion that the 911 couldn't be deemed good value because Porsche made excess profit on it. Byron then gets into it with Hagon over his claim that the Nissan Juke was one of the most influential cars of the 2010s. Never accuse *Wheels* judges of a lack of passion.

As the competition progresses, it's clear that one car would have to trip firmly on its face in order to lose, and it isn't a candidate that any of us really saw coming. Every day we try to find the chink in its armour, but every evening we all just look at each other, nod in agreement and argue about something else before realising it's the ungodly hour of 9pm and Inverloch has put up the shutters for the night. Westerman acts as peacekeeper, supplying our unexpectedly palatial Airbnb with enough KFC that we become disappointed if any food during the event doesn't arrive in a bucket.

So that's the backstory to COTY 2020. A steady and remorseless grind to winnow the field until one car remains. Trust the process and it will deliver. Just not always in a bucket. ANDY ENRIGHT

Only one EV has won COTY before and many still haven't recovered from the BMW i3's victory



SETTLING THE SCORE

This year we're publishing an average score for each of our contenders against the five COTY criteria. Marking cars against an extensive scoresheet is standard operating procedure for the judges, but this is the first time we've published the results. The aim is to provide greater transparency into how each car measured up. The published figures are scored out of five and are an average taken from the seven judges. Space constraints means we couldn't print the full scorecard, which has 26 sub-criteria, but these will be included for each car as part of our digital COTY coverage at Whichcar.com.au/wheels. The full scoresheet will also have a total COTY mark out of 130.

5	Nissan Leaf scorecard			
	10000	Source extra 5		
	and and a second se	4	1	
	The second secon	3	=	
	Protection in the local data and an end of the local data and the loca	2	=	
	in the second set of second	2		







HE YEAR

Ľ

CAR

Car of the Year requires an army, and this year was made easier with thanks to



Holden and VBOX Australia. Holden's Lang Lang proving ground offers a range of tough tests for the COTY field, all overseen by Henry Weinlich – a man who never strops smiling. The facility received an upgrade in 2018 – including resurfacing the 4.7km circular track at a cost of \$7.2m – proving that the company is still investing money in Australia. We also couldn't have collected the performance testing data without VBOX Australia kindly lending us one of its VBOX Touch units. It's easy to use via the 4.3-inch colour touchscreen and the 10Hz GPS receiver provided accurate data logging. A big thanks to all.

ACCEL

104.9

0 🔟

Gofigure The hard data that helped us make the hard decisions

Car of the Year is nothing if not scientific. As John Carey says, "The secret to good road testing is to do the same thing again and again and again." This year, however, we wanted to elevate our data acquisition to a new level. The numbers below didn't only help the judges when deciding what would progress to the finals, it also threw up some genuine surprises.

	Claimed 0-100km/h	Tested 0-100km/h	Difference	100-0km/h dry (m)	100-0km/h wet (m)	Avg (m)	Difference	Smooth chip (dB)	Coarse chip (dB)	Avg (dB)
Audi A1 30 TFSI S-tronic	9.4s	9.6s	0.2s	37.7	42.7	40.2	5.0m	66.1	73.9	70.0
Audi A1 35 TFSI S-tronic	7.7s	8.3s	0.6s	38.7	44.2	41.5	5.5m	67.8	74.8	71.3
Audi Q3 35 TFSI Launch Edition	9.3s	9.5s	0.2s	38.3	42.0	40.2	3.7m	63.6	71.3	67.5
BMW 330i	5.8s	6.2s	0.4s	39.3	42.0	40.7	2.7m	61.6	70.5	66.1
BMW M340i xDrive	4.4s	4.5s	0.1s	38.8	42.5	40.7	3.7m	64.0	71.2	67.6
BMW X5 40i xDrive	5.5s	5.8s	0.3s	37.7	42.9	40.3	5.2m	63.2	70.9	67.1
BMW X5 30d xDrive	6.5s	6.6s	0.1s	36.3	41.4	38.9	5.1m	n/a	n/a	n/a
BMW Z4 sDrive 20i	6.6s	7.1s	0.5s	38.2	46.4	42.3	8.2m	66.7	75.3	71.0
BMW Z4 M40i	4.5s	4.6s	0.1s	37.9	45.3	41.6	7.4m	66.4	74.9	70.7
Genesis G70 2.0T Sport	5.9s	7.6s	1.7s	38.1	45.9	42.0	7.8m	64.8	72.6	68.7
Genesis G70 3.3T Ultimate Sport	4.7s	5.2s	0.5s	39.0	48.1	43.6	9.1m	64.6	72.0	68.3
Mazda 3 G20 Pure hatch	9.5s	9.0s	-0.5s	37.6	44.3	41.0	6.7m	66.4	71.9	69.2
Mazda 3 G25 Astina sedan	8.0s	7.9s	-0.1s	37.9	46.7	42.3	8.8m	63.7	72.0	67.9
Mercedes-Benz EQC (20-inch)	5.1s	4.7s	-0.4s	39.1	42.5	40.8	3.4m	60.9	69.6	65.3
Mercedes-Benz EQC (21-inch)	5.1s	4.8s	-0.3s	37.4	41.1	39.3	3.7m	61.4	69.0	65.2
Nissan Leaf	7.9s	8.0s	0.1s	40.6	46.5	43.6	5.9m	63.3	71.0	67.2
Peugeot 508 GT Fastback	8.1s	7.8s	-0.3s	38.4	42.0	40.2	3.6m	64.0	72.7	68.4
Peugeot 508 GT Sportwagon	8.2s	8.0s	-0.2s	35.3	38.1	36.7	2.8m	63.2	71.7	67.5
Porsche 911 Carrera S PDK	3.5s	3.4s	-0.1s	35.5	41.5	38.5	6.0m	68.1	75.3	71.7
Range Rover Evoque P250 S R-Dynamic	7.5s	7.9s	0.4s	40.8	44.6	42.7	3.8m	62.2	70.8	66.5
Range Rover Evoque D180 S	9.3s	10.4s	1.1s	39.3	46.6	43.0	7.3m	63.2	70.2	66.7
Tesla Model 3 Standard Range Plus	5.6s	5.3s	-0.3s	37.2	41.6	39.4	4.4m	64.9	73.6	69.3
Tesla Model 3 Performance	3.4s	3.5s	0.1s	37.2	37.7	37.5	0.5m	64.9	72.6	68.8
Toyota RAV4 GX 2.0 FWD CVT	9.4s	9.1s	-0.3s	37.2	40.5	38.9	3.3m	65.4	73.1	69.3
Toyota RAV4 Cruiser Hybrid AWD	8.0s	7.6s	-0.4s	39.2	45.1	42.2	5.9m	63.7	71.5	67.6
Toyota RAV4 Edge 2.5 AWD	7.9s	9.2s	1.3s	37.0	40.2	38.6	3.2m	63.0	70.7	66.9
Toyota Supra GTS	4.4s	4.4s	0.0s	37.6	42.4	40.0	4.8m	68.2	76.9	72.6
Volkswagen Touareg 190TDI 4motion	6.5s	7.5s	1.0s	38.5	42.2	40.4	3.7m	57.5	67.0	62.3
Volvo S60 T5 Momentum	6.4s	7.0s	0.6s	37.1	41.5	39.3	4.4m	61.3	70.3	65.8
Volvo S60 T8 R-Design	4.3s	5.3s	1.0s	35.8	39.6	37.7	3.8m	62.0	70.4	66.2
Volvo V60 T5 Inscription	6.4s	6.5s	0.1s	36.0	39.5	37.8	3.5m	63.1	72.5	67.8

🖸 🖬 🖌 @wheelsaustralia 65







1

BLUF 1744

-

66 whichcar.com.au/wheels

p

10

11

0

F

Channie warrant







CAR OF THE YEAR



31 VEHICLES. PETROL, DIESEL, HYBRID, ELECTRIC, AND, FOR THE FIRST TIME,



NO FORDS, NO HOLDENS, NO MANUAL GEARBOXES. CAR OF THE YEAR 2020 WAS A MILESTONE EVENT FROM A NUMBER OF PERSPECTIVES. THE HIGHEST OVERALL LEVEL OF EXCELLENCE WE'VE ENCOUNTERED? WE WOULDN'T BET AGAINST THAT ONE

Volvo S60/V60swedes return to try for the triple; encounter bumps in the road

ON PAPER, THE VOLVO S60 sedan and V60 wagon appeared to have a plausible shot of achieving what no other manufacturer has managed in COTY's 57-year history: the unicorn hat-trick.

Last year, the Swedes joined an exclusive club by becoming only the fifth manufacturer to manage the COTY double, by virtue of the XC40 compact SUV's win following on from the victorious mid-size XC60 SUV from 2018.

So, given the S60/V60 pair share platforms, drivetrains, safety systems and plenty of interior architecture with the anointed XC60, what happened?

The sedan/wagon duo started solidly, delivering a strong (but imperfect) safety score. This year, the lack of front cross-traffic alert and no emergency assist bumped them down slightly.

Value was a little harder to define. Do you compare the Volvos' pricing and equipment to the three premium German brands, or does the likes of the excellent Peugeot 508, also here at COTY in both Fastback and Sportswagon bodystyles, provide a more valid reference point? If it's the former, then the S60 Momentum entry point stacks up close in spec to Audi's A4 45 TFSI quattro (AWD; similar outputs from a turbo-petrol four) but the Swede comes in around \$15K cheaper. At the top end of the range, we had the S60 T8 R-Design sedan on test, its turbo and supercharged four combined with a plug-in hybrid system to deliver 311kW and 670Nm. This spec takes the price to \$86,000, and not everyone was sold, particularly when its 0-100km/h time came in one second slower than its claim.

Still, the T8's urban efficiency is pretty handy, given it can drive around 40km on the electric motor, but back down in the lower end of the range, the frugality is less convincing. The Momentum sedan carries an ADR-combined figure of 7.3L/100km, six percent higher than an Audi A4 quattro.

But what ultimately stopped the Volvo sedans and wagon from progressing to the second stage was two-fold. Firstly, the judges felt that the lack of available air suspension – considered a must-have for the XC60 – was a real demerit for the S60/V60 pair. And while the optional adaptive dampers fitted to the T5 Inscription definitely helped the ride – the majority of judges rated it as acceptable, not great – it wasn't enough to mitigate the lack of chassis excellence from the other two cars on test. Carey noted that the T8 was one of the few cars to exhibit suspension crash-through on one of the ride and handling loop's nastier potholes. "Spec carefully, or spring for an XC60 on air," advised Enright.

The second part of the hurdle for the S60/V60 is the fact they compete in a segment far more mature and with greater depth than that facing the XC60 in 2018. There wasn't a single judge who thought the Swedish pair were superior in any core dynamic area to the two BMW 3 Series in the COTY field, and this was a fundamental stumbling block. Byron spoke for all of us when he concluded: "Very Swedish in their proficiency; just not that exciting nor particularly plush."









B ODY Type 4- door sedan / 5-door wagon, 5 seats Boot capacity 390 – 529L Weight 1767 – 2006kg

DRIVETRAIN

Layout Front-engine (east-west), AWD Engines 1969cc 4cyl turbo-petrol (187kW/350Nm); 1969cc 4cyl turbo-petrol (192kW/400Nm); 1969cc 4cyl turbo-petrol + supercharger + electric motors

(311kW/670Nm) **Transmission** 8-speed automatic

OTHER

Tyres 235/55R17 – 255/35R20 ADR81 fuel consumption 2.0 – 7.3L/100km CO₂ emissions 46 – 167g/km Crash rating 5 star, ANCAP (Euro NCAP)

> **PRICES** \$54,990 - \$85,990



"Volvo's great at SUVs but not so convincing with sports sedans"

TOBY HAGON



EDG-46C





"Deserves way more attention than it will probably get"

ASH WESTERMAN



Peugeot 508

FACT: IF THERE IS a Pug in the COTY field, arguments will ensue. Mostly, this will centre on Peugeot's signature diminutive steering wheel and i-Cockpit set-up. Sometimes, it spreads to interior fabrics or paint schemes. But as a rule, French form and function always splits the judges. This year, the glamorous Peugeot 508 GT Fastback and Sportswagon did just that. However, they both also astonished beyond expectations, resulting in a very hard-to-make call.

The new 508 is a result of the French taking on the Germans. A Gallic-Bavarian-styled beauty, it targets a sweetspot between drama, emotion, driving pleasure and practicality. The 508 is underpinned by the formidable EMP2 platform, has shed 70kg, and has undergone a Grand Designs-level makeover in style, technology and engineering. In Australia, Peugeot offers a value-soaked standard equipment package that sees the entire kit – including high-level active safety, pedestrian and cyclist detection, 360-degree camera, active dampers and more – arrive with only two boxes to tick (paint and a sunroof). At \$53,990 (Fastback) or \$55,990 (Sportswagon) it's a compelling pitch. Peugeot reckons its belle fille can square up to the luxo-legs of an Audi A5, while a Wheels comparison test (Yearbook, 2019) has already seen it beat fellow COTY competitor the Volvo S60 (as well as COTY '18 final-fiver, the Kia Stinger.)

"This thing is a sleeper!" exclaimed Byron, with such wideeyed enthusiasm you could be forgiven for forgetting it was him who wrote the aforementioned comparison. "Supple, suave, sophisticated!"

On the twists and turns and bumps and dirt, the 508 hugged

Lang Lang like an old friend. Not everyone agreed that the eight-speed Aisin EAT8 transmission was flawless, but the BMW-developed 1.6-litre turbo-four is refined and punchy, and pleased most with its feverous desire to seek out the redline.

But where the Pug truly soared was ride and handling. The adaptive dampers added a Goldilocks-level of comfort, the lightweight chassis felt composed and well balanced, the fluid, pointy steering brought on smiles and it sailed through our lane-change testing. It seemed Sochaux's saviour-sedan was a podium dark horse. Alas, soon those polarising French quirks reared their heads.

It turns out, there was more to spar about than just the steering wheel-to-dash relationship. Judges who preferred a touchscreen argued with button-enthusiasts about the piano-key design. There was an outburst around the bizarre USB and wireless charging pad locations. The terrible quality of the reversing camera was raised. And finally, the almost wilful oddness of an anti-clockwise tach proved to be the cherry on top of a list of frustrating irks for some that could not be undone by even the most comfortable massage seats.

The Pug's outcome was sealed by losing a tie-breaker vote with the Mazda 3. A disappointing result for judges who felt its appetite for open roads would allow it to shine even brighter in round two, but a little too much weirdness and questionable resale value were tipping points for others. This French beauty might have its *ooh la la* moments, but a COTY revolution didn't quite eventuate.

NOELLE FAULKNER





BODY

Type 5-door lift-back sedan, 5 seats / 5-door wagon, 5 seats Boot capacity 487 - 1537L Weight 1420 - 1449kg

DRIVETRAIN

Layout Front-engine (east-west), FWD Engine 1598cc 4cyl turbo-petrol (165kW/300Nm)

Transmission 8-speed automatic

OTHER

Tyres 235/45R18 ADR81 fuel consumption 6.3L/100km CO₂ emissions 143g/km Crash rating 5 star (ANCAP)

> **PRICES** \$53,990 - \$55,990

🖸 🖬 🕑 @wheelsaustralia 71
Genesis G70 Aspirational sedan AIMS to BREAK KOREA'S COTY DUCK

STAGE

ONE

THE GENESIS G70'S fate was sealed when all bar one judge marked it as being below average value for money. If you're a car from Korea and you are perceived as being overly expensive, the transporter out of Lang Lang's waiting for you. Finito. Doneski. Next.

670

NEBT 73R

Let's rewind a little to 2018. During that year's COTY, the G70's cousin, the Kia Stinger, made it out of the proving ground and into the pointy end of proceedings. Ponch summed it up by noting, "We truly hope it sells, because genuine driver's cars – even charmingly flawed ones – are becoming increasingly thin on the ground."

That's still the case, and the Genesis has set about forensically excising many of the Stinger's dynamic flaws. It's sharper and more focused. The ESC system no longer allows vast armfuls of oversteer through the lane change or on the dirt course, and the transmission logic is less crude. The turbo four-cylinder car was, however, mystifyingly slow against the clock, recording a /.6sec run to 100km/h versus a 5.9sec claim, the greatest variance of any car on test. In other words, it was as quick as a RAV4 Hybrid, which is hardly the mark of a focused sports sedan. The G70 3.3T twin-turbo V6 fared better, lagging behind its 4.7sec claim by half a second, but both cars left judges baffled at how a participant in this \$60K-\$80K price bracket could feature an infotainment system that looked as if it had been lifted from a \$25K Hyundai i30. And how the entrylevel 2.0-litre car we tested was within a sniff of the price of a flagship Stinger GT, especially given the Genesis comes with a five-year warranty versus the Kia's seven-year deal.

If you really value the additional polish that the Genesis brings over the Kia, then it's reasonable to assume that a \$71K BMW 330i could seem a very diverting proposition.

Hagon also noted that the G70 demanded premium fuel whereas the Stinger was happy on normal unleaded.

Westerman, as regular readers will know, has taken delivery of a G70 long-termer. While some complained about the meagre boot size and rear legroom in a car this size, he brought attention to the G70's sheer ease of use, the logical layout of all controls and the feel-good factor of the V6 engine. He's right, too. There's a delightfully short learning curve to this car, and that 272kW six never feels as if it's left wanting for urge.

Aside from Genesis's almost non-existent dealer network, judges were also left unimpressed by some safety omissions such as no pre-safe tech, 360-degree cameras only on the range-toppers and a marginal AEB score for pedestrian and cyclist protection. The V6 also consumes 32 percent more fuel than the faster and more powerful BMW M340i xDrive. The Genesis was, on the whole, well liked. While some judges tutted and groused at the quality of some minor pieces of switchgear, it's clear that Genesis has made a genuine effort and delivered plenty of content. The trouble is, it never really gels into the sort of cohesive end product that forms an easily digestible buyer proposition or which scores uniformly well against the COTY criteria. All of which meant that the G70 entertained, but didn't deliver the impact required to go any further this year.

ANDY ENRIGHT







BODY Type 4-door sedan, 5 seats Boot capacity 330L Weight 1683 - 1762kg

DRIVETRAIN

Layout Front-engine (north-south), RWD Engines 1998cc 4cyl turbo-petrol (179kW/353Nm); 3342cc V6 twin-turbo petrol (272kW/510Nm) Transmission 8-speed automatic

OTHER

Tyres 225/45R18 - 255/35R19 ADR81 fuel consumption 8.7 – 10.2L/100km CO2 emissions 199 - 238g/km **Crash rating** 5 stars (ANCAP)

> PRICES \$59,300 - \$79,950

but it can be appealingly extrovert



"Attempts to be premium, but stumbles in a few key areas"

ALEX INWOOD



🖸 🖪 🔰 @ wheels australia 73

BMW 3 Series

SEVENTH GENERATION HAS THE FORM, BUT NOT QUITE THE FINISH

THE BMW 3 SERIES was a shoo-in for the top three at Car of the Year this time round. The pre-event scuttlebutt even had some proclaiming it the favourite to trouser the big gong, the first BMW to do so since the i3's controversial win in 2014. The G20-generation 330i had already aced a couple of *Wheels* comparisons against some illustrious rivals and the fourcylinder sedan was joined, for the first time in Australia, by the six-cylinder M340i xDrive. By most accepted measures, this formidable one-two combo had the punch to spark many of the other contenders out cold.

Indeed, after the first round of voting, the 3 Series was second-favourite on the judges' scorecards. But then something odd happened. Given that there was a tie in the lower orders of the voting, COTY protocol dictated that the seven judges return to the voting room and strike off one of their five choices. In doing so, the BMW found itself plummeting from second place to last and it was *auf wiedersehen*, *Dreier*.

All of which suggests it had squeaked in by the skin of its teeth on most of the scorecards. So what went wrong? In truth, very little. The judges merely felt that the remaining contenders stood up better to the detailed criteria of COTY. At least two of the judging panel were left distinctly flat by the 3 Series' blend of talents. One word kept coming up, time and again: connection. The 3 Series' overall polish, slick steering and morbidly obese steering wheel left some of the panel feeling removed from the action, questioning how the BMW had garnered such a billing as a driver's tool.

Of the two cars, many preferred the urgency and pointability of the four-cylinder 330i, but the M340i xDrive's all-wheel-drive traction saw it nail a 4.5sec 0-100km/h time. Only the 911, the Supra and the Tesla Model 3 Performance could better that, and none were as quiet on our noise meter.

My personal take? The 3 Series is a subtle thing that takes some time to key into. I'd been lucky enough to clock up many hundreds of kilometres of seat time in the G20 generation and it's definitely a grower. Both Hagon and Westerman clued into this, noting that it was one of those cars they'd like to spend more time with on the road. Perhaps its blend of talents weren't explicit enough to win sufficient credit in the rapid-fire cut and thrust of a COTY first round. Or perhaps others just nailed their respective brief better. Nevertheless, the final tot-up was shocking and ruthless.

Munich fielded three models and a ringer in the shape of the Supra this year. With that array of firepower, BMW was probably justified in feeling a certain confidence. The car shouldering the heaviest burden of expectation didn't crumble beneath it, but proved sufficiently aloof to leave some judges unmoved.

ANDY ENRIGHT



"Dreamy drivetrains. A brilliant Bavarian return to form"

JOHN CAREY





BODY Type 4-door sedan, 5 seats **Boot capacity** 375 - 480L **Weight** 1460 – 1740kg

DRIVETRAIN Layout

Front-engine (north-south), RWD/AWD Engines 1995cc 4cyl turbo-diesel (140kW/400Nm); 1998cc 4cyl turbo-petrol (135kW/300Nm); 1998cc 4cyl turbo-petrol (190kW/400Nm); 1998cc 4cyl turbo-petrol + e-motor (215kW/420Nm); 2998cc 6cyl turbo-petrol (285kW/500Nm) Transmission 8-speed automatic

OTHER

Tyres 215/45R18 - 255/35R19 ADR81 fuel consumption 2.2 - 7.7L/100km CO2 emissions 50 - 177g/km Crash rating 5 stars (ANCAP)

> PRICES \$64,900 - \$99,900

interior decibel measuring, not the recording of a road-tripping podcast







1

EFFICIENCY 3.6 TECHNOLOGY **2.8** AVG. SCORES FUNCTION **3-7** SAFETY VALUE 3-3 3.2

🖸 🖬 🎔 @wheelsaustralia 75

Audi Q3 Polished and practical, but 1.4 doesn't get judges' motor runnin'

STAGE ONE

IF WHEELS COTY INCLUDED an award for 'most improved over its predecessor', then the new Q3 would almost certainly be headed out of Lang Lang with a medal pinned to its compact-SUV chest.

ത്ത

NaBT 95A

Instead, it struggled to overcome a key criteria that's been a regular COTY stumbling point for modern Audis, but also dipped against a less-expected one.

More predictable was the strong start in terms of design, cabin packaging and general user-friendliness. Early points were scored for the now-larger interior's greater flexibility, with the sliding and folding rear seat enabling extra legroom or greater boot space, depending on daily requirements. The typical high-quality Audi interior was also noted, along with the beautiful integration of the slick multimedia screen.

The move to a version of the ubiquitous VW Group MQB platform also gifts the Q3 with decent dynamic prowess. Byron was in the majority with comments about the all-round poise, and a composed ride that made for a benign, enjoyable drive, even if the lack of meaningful steering feel did dull some of the driver-involvement sparkle. instead of 5.9L/100km for the 1.5. Oh, and it demands premium fuel, too. The fact that Aussie cars also get a six-speed dual-clutch transmission, rather than the sevenspeeder fitted in Europe, didn't help the situation. Nor did the lack of paddleshifters and a manual mode that sees the shift pattern arse-about.

Then the Q3 was flung through the swerve and recover exercise, and copped criticism for an excessively heavyhanded ESC calibration that pretty much neuters it to around 40km/h. Perhaps that's okay for the target market, but the judges felt it showed a lack of development that plenty of other cars on test didn't suffer from.

In the face of hard-nosed pragmatism, there was a consensus that the premium-priced Q3 really didn't bring enough to the table to make it a more compelling offering than other SUVs in the VW Group, like a Tiguan. And let's not forget that stablemate Skoda Karoq does get the newer 1.5 plus seven-speed combo, and sells for just \$32K. Enright concluded that he rated the 110kW Q3 as a decent drive, but at \$53K in Launch Edition spec, it was, he pointed out, almost the same money as a Volvo XC40 T5 R-Design, replete with 185kW turbo 2.0-litre and allwheel drive.

But the fitment of the VW Group's older 1.4-litre turbo four resulted in a swift kicking against both the Technology and Efficiency criteria. Instead of the lighter, more sophisticated and frugal 1.5-litre four (making identical power and torque) as fitted to European Q3s carrying the same 35TFSI designation, Australia gets the iron-block unit, lacking cylinder deactivation, and drinking 7.2L/100km,

More broadly, there was a general consensus that while the Q3 will please its owners with fine packaging and design, its oily bits don't feel premium in the places that count. ASH WESTERMAN

SPECS



BODY Type 5-door SUV, 5 seats Boot capacity 530 - 675L Weight 1470kg

DRIVETRAIN

Layout Front-engine (east-west), FWD Engine 1396cc 4cyl turbo-petrol (110kW/250Nm) Transmission 6-speed dual-clutch

OTHER

Tyres 235/55R18 ADR81 fuel consumption 7.3L/100km **CO₂ emissions** 164g/km **Crash rating** 5 stars (ANCAP)

> PRICES \$46,400 - \$52,750

Cl.a

con

N:#BT 95A



"A bit like a Tiguan in an admittedly very attractive skirt"

ALEX INWOOD



🖸 🖬 👽 @ wheelsaustralia 77





"Dynamics are a bit of a jumble; a lack of on-road cohesion when pushed"

ASH WESTERMAN



Range Rover Evoque

BRINGS THE STYLE, BUT DYNAMIC SUBSTANCE FOUND WANTING

THE RANGE ROVER Evoque, in its almost 10-year reign of being the crossover-that-never-was-supposed-to-butdid, has admittedly rested on the laurels of its looks over performance. It singlehandedly made crossovers fashionable, spearheading a movement that would eventually lead to the birth of sartorially pleasing small SUVs. Last year's COTY winner, the Volvo XC40, and current contender, the Audi Q3, are both evidence of this inevitable tide.

The showroom star has sold more than 800,000 cars worldwide, making up one-third of Range Rover's total sales. It's proven to serve a distinct purpose, and regardless of its COTY performance, will no doubt continue to. For its second incarnation, JLR has gone back to the drawing board, burned some sage and started anew. But can this compact Brit rival the success of its Swedish competitor and live up to its looks? Uh... well...

Bar some door hinges and the Ingenium engines that have been carried over from the previous models, the secondgeneration Evoque is completely fresh. It's underpinned by Jaguar Land Rover's new Premium Transverse Architecture, a platform composed of lightweight mixed metal, and designed with electrification in mind. Our first taste of this is a 48-volt mild-hybrid in our 2.0L diesel D180 S variant. Also in the COTY field was a petrol 2.0L P250 S R-Dynamic, making up two of the six engines and 25 variant trim levels offered by JLR. Each variant, we noted, had a long list of extras, including a controversial \$900 option for keyless entry and push-button start, ensuring first impressions were not off to a great start. "Well that is taking the piss," one judge was overheard saying.

On visual X-factor, the Evoque smugly scored high. Naturally, the judges agreed that the flush door handles were lavish and the interiors beautiful, with JLR's new highquality vegan leather and sustainable options applauded. Thanks to a more spacious cabin, the Evoque won points for addressing the pokey interior and visibility issues of the past. It earned more for innovation, thanks to the optional rear-view and see-through bonnet camera system, but that's where the shine wore off.

A laggy infotainment system, odd ESC calibrations and a disconnect between the two variants frustrated the judges. "The petrol did have a bit of spice and pep to it," noted one judge, adding: "The diesel felt like a slug." Where the P250 earned praise for heartiness at speed, the diesel suffered from doughiness and felt overworked by its transmission. The petrol had some composure through lane changes, but the diesel's ESC startled with dramatic brake lock-ups and plumes of smoke. It almost felt like the heavier diesel carried across the chassis tune of the petrol-engined version.

When it came to depth of engineering, the variables between the two were inescapable, with little of the chassis poise or value the XC40 brought last year. Sadly, under the COTY spotlight, the Evoque's star power was only skin deep.









BODY Type 5-door SUV, 5 seats Boot capacity 591L Kerb weight 1813kg - 1955kg

DRIVETRAIN Layout Front-engine (east-west), AWD Engines

Engines 1997cc 4cyl turbo-petrol (147-221kW/320-400Nm); 1999cc 4cyl turbo-diesel (110-177kW/380-500Nm)

> **Transmission** 9-speed automatic

CHASSIS

Tyres 235/60R18 – 235/50R20 **ADR81 Fuel consumption** 5.7L – 8.2L/100km **CO₂ Emissions** 149 – 188g/km **Crash Rating** 5 star (ANCAP)

> **PRICES** \$64,000 - \$94,000

🖸 🖬 🕑 @wheelsaustralia 79

Volkswagen Touareg

STAGE

ONE

PREMIUM OPTIONS BLUR THE LINE BETWEEN MAINSTREAM AND LUXURY

IF YOU'RE GOING to have an identity crisis, then best make it a fabulous one. Case in point: the Volkswagen Touareg.

Is it a more-affordable Audi Q7? An everyday Bentley Bentayga? A Porsche Cayenne in drag? Or a bit of everything? After all, these four distinct large SUVs share the Volkswagen Group's MLB Evo modular longitudinal architecture.

So, is the Touareg – now in its third generation, and priced from \$79,490 for the entry-level 190TDI – a conspicuous bargain as a result of such rarefied genes? Or is it just an expensive Volkswagen? The answers are a qualified yes to both, since our top-spec Premium model – normally from \$85,490 with standard air suspension, heated/vented/ massaging front seats, Matrix LEDs, gesture control, QI phone charger and 20-inch alloys – arrived wearing a \$114,490 price tag due to nearly \$30K of additional options.

Foremost of these, if you value driving and comfort equally, is the \$8000 R-Line pack, due to the active roll bars and four-wheel-steering tech it introduces. Both better contain and control excess body wallow for taut, precise handling at speed, while 4WS allows outstanding manoeuvrability. Combined with the air suspension's plush, isolating ride (this was the quietest car at COTY, despite being diesel), and it's easy to surmise that Bentley engineering knowhow somehow plays a part here. Step inside the lofty and spacious cabin and another \$8K option stands out – the 'Innovision Cockpit' with its 15.0-inch touchscreen and 12.0-inch digital instrument cluster, enveloping the driver. Along with a head-up display and other ambience-enhancing goodies, they usher in a Q7-like – rather than the standard set-up's Passat-like – elegance.

EDL-16D

Still, the Touareg's packaging fundamentals remain spoton. There's superb fit and finish, loads of legroom front and rear, firm yet supportive seats, and ample ventilation. Familyfocused functionality was clearly a development priority.

A minor gripe is that Apple CarPlay/Android Auto don't make full use of the enormous display. Some of the switchgear is scattered or awkwardly sited, too, and the sunroof reduces headroom. The ESC calibration on gravel also cries out for more finessing.

Plus, where are the electrified options? The torquey 3.0-litre V6 turbo-diesel may deliver its punch in a smooth and muted manner, making this Touareg a relaxing longlegged tourer, but it isn't especially spry from take-off (unlike BMW's bounding X5 30d) and diesel isn't exactly this millennium's environmental posterchild. What would Greta say? Adding the Cayenne's hybrid smarts would help.

Nevertheless with some deft antion tipling the 100TDI

Nevertheless, with some deft option ticking, the 190TDI makes a compelling case to sidestep the usual luxury-segment suspects. Yet, even with all the extra kit, the flagship VW SUV still undercuts the considerably more bare-base X5 30d equivalent. It doesn't skimp on advanced safety gear either, includes free Apple CarPlay/Android Auto, and offers a fiveyear warranty. Unlike the other Germans. Unadventurous though it may be under the bonnet, the middle-class SUV from Wolfsburg is nonetheless better because of its blue-chip breeding elsewhere. Such diverse DNA only serves to enrich the Touareg's capabilities. And identity. BYRON MATHIOUDAKIS





"Great refinement is its most impressive attribute"

JOHN CAREY



BODY

Type 5-door SUV, 5 seats Boot capacity 810L Weight 2070kg

DRIVETRAIN

Layout Front-engine (north-south), AWD Engine 2967cc V6 turbo-diesel (190kW/600Nm) Transmission 8-speed automatic

CHASSIS

Tyres 285/45R20 ADR81 fuel consumption

7.4L/100km CO₂ emissions 194g/km Crash rating 5 stars (ANCAP)

> **PRICES** \$79,490 - \$85,490

🖸 🖪 🖌 @wheelsaustralia 81

BMW X5

SPARTANBURG'S FINEST GAINS APPROVAL BUT NO TICKET TO THE FINALS

EVERY YEAR AT Wheels COTY, there's one contender that doesn't progress beyond the first round, but nevertheless distinguishes itself as a very good thing. Last year it was the Hyundai Santa Fe; the year before, the Volkswagen Arteon. This year's claimant was the BMW X5.

Toby Hagon reckoned it was amazingly car-like for such a large SUV and loved its composure through our coned lane-change test. It was perhaps only bettered by Volkswagen's Touareg in this discipline, but the VW had the advantage of an \$8K R-Line pack that included a pair of electromechanical anti-roll bars to stabilise it. The BMW felt more natural through the flick-flack, our GMH hosts allowing us to gradually up the speed until we were matching the speeds of non-SUVs.

Of the two cars along for review, judges preferred the petrol-powered X5 xDrive 40i to the 30d oil-burner, although some noted that despite its agility, it isn't one of those SUVs that shrink around you. The X5 always feels a significant lump of metallurgy to be hauling about, the flipside of which is that you don't have to wonder where your money went.

R

4

ш

≻

ш

Т

The cabin treatment received near universal praise, although the two contra-rotating main dials in the skeuomorphistic digital dash are a retrograde step. BMW used to be the exemplar of clear binnacles but now the clocks are fussy and overstyled. It's time to wind back the (analogue) clock. While BMW's at it, there has to be a more elegant way of incorporating an eye-scanning camera than

the plastic carbuncle that sits front and centre in the display between the two main dials.

'Remote' was the most accurate word I could conjure up to describe the way the X5 drives, but that's probably no bad thing for the target clientele. Talented but distinctly taciturn, it feels assured and relaxing, and makes a great choice for reeling in countless freeway kilometres. Were we buying, we'd probably spend the additional \$2300 on dualaxle air suspension, a fitment that comes as standard on the plug-in hybrid xDrive 45e. Even on steel springs and optional 22-inch rims, the 30d rode acceptably, but the 40i on 20-inch alloys was notably silkier.

Where the X5 wasn't so clever was in rear-seat accommodation, where it felt a little mean-spirited, perhaps aiming to drive those who value rear features to the bigger X7. A third row is a huge \$3700 ask, and there's little of the dress-up with digital temp vents and multiple power options that can make other rivals feel more family friendly. The rear row doesn't even slide. What's more, it seems a temerity to ask an extra \$900 for a wireless phone charger on a \$100K+ SUV.

The X5's impressive interior finish and lantern-jawed styling found it plenty of admirers. Unfortunately, few felt it sufficiently tempting to progress to the second round. Still, BMW ought to be proud of this G05-generation car. It's a good 'un, and had we been able to sample the 45e plug-in version, it may well have advanced.

ANDY ENRIGHT





"Polished! What a nicely rounded and competent premium SUV"

ALEX INWOOD







BODY Type 5-door SUV, 5 seats Boot capacity 500 – 645 litres Weight 2060 – 2435kg

DRIVETRAIN

Layout Front-engine (north-south), AWD Engines 1995cc 4cyl turbo-diesel (170kW/450Nm); 2993cc 6cyl turbo-diesel (195kW/620Nm); 2998cc 6cyl turbo-petrol (250kW/450Nm); 4395cc V8 twin-turbo-petrol; (390kW/750Nm); 2998cc 6cyl turbo-petrol + e-motor (290kW/600Nm) Transmission 8-speed automatic

CHASSIS

Tyres 255/55R18 - 315/35R21 ADR81 fuel consumption 2.0 - 10.7L/100km CO₂ emissions 47 - 243g/km Crash rating 5 stars (ANCAP)

> **PRICES** \$99,900 - \$151,900

🖸 🖪 🖌 @wheelsaustralia 83

Nissan Leaf MEANINGFUL MAKEOVER FOR MOTHER OF MODEST EVS

STAGE

ONE

IS THE LEAF the most significant new model at COTY?

Maybe. Though the ZEO original barely made a blip in Australia, and Tesla and others have since offered speedier and more stylish EVs, only the plucky Nissan has been around long enough to now be into its second generation. With nearly half a million sold since 2010, no other EV series in history has been more successful.

And that's the whole point. The Leaf is an easy and relatively affordable entry into the brave, uncertain world of electrification. With its approachably dorky design, comfy interior and simple controls, Nissan's masterstroke was to make the unusual seem normal for the mainstream while still appealing to early adopters.

The brand is still attempting to please both, though the new ZE1's toned-down, squared-off styling – on essentially the same platform and body structure as before – and farmore conventional dashboard presentation suggests that gaining the popular rather than the progressive vote is now the greater priority. when de-throttling, recouping otherwise wasted energy. It works, too, as single-pedal acceleration/deceleration quickly becomes second nature.

NO STANDINO AT ANY TIME

Additionally, there's now more zest from an upgraded AC synchronous motor, delivering 38 and 14 percent more power and torque respectively – and that's immediately apparent in the Leaf's instant, healthy and hushed off-the-line urge, translating to a respectable 8.0sec to 100km/h.

Even better is how much less remote the ZE1's steering is, while the car now handles with greater conviction and control – though the upshot is a firmer (but sufficiently comfy) ride. Equipment levels include leather, seat heaters, Apple CarPlay/Android Auto, sat-nav, digital radio, AEB, lane-departure warning/keep, rear cross-traffic alert, auto high beam, adaptive cruise and a surround-view camera.

But the Leaf still lacks in some areas. Wet-road braking is poor and the stability control interferes abruptly (though effectively) on gravel or during sudden direction changes. Steering reach adjustment would address an odd driving position. The dash seems wilfully dull and downmarket for a \$50K machine and a switch from an electric park-brake to a foot-operated anachronism doesn't help. And retaining air rather than water cooling for the battery pack might raise long-term durability concerns.

That said, it advances in some vital areas, starting with a bigger battery offering essentially twice the range. Thus, the Leaf is far less limited by distance, broadening its scope for single-car households. That's huge. As is 'vehicle-to-building' bi-directional charging capability that can power a home for days. Charge ports continue with the AC Type-2 (24 hours via three-pin 15-amp or eight hours with a \$2K wallbox) and DC 50kWh CHAdeMO/CCS (80 percent in 60 minutes) set-ups. Aiding range is a new two-mode braking regeneration system. Dubbed e-Pedal, it brings 0.2 G-force resistance

Ultimately, though better than ever, the Leaf feels what it is – a revamp of a game-changer launched nearly a decade ago. The pioneering Nissan deserves its place in history, but the second round at COTY? That proves a step too far. BYRON MATHIOUDAKIS

A Leaf running on GMH's juice. The greatest Nissan/Holden collaboration since the VL Turbo?

eatest Nissan/Holden bration since the VL Turbo!



BODY Type 5-door hatch, 5 seats Boot capacity 405L Weight 1580kg

DRIVETRAIN

Layout Front-motor (east-west), FWD Engine 110kW/320Nm electric motor 40kWh/350V battery Transmission Single-speed reduction

CHASSIS

Tyres 215/50R17 Energy consumption 14.6kWh/100km CO₂ emissions Og/km Crash rating 5 stars (ANCAP)

> **PRICE** \$49,990



"Arguably the most energy-efficient car at COTY 2020"

JOHN CAREY



🖸 🖬 🖌 @wheelsaustralia 85





ц О

CAR

"They've really nailed the styling and design – it's a beautiful small car"

BYRON MATHIOUDAKIS



Audi A1

A PHOTOGENIC AND ENDEARING BABY, BUT DEMANDS A PREMIUM FORMULA

FROM A DISTANCE Audi's second-generation A1 looks good. Really good. Elegant curves and a slit in the bonnet inject genuine personality into a B-segment hatchback. Mathioudakis was all but writing a cheque.

Priced from \$32,350, it also undercuts the (larger, more convincing) entry points of luxury rivals by about \$10K. German luxury at a mainstream price looks good on paper, the four rings a tempting alternative to the Asian emblems that dominate at this price.

But dig beneath the surface and there's lashings of Volkswagen Polo DNA tempering the premium positioning, from that entry 30TFSI through to the 35TFSI and 40TFSI.

The new A1 and Polo share architectures and, in some cases, engines, making direct comparisons impossible to ignore. Audi's three-year warranty is a kick when the Volkswagen's, covering the same hardware, lasts another two.

That you then have to pull on an old-school handbrake and do without a covered centre console subtracts valuable points – and leaves the Audi floundering against the COTY scorecard. Absent sat-nav is a penny-pinching black mark in the lower two variants, too, diverting discussions to what was missing rather than the A1's many appealing assets.

The A1 is also lacking active safety kit judges thought should at least be available; think rear cross-traffic alert and blindspot monitoring, now common on mainstream hatchbacks the A1 brawls with. Radar cruise is also part of an expensive pack only available on the flagship 40TFSI. Among the hard plastics and compact cabin there are flashes of allure. The 8.8-inch infotainment screen is crisp and clear, while in the 40TFSI it steps up to 10.1 inches and incorporates wireless Apple CarPlay.

It also fights back in functionality, the playful and engaging handling and mid-corner poise a highlight, each helped by the lightweight construction.

It's a shame the ride doesn't exude the same maturity, feeling jiggy on anything but perfect hotmix. The stability control is also late to catch an aggressive swerve-and-recover simulation, detracting from the car's driving nous.

The characterful three-cylinder engine in the entrylevel 30TFSI won admiration for its useable mid-range and spirited thrum. However, the hunting dual-clutch was less endearing, as was the vibey idle.

The 35TFSI reigns in the charm but steps up performance, its 110kW providing wisps of warmth. The flagship 40TFSI didn't make a COTY appearance, although we're familiar with its 147kW 2.0-litre punch from the Polo GTI, a car that costs a cool 30 percent less than the heftier \$46,450 ask for the Audi.

It's that questionable value that saw the A1 begin to unravel. Beauty turns heads and premium badges bring a fuzzy glow, but the criteria ultimately served the A1 some cold, COTY-crushing truths that ended the funky five-door's 2020 chances at round one.

TOBY HAGON





BODY Type 5-door hatch, 5 seats Boot capacity 335L Weight 1125 – 1338kg

DRIVETRAIN

Layout Front-engine (east-west), FWD Engines 999cc 3cyl turbo-petrol (85kW/200Nm); 1498cc 4cyl turbo-petrol (110kW/250Nm); 1984cc 4cyl turbo-petrol

35TFSI, but it comes at a premium. Also lacks some equipment you may expect (147kW/320Nm) **Transmissions** 7-speed dual-clutch; 6-speed dual-clutch

OTHER

Tyres 195/55R16 - 215/40R18 **ADR81 fuel consumption** 5.4 - 6.4L/100km **CO₂ emissions** 122 - 146g/km **Crash rating** 5 stars (ANCAP)

> **PRICES** \$32,350 - \$46,450

🖸 🖪 🖌 @wheelsaustralia 87

BMW Z4 THE COTY PROCESS CAN BE RUTHLESS TO A ROOFLESS SUPRA

IN AN ERA of import-only COTYs, it's refreshing to see an Australian influence in one of our contenders; the third-gen BMW Z4 was designed by Sydney-born Calvin Luk.

It was the design that was an early topic of contention. Some were attracted to its rotund rump, but others felt things were underdone. Fashionista Carey declared it simply didn't have the appeal he expects in a sports car.

No complaints with the practicality, though, the Z4's twoseat space and ergonomically sound cabin a plus. The return of a soft-top roof and its clever packaging that maintains all 281 litres of luggage space with sun or shade was also praised, as was the Bunnings-friendly ski port poking from boot to cabin. Throw in solid structural integrity and it's clear the core engineering is from fine Bavarian stock.

Judges were also impressed with the way the reardriver quelled wind and road noise, while Mathioudakis highlighted the cold-weather comfort of a roadster that cossets its occupants like a cosy blanket, roof up or down.

We've spent time in the 30i previously – arguably the sweet spot of the three-tiered range – but for COTY 2020 our Z duet consisted of the bookends: the \$84,900 20i and the \$124,900 M40i.

From the first prod of the throttle, the M40i's luscious, rev-hungry 250kW in-line six won fans. The linear torque and way it syncs with its eight-speed auto is just as enticing.

The 20i less so. Judges could almost live with the 145kW/320Nm outputs, but the lack of verve and the strangled top-end of the turbo four-pot isn't seductive.

Thankfully Apple CarPlay was thrown in for nix right on COTY deadline, but it counted for little given the lack of the Android opposite and an equipment list that's hardly bulging.

It marked the start of some bumps in the Z4's COTY journey - literally. Some of its GT goodness faltered on Lang Lang's rough-road section. Enright thought the vacant passenger seat was going to disintegrate, Mission Impossiblestyle, in a shaking rage. Carey was kinder, suggesting the combination of torque and lumps were not endearing to that (broad) rear-end.

Which highlighted a monumental hurdle for the Z4; a Stuttgart-sized mountain in the form of the Porsche Boxster. While BMW may have an M-infused six-pot win over the huffing fours in the Boxster, Porsche returns serve (and some) with dynamic excellence the Z4 can't match.

There was also the occasional grumble about the Manga Steyr build quality due to some dodgy gaps between bumper and guards deemed more Tesla than BMW.

All of which detracted from the charm elsewhere in what is a vastly improved Z4. It's by far the best among an oftenunderwhelming ancestry.

And while it may be as Aussie as a modern COTY gets, patriotism counts for nothing at the year's biggest test, which is why the Z4's run came to a bumpy end.

STEPPEN STEPPE

TOBY HAGON



1PA · 4YA

Ľ



日本のであると

Carling and the second 2015072

金江田 金山山

SPECS



Plenty of poise through the swerve-and-recover exercise, but Z4 doesn't have the brilliance of segment-leading Boxster



BODY Type 2-door convertible, 2 seats Boot capacity 281L Weight 1405 – 1535kg

DRIVETRAIN

Layout Front-engine (north-south), RWD Engines 1998cc 4cyl turbo-petrol (145kW/320Nm); 1998cc 4cyl turbo-petrol (190kW/400Nm); 2998cc 6cyl turbo-petrol (250kW/500Nm) Transmissions 6-speed manual; 8-speed automatic

CHASSIS

Tyres 225/50R17 – 275/35R19 **ADR81 fuel consumption** 6.5 – 7.4L/100km **CO₂ emissions**148 – 169g/km **Crash rating** 5 stars (NCAP)

> **PRICES** \$84,900 - \$124,900

"Does it feel like a more expensive Supra with the roof chopped off? Yep"

ALEX INWOOD

AVG. FUNCTION EFFICIENCY SAFETY TECHNOLOGY VALUE 3.0 2.1 2.7

🖸 🖬 🚽 @wheelsaustralia 89

Toyota Supra GOOD SPORTSMANSHIP, YES, BUT SHORT OF TRUE ALL-ROUND APPEAL

STAGE

ONE

DESIGNED AND ENGINEERED in Germany, but not only by Germans, and assembled in Austria, this product of a 2012 agreement revives a Japanese legend last produced in 2002. Toyota insists the new Supra would not exist if it had not done a co-development deal with BMW, and the Germans say that without their Japanese partner the business case for replacing the Z4 roadster would not add up. The closely related pair of rear-drive two-seaters are produced in the same Magna Steyr-owned factory in Graz, Austria.

To say the two-birds-with-one-stone origin tale of the new Toyota Supra is more complex than the average car's is an understatement. But there's nothing complicated about the Supra line-up launched in Australia last September.

It consists of only two model grades, the \$84,900 GT and the \$94,900 GTS. The extra money buys larger 19-inch wheels and Michelin Pilot Super Sport tyres, larger rear brakes and red-painted calipers, metal pedals, a head-up display, JBL sound system, plus access to Alcantara interior trim and matte grey exterior paint options at \$2500 apiece. in place of the auto, but the muscular and musical BMW engine is mostly a delight.

While ride comfort is impressive, some judges at first thought its Toyota-calibrated chassis felt a little too 'GT'. Drive it harder, however, and it's clear that there's a flintier side to its initially urbane dynamics. The brakes are great, but both ESC and traction control systems lack finesse.

The Toyota was the noisiest car in the COTY 2020 field. Constant road roar wasn't the only inherent flaw. Headbanging was a hazard for taller judges when getting into and out of the Supra, thanks to the cut of the door apertures.

The contrived exterior hysterically screams Japan. Toyota sent a small team of designers to work in Munich for two years on the Supra, and it's plain most of them were exterior artists. The snug interior instead shouts BMW, though Toyota deserves some credit for specifying a steering wheel with a slimmer rim than the fat sausages being served by Munich lately. Supra's cargo compartment is small. Safety isn't a Supra strong point. It hasn't yet been independently crash tested (though the Z4 has earned a five-star rating from Euro NCAP) but the list of sensor-based safety and driver-assist systems isn't as extensive as that fitted to a budget-priced Corolla.

Those prices are premium, but competitive. The Supra GTS is around \$30,000 less than its Z4 M40i sibling with the same 250kW and 500Nm BMW 3.0-litre turbo in-line six and ZF eight-speed automatic. The Toyota also undercuts its most obvious competitor, the Jaguar F-Type P340 Coupe, and is \$20,000 more than Nissan's ancient and raw 370Z Nismo. What's not debatable is the quality of the Supra's borrowed drivetrain, though consumption soars when driven with verve. Some judges yearned for a manual transmission

The high noise levels, divisive exterior design, cramped interior, hard-driven thirst and skimpy safety equipment ultimately dented the chances of this interesting comeback car progressing any further in COTY 2020.

JOHN CAREY



Reise

AVG. SCORES FUNCTION

3.0

"I'd much rather drive a BMW M2 or an Alpine A110 on a challenging road"

TECHNOLOGY

2.1

VALUE

3.2

ANDY ENRIGHT

SAFETY

2.5

EFFICIENCY

2.9

SPECS SUPA-90

> BODY Type 2-door coupe, 2 seats Boot capacity 290L Weight 1495kg

> > DRIVETRAIN Layout

Front-engine (north-south), RWD Engine 2998cc 6cyl turbo-petrol (250kW/500Nm) Transmission 8-speed automatic

OTHER Tyres 255/40R18 - 275/35R19 ADR81 fuel consumption 7.7L/100km CO₂ emissions 177g/km Crash rating Not yet rated

> PRICES \$84,900 - \$94,900

> > 🖸 🛐 🔊 @wheelsaustralia 🛛 🧐



BAR :088







THE TRAVELLING COTY CIRCUS SHIFTS FROM LANG LANG TO



INVERLOCH FOR STAGE TWO, WITH THE FIELD CUT TO FIVE CONTENDERS. THE DEBATES BECOME MORE HEATED, THE SCRUTINY MORE INTENSE, AND THERE'S A WELCOME INTRODUCTION OF THE REAL WORLD ON OUR TESTING ROAD LOOPS



Porsche 911

STAGE TWO

EVOLUTION OF AN ICON BRINGS EXCELLENCE, AND TAKES IT CLOSER THAN EVER TO COTY GLORY



"If Porsche could reduce the road noise, it would be the ultimate GT and sports car"

ASH WESTERMAN

94 whichcar.com.au/wheels

Ľ

EA > ш

Т

CAR



Sector Se





"An almost hilarious excess of capability; nothing in class gets close"

ANDY ENRIGHT



ITH AGE, THE human backside often becomes broader. But the wider rear of the 56-year-old Porsche 911 is a sign of greater vitality and vigour, not less. The new Type 992 is faster than the 991 it replaces, and with the extra ferocity comes greater finesse.

The all-new, aluminium-intense body of the 992 uses the same wheelbase as the 991. The structure is a little lighter, despite increases in overall width and length.

The design of the new-generation 911 puts more visual emphasis than ever on its rear haunches, an effect boosted by Porsche's decision to fit rear wheels with an extra inch of diameter compared to the fronts across the range. The better to balance levels of front- and rear-end grip, say company chassis experts.

There's very little wrong with the design and presentation of the 911's carefully crafted 2+2 interior, which features a perfectly proportioned driving position and a beautifully integrated infotainment touchscreen.

Porsche has upgraded the 3.0-litre twin-turbo flat-six for the 992, as it was first introduced in the 991.2 back in 2015. Switching from identical turbos for each set of three cylinders to a pair of mirror-image turbos enabled a redesign of inlet- and exhaust-system plumbing. Power and torque maximums for both plain 911 Carrera and more powerful Carrera S models jump to new highs as a result. Even more important is the arrival of an eight-speed dual-clutch in place of the seven-speeder in the previous 911.

There is a hybrid in the new 911's future, but it's still some way off. Right now, the 992 range consists of eight models; Coupe and Cabriolet in Carrera and high-output S specifications, in rear-drive or all-wheel-drive forms. Prices begin at \$229,500 for the Carrera Coupe and extend to \$302,200 for the Carrera 4S Cabriolet. For COTY, we chose a \$264,600 Carrera S Coupe.

There are two ways to judge the value of the 911. One is to compare it with other exotics (mostly Italian and inevitably much more costly), and declare it a near bargain; the alternative method is to compare the Porsche with other brilliantly rewarding sports cars (some of them also made in Zuffenhausen) that cost much less, and conclude that the law of diminishing returns makes the 911 a mediocre choice at best. There were supporters of both viewpoints.

What no-one argued about was the Porsche's joyous brilliance while its wheels were turning. The 992 is irresistibly seductive, combining serious speed with stellar handling. This prowess was partly the product of sublimely precise steering. "Butter smooth," was the apt description of judge Andy Enright.

Equally impressive were the Porsche's brakes, which delivered sub-36m stops from 100km/h. Acceleration? In our 0-100km/h tests, the Carrera S beat the factory claim of 3.5 seconds by a tenth.

Dynamically, the new Porsche 911 delivers exactly what its reputation, design and technology promise: a truly special driving experience. Just as importantly, the suspension comfort of the Porsche is outstanding for something with so much cornering, braking and acceleration to offer.

"Apart from the road noise, this thing is pretty much perfect," was the summary of editor Inwood. It was a thought echoed in the notes of other COTY judges.

As for efficiency, improvements to the 992's drivetrain contribute to marginal reductions in fuel consumption compared to the 991.2 it replaces; 0.5-1.0L/100km. But the 13.0-plus L/100km consumption recorded during the public road phase of COTY testing is high for a car which has only two genuinely useful seats.

What also pricked the judges' attention was the 911's lack of safety and driver-assistance equipment now becoming commonplace in much cheaper mainstream models. Examples? The AEB system doesn't work in reverse; lane-departure warning alerts the driver but doesn't steer to keep the vehicle in its lane; there's no crosstraffic alert, front or rear.

The new 911 is almost pitch perfect when singing its song of seduction, but against COTY's broad-based criteria, this widerumped Porsche's value, efficiency and safety hit a few dud notes.

JOHN CAREY



BODY Type 2-door coupe/cabrio, 2 + 2 seats Boot capacity 132L Weight 1505 - 1635kg

DRIVETRAIN

Layout Rear-engine (north-south), RWD/AWD Engines 2981cc flat 6cyl, twin-turbo petrol (283kW/450Nm); 2981cc flat 6cyl, twin-turbo petrol (331kW/530Nm)





Transmission 8-speed dual-clutch

OTHER

Tyres 235/40R19 – 305/30R21 ADR81 fuel consumption 9.4 – 9.6L/100km CO₂ emissions 232 – 248g/km Crash rating Not yet rated

> **PRICES** \$229,500 - \$302,200

🖸 🖬 🖌 @wheelsaustralia 97





Toyota RAV4 VALUE, EFFICIENCY AND OVERALL FAMILY FRIENDLINESS PUSH A SEGMENT PIONEER TO THE POINTY END



"Edge 2.5L feels unsophisticated compared to the hybrid"

TOBY HAGON



<image>

EW 2019 MODELS have improved as much as the new RAV4. In fact, Marie Kondo would be proud at just how much of the old RAV4 was thrown out with the advent of this new fifth-generation. As with every one of the company's latest monocoques, it adopts the Toyota New Global Architecture, offering a longer, wider and stronger platform with a lowered powertrain and passenger cell (bringing packaging benefits and an improved centre of gravity), yet slightly greater ground clearance. Substantially larger in almost every dimension, the unashamedly blocky RAV4 is now a properly spacious five-seater, offering easy entry/egress, an excellent driving position, great seats and generous storage.

As for active safety, Toyota joins the class-leading CX-5 in democratising driver-assist technologies like AEB, rear cross-traffic alert, adaptive cruise control, auto high-beam, pedestrian/cyclist detection, and lane-keep assist. And even the base GX brings front parking sensors, rear air vents, reclining rear backrests with a centre armrest, digital radio and speedsign recognition. All from \$31K, redefining medium-SUV value.

The RAV4 also zigs and zags like no previous version could. There's a direct feel and connection to its steering, without being too sharp or heavy, for precise handling. Better still, the jittery ride and road noise intrusion have been greatly reduced – especially in the loping GX on 17-inch alloys – partly due to the more rigid body and redesigned suspension. Where the RAV4 really strives to push mainstream medium SUV segment boundaries is in the advent of electrification availability, ditching the problematic turbo-diesel option. Based on the petrol-electric hybrid system first seen here in the 2001 Prius, there's nothing revolutionary about Toyota's decades-old tech. However, it's only a \$2500 option on all variants except the outdoorsy Edge, meaning Aussies can now drive a family-sized petrol-electric SUV from under \$36K. The 131kW/221Nm 2.5-litre four-cylinder petrol and 88kW/202Nm electric motor combine to provide a thrusty peak output of 160kW on front-drive models, while the optional (for \$3000) E-Four version's secondary, rear-axle-mounted 40kW/121Nm electric motor delivers 163kW all-up, as well as an efficient and lightweight all-wheel-drive layout.

Yet even without the help of either hybrid system, the regular FWD RAV4 also presents a compelling case. Its freshly minted 127kW/203Nm 2.0-litre four-pot is a vocal bit of kit when you're up it, but its deep-lunged, revvy nature and Toyota's new CVT result in a palpably more muscular (and economical) entry-level engine option, further magnifying the RAV4's egalitarianism.

Against expectations, the weakest powertrain is the 152kW/243Nm 2.5-litre atmo four in the aforementioned Edge. It employs a conventional eight-speed auto to drive its mechanical AWD system, which sounds like the best combination in theory, but the heavier Edge has neither the mid-range brawn of the hybrid nor the sparkling vigour of its 2.0-litre sibling. Considering its \$48K pricing, we're struggling to see where the Edge's value lies. At least the plastic orange detailing and Matchbox car-style alloys stand out.

Not so good is the ESC calibration on all RAV4s. Though

ultimately effective, the electronic namies interfere with a heavy hand. The low-friction Bridgestone Alenza tyres (on everything except the Edge) aren't ideal for low-grip surfaces, yet they pull up with exemplary haste in the dry. They're susceptible to coarse-surface road roar, however, which almost drowns out the wind noise coming from the hefty door mirrors. While far from perfect, the new RAV4 represents a stunning comeback. Exceptional packaging, fluent dynamics, impressive safety and, most laudably, the widespread availability of hybrid tech ensures that few cars can touch the Toyota for value. The reborn RAV4's journey ends here. But what a turn-around. **BYRON MATHIOUDAKIS**

SPECS



Type 5-door SUV, 5 seats Boot capacity 580L Weight 1515 - 1745kg

DRIVETRAIN

Layout Front-engine (east-west), FWD/AWD Engines 1987cc 4cyl (127kW/203Nm); 2487cc 4cyl (152kW/243Nm); 2487cc 4cyl (131kW/221Nm); + front electric motor (88kW/202Nm); + rear electric motor (40kW/121Nm);

Transmissions

6-speed manual; CVT automatic; e-CVT automatic; 8-speed automatic

OTHER

Tyres 225/65R17 - 235/55R19 ADR81 fuel consumption 4.7 - 7.3L/100km CO₂ emissions 135 - 199g/km Crash rating 5 stars (ANCAP)

> **PRICES** \$30,990 - \$47,490













🖸 🖪 🖉 @wheelsaustralia 101



IQA 4CL





THIS IS IT. THE THREE BEST CARS OF COTY 2020 SPRUCE



UP, JUICE UP AND SQUARE UP. ROAD TESTING WITH A FULL COMPLEMENT OF PASSENGERS ABOARD PRECEDES FINAL JUDGING. THREE EXCELLENT CONTENDERS: ONE UNAMBIGUOUS VERDICT

CAR

Mazda 3

stage Three

AUSTRALIA'S SMALL-CAR STALWART SMARTENS UP FOR ITS SWEET SIXTEENTH



"This is the car Alfa Romeo would love to build ... if it was better at design and quality"

JOHN CAREY









IXTEEN YEARS AGO, Australia fell hard for the Mazda 3. More than just a sales success, it joined the Toyota RAV4 SUV in embodying the changing landscape of Australian motoring – one that would swiftly ensure the glory days of the Holden Commodore and Ford Falcon were numbered. Such transformative cars don't come along very often.

However, our relationship with the 3 has been complicated. While each evolution – from the Ford Focus-based BK original to the wholly Mazda-engineered 'SkyActiv' BM series of 2014 – brought specification and safety improvements, abundant noise and refinement issues always undermined it. Four generations on, though, Hiroshima is finally listening. Benchmarking the class-redefining Volkswagen Golf, Mazda claims the latest 3 delivers a profoundly quieter, higher-quality, lighter yet stronger, more engaging, safer and more advanced proposition. In emulating the Germans, the 3 has moved upmarket: the old base Neo is gone, bumping up the entry price by \$4000.

Still, even in much more expensive company on COTY, you can see where the 3's value lies. Whether talking about the sculpted hatchback or suave sedan, Mazda's exterior surfacing is first class. Obsessive detailing permeates many of the touchpoints inside, from the wheel to the gorgeous instruments. However, functionality issues do arise. The five-door's sloping roofline and small back-door apertures hindered entry and egress for our taller judges while the shallow window line hurts vision out. And the hatch's cargo space is a disappointing 295 litres. That's 40 litres less than that of the smaller Audi A1.

R

4

ш

ш

Т

Has chasing refinement come at a cost in other areas? Let's start with the elephant in the room – the decision to ditch the multi-link rear suspension. Said to cut noise paths and improve coming electrification packaging, it's true that the 3 no longer aurally assaults with incessant interior noise. Our decibel tests show the sedan in particular now nearly matches some premium fare. Some bumps do break through the newfound quietude, especially over craggy lower-speed surfaces, but with reduced ride jitteriness. Peugeot's 308 is cited as the inspiration for how to make a torsion beam back-end work. There's also pleasing progress at the pointy end, too, thanks to the beautifully positive and tactile steering tune which helps get the best from the precise, fluid handling. "Lovingly polished dynamics," as one judge summed it up.

However, they were less enthusiastic about the 3's engines. The largely carryover 2.0-litre can feel sleepy at first, even lazy (at Lang Lang no petrol car was more lethargic), and needs plenty of noisy, boomy revs to really wake up. In the six-speed auto, 'Sport' holds each gear for what seems like an eternity but the manual mode (with a correct pull-back upshift/push forward downshift) reveals the 3's true sporty intentions.

The 2.5-litre performed better, drawing from a deeper well of torque, making it considerably more relaxed and responsive across the board. With four passengers, the G25 will actually lope along effortlessly. No big technological leaps forward mechanically, then, but effective nonetheless, especially away from the proving ground. If only the promised SkyActiv-X supercharged compression-ignition combustion engine had been here to match the chassis advancements.

Mazda has delivered a mainstream small car that is richer and more rewarding than more expensive premium alternatives, including the Mercedes-Benz A-Class. The 3 has come of age at last. But it doesn't represent a leap forward against the Golf 7.5 which, we have to note, it now matches in price. In any other year, Mazda's sweet 16-year-old nameplate might have entered the winner's circle, but for the new decade, a model with greater vision, scope and inspiration has stepped up instead.

BYRON MATHIOUDAKIS





SPECS





BODY

Type 4-door sedan / 5-door hatch; 5 seats Boot capacity 295 – 444L Weight 1316 – 1388kg

DRIVETRAIN

Layout Front-engine (east-west), FWD Engines 1998cc 4cyl petrol (114kW/200Nm); 2488cc 4cyl petrol (139kW/252Nm) Transmissions 6-speed manual; 6-speed automatic

OTHER

Tyres 205/60R16 – 215/45R18 **ADR81 fuel consumption** 6.1 – 6.6L/100km **CO₂ emissions** 146 – 154g/km **Crash rating** 5 stars (ANCAP)

> **PRICES** \$25,240 - \$38,240

"Has a tangible sense of engineering depth and integrity"

ASH WESTERMAN

AVG. SCORES FUNCTION EFFICIENCY SAFETY TECHNOLOGY VALUE 3.6 3.1 3.4 2.9 3.6

🖸 🖬 🖌 @wheelsaustralia 107




Tesla Model 3

ELECTRIFYING PERFORMANCE, BLINDING EFFICIENCY, BUT TO FINISH FIRST, IT NEEDS A BETTER FINISH

"Performance model is a huge leap over Standard Plus"

ALEX INWOOD

108 whichcar.com.au/wheels

ц О

CAR





CAR OF STHE YEAR



15

BAR 088

"How do you avoid being distracted by the screen when it's the only thing in here?"

ANDY ENRIGHT



HE RED TESLA Model 3 Performance clawed momentarily at Lang Lang's bitumen, then, like a slightly odd-looking aquarium fish fired from a slingshot, it flung itself to 100km/h in a scalding 3.5 seconds. That figure made it just 0.1sec slower than the fastest car in the COTY field, Porsche's 911 Carrera S. But with the view from the Tesla a widescreen panorama across an ultra-low scuttle, the road appears closer and it actually *feels* faster than the German thoroughbred.

So considering that a sports sedan needs to provide suitably sporting performance, it was unanimous that the Model 3 got off to a screaming start against the Function criteria. Inwood, normally a bit of a hard man when it comes to supercar brutality, described the accelerative force as borderline uncomfortable.

He wasn't alone. Several judges thought the Standard Plus version (powered by a single rear-mounted electric motor) was a more rounded, liveable proposition, and, with 0-100km/h in 5.3sec, one that still packs ample performance for daily duty.

But the Performance variant is no straight-line one-trick pony. The panel was unanimous in expressing praise (and a degree of surprise) as to how thoroughly sorted its outer-limit dynamics are, and the deft calibration of its traction and ESC systems. The ultra-quick steering and flat, composed handling all brought positive comments. "Amazing pace and dynamic grace," noted Carey. Stopping power from the Performance was equally impressive: 37.2m from 100km/h in the dry, and a mere 0.5m further when the surface was wet.

Inside, the Model 3's ultra-minimalist dash was less well received. While there was broad acknowledgment for the single-mindedness of the interior design, pretty much all judges felt having to glance down and sideways to see the speedo, and having to reach far left to the screen to poke at a small icon to change drive modes on the move, was a fail.

Then there was a clear use of budget materials in the cabin – everything from the upholstery to the steering wheel – as

well as the lack of support from the spongey, cheap-feeling front seats. "It's the Fantastic Furniture of car interiors," quipped Noelle Faulkner.

This all chipped away at the otherwise strong-looking value case, as the price tag of the entry-level Standard Plus – \$67,900 before on-road costs – was deemed keen given the technology and performance. More than one judge noted this mid-size sedan was \$18,000 more expensive than the Nissan Leaf, but a whole galaxy ahead in terms of speed, space and sophistication.

So the Model 3's passage out of Lang Lang and through to the final five was assured. Then it survived the second-round cull that claimed the 911 and RAV4, leaving it jostling among the top three. Suddenly the Yank EV disruptor was demanding consideration as to whether it was worthy of going all the way.

No question Efficiency was on its side. Both test cars consumed around 25kWh per 100km, which makes them more efficient than, say, the heavier Jaguar I-Pace and, as an aside, would translate in energy-consumption terms to using just 2.5L/100km. The inexpensive servicing (on long intervals) and low running costs also counted in the Model 3's favour.

But ultimately it was a steady and growing collection of letdowns, rather than a major criteria fail, that kept the Model 3 from the COTY top step. The lack of knee airbags and no rear cross-traffic alert dented its safety cred. The low-rent cabin; the rattles and squeaks on rough roads; the apparent lack of sound deadening to quell road noise – all these were deemed not good enough for a car well north of \$100K on the road in Performance spec, no matter how startling its point-to-point ability.

It was Carey who nailed Tesla's apparent hubris that may need to be addressed before the company can make the next step in quality. "They tout this message: 'We're going to change the way cars are made; we're going to do it better than any of the legacy car makers'," said Carey. "But time is proving, actually, no they can't. They have a lot to learn."

ASH WESTERMAN





BODY Type 4-door sedan, 5 seats Boot capacity 542L Weight 1612 – 1847kg

DRIVETRAIN Layout

Rear electric motor (east-west), RWD; front and rear electric motors (east-west), AWD **Motors** 3-phase AC permanent magnet



synchronous (190kW/400Nm); dual 3-phase AC permanent magnet synchronous (335kW/640Nm total) **Transmission** Single-speed reduction gear

OTHER

Tyres 245/45R18 - 245/35R20 Energy consumption 24.2kWh/100km CO₂ emissions Og/km

> **PRICES** \$67,900 - \$99,412

🖸 🖪 🖌 @wheelsaustralia 111



WHAT IS AVAXHOME?



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

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

18 years of seamless operation and our users' satisfaction

All languages Brand new content One site





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



CRUSHING COMPLETENESS, SURPRISING SUPPLENESS AND RIPPING REFINEMENT SEAL STUTTGART'S FIRST COTY GONG IN 12 YEARS

🖸 🖬 🎔 @ wheelsaustralia 113









Buyers can stick with standard 20in alloys or opt for multi-spoke 21s. Both ride superbly, with EQC's soft chassis tune a key strength





"It's by some margin the best SUV Mercedes has ever made"

BYRON MATHIOUDAKIS

10A 4AP

114 whichcar.com.au/wheels

17-11-12-0132

EALLY, WE SHOULD have known. After all, the writing was on the wall 12 months ago when the Jaguar I-Pace rocketed to the front of the pack during COTY 2019. The Jaguar's advantage was so clear at the end of round one that deputy editor Andy Enright asked if we should all just go home.

"Do we really need another four days of testing?" he mused, only half jokingly. "I just can't see how the I-Pace can lose."

But lose the Jaguar did. Issues with its real-world range, various technical gremlins, plus packaging shortfalls saw the I-Pace's seemingly unassailable lead cut away at the knees. But the stage was set. Any manufacturer who could field a comparable EV in a more complete package would surely be a shoo-in...

Enter the Mercedes-Benz EQC.

Weirdly, however, the Merc's COTY journey couldn't have been more different. Where the Jaguar swooshed silently and confidently onto centre stage from day one (only to wilt spectacularly under harsher scrutiny) the EQC arrived at Lang Lang carrying no such expectations. The early money was on the BMW 3 Series, Toyota RAV4 and Tesla Model 3, leaving the relatively plain-looking EQC to fade into the background. It was easy to see why.

Compared to its clearest rivals – the genre-busting and bravely designed I-Pace and Tesla Model X – the Mercedes is remarkably unadventurous. Only its subtly honed proportions, eye-catching wheel designs and unique LED light signatures distinguish it from Mercedes' conventionally powered SUV range. And on paper, the EQC's basic formula doesn't exactly scream "ground-breaking innovator", either.

Despite being 85 percent new, the EQC draws heavily from Merc's existing ICE-powered mid-size SUV, the GLC. The two are built on the same platform, in the same factory, and share wheelbase dimensions and suspension hard points.

Some judges saw this as a clever manufacturing decision, as in these transitory times it allows Mercedes to up- or down-scale EQC production depending on demand. Others were less charitable, deriding the EQC as a halfway house. "Packaging and design is a stepping stone from ICE to EV," quipped Byron. The fact the EQC is a whopping 420kg heavier than the I-Pace is another telling compromise evident from Mercedes' decision not to invest in a bespoke EV platform.

The EQC's EV powertrain also copped some light criticism, at least initially. Utilising an 80kWh battery with twin electric motors for outputs of 300kW and 760Nm (the latter being some 64Nm more than an I-Pace), the EQC has a claimed WLTP range of 353km – a figure less than the I-Pace and Model X, but more than the yet-to-arrive Audi e-tron.

As Ash Westerman remarked: "Does this tech move the game on from the Tesla Model S and X? In terms of battery density, motors and range, they're either on par or inferior, five years on. Is that good enough from Mercedes-Benz?"

Valid points, but then the EQC started to land some clean blows against the COTY criteria. And they landed heavily.

Efficiency is an obvious EV strong suit, and the EQC's ability to shut down the rear motor under light loads also earned points for innovation. There were high marks for Technology too, and the EQC scored highly for Safety thanks to the standard inclusion of Mercedes' advanced safety suite which brings adaptive cruise, lane-keep assist, blindspot monitoring, traffic-sign recognition and a 360-degree camera. A five-star ANCAP result cemented the EQC's place as the safest car in this year's field, with a strong 96 percent result for adult protection and 92 percent for children. The latter figure is the equal highest recorded by the safety body.

Further exploration of the rear seat also tempered any initial packaging concerns, and the (high-lipped) boot is a useful 500L.

"Great rear-seat comfort!" enthused Andy. "Vision from the back is excellent, there's lots of knee- and toe-room, plus good seats."

"Much better than an I-Pace's," agreed Ash.

Then the judges started to pound around Lang Lang's ride and handling loop. No internal combustion engine has an answer for this level of instant torque and response. Full-bore acceleration is addictive and deceptively quick. Our 0-100km/h figure of 4.7sec beat Merc's claim by almost half a second. And like the rest of the EQC, the performance is delivered with a cultured edge. There's none of the unrelenting (and at times unpleasant) savagery you get from a Tesla Model 3 Performance. Instead, the EQC simply ladles





BODY Type 5-door SUV, five seats Boot capacity 500L Weight 2480kg

DRIVETRAIN Layout Front and rear electric motors (east-west), AWD



Motors

3-phase AC permanent magnet asynchronous (300kW/760Nm) **Transmission** Single-speed reduction gear

OTHER Tyres 235/50R20 - 255/40R21 Energy consumption 21.4kWh/100km CO₂ emissions Og/km Crash rating 5-stars (ANCAP)

> **PRICE** \$137,900

> > 🖸 🖬 🖌 @wheelsaustralia 115



Key EQC strength is how normal it is. Richly specced cabin is a great example. Excellent ergonomics and



on speed in effortless, muscular surges. It's effective at washing pace off, too, despite its considerable 2480kg kerb weight. Of the two EQC 400s we had at COTY (the only difference being wheel size and tyre type), the one wearing 21-inch wheels recorded a dry stopping distance from 100km/h of 37.4m. For context, the similarly sized and significantly lighter Volkswagen Touareg recorded 38.5m.

The real highlight, however, is the softness of the chassis tune. Given the EQC's rapid performance, there must have been a temptation to firm up the suspension (comprising struts with conventional coil springs up front, multi-links with air springs out back) to make the rest of the dynamics similarly sporty. Yet in a stroke of engineering brilliance, the chassis team fitted long-travel dampers and relatively soft springs. The result is the best-riding Mercedes-Benz SUV bar none.

"Soft, but not sloppy," noted Carey. "Brilliant wheel control. The best ride of any vehicle at COTY this year."

Better yet, this overriding suppleness is paired with excellent body control to create a ride/handling balance that isn't only comfortable, but also fluid, responsive and decently agile. Only the 911 and Tesla Model 3 topped the EQC for unfussed and planted changes of direction through the lane-change exercise. Couple this with deftly calibrated electronic safety systems and five levels of genuinely useful braking regeneration (which can be easily adjusted on the fly via wheel-mounted paddles from heavy regen to coasting) and the EQC delivers a driving experience that is both comfortable and engaging. Strong scores for Function, then.

Refinement is top drawer, too. Mercedes has been fastidious in its elimination of noise and vibration pathways - a prime example is a double bushing system that isolates the electric motors from the subframe and then the subframe from the body – and this attention to detail has produced one of the quietest cabins on sale. Only some wind rustle from the exterior mirrors above 100km/h mars the EQC's eerie tranquillity, leaving the Mercedes in a class of its own compared to the other EVs at COTY for cabin refinement, especially when it comes to isolating tyre roar. The EQC also neatly sidestepped the range pitfalls and system glitches that destroyed the I-Pace's 2019 chances. Our official roadloop consumption average was 30kWh/100km. Further real-world testing saw that figure hover in the low 20s during less spirited driving. Customers will easily extract 340km from a full battery. "Simply one of the most complete and competent vehicles I've ever tested on the COTY route," wrote Byron. "Just so deeply impressive."

Consensus can be hard to achieve at Wheels COTY, yet the EQC was anything but divisive. It was the only contender to score a unanimous vote from the judges in rounds one and two, and only one judge voted against it when deciding the winner. That last vote tallied six for the EQC and one for the Tesla Model 3.

The only real point of contention came when discussing the EQC's value proposition. In typical Mercedes Australia style, our EQCs arrive bursting with standard equipment, including the aforementioned safety gear, AMG body styling and a richly specced interior. Customers also gain five years of free charging on the Chargefox ultra-rapid network.

Yet there's no escaping that the EQC's \$137,900 price tag is a significant ask, which dilutes its outright value proposition. Measure the EQC against its direct rivals, however, and the equation is easier to swallow. A Tesla Model X Long Range is both more expensive (\$152,842) and not as richly equipped. And while an I-Pace has a lower initial asking price (\$124,100), you need to spend north of \$145K to achieve a similar spec level to the EQC. Viewed this way, most judges reasoned the Mercedes represents decent value.

So what does the EQC tell us about the future of driving in Australia? It tells us that it can be fast, luxurious and quiet. That our gradual but inevitable transition from ICE to EV can be not only painless, but beneficial, both to the environment and to the task of day-to-day driving. But here's the thing: the fact that the EQC is electric isn't what clinched it the title. Regardless of its powertrain, the EQC's fundamental strength is that it's an excellent luxury SUV. It rides with surprising suppleness, it's as quiet as a church mouse, and it delivers a level of polish and completeness that has been lacking from any Mercedes SUV that's gone before it.

And crucially, it isn't a moonshot. Wheels has never shied away from making brave decisions at COTY that applaud innovative thinking - the BMW i3 leaps to mind - but where that car felt ahead of its time, the EQC is an EV for the now. Sure, its powertrain tech might be industry standard rather than cutting edge, but nor does it feel like an experiment pitched at a reality years into the future. This is an SUV that affords no excuses or apologies, and one that finally refines the EV formula to such a polished degree that there are no sacrifices to the levels of quality, luxury and useability customers expect at this price point. And that, dear reader, is the masterstroke that's been missing until now. **ALEX INWOOD**



"This should be the new normal: an EV that's all wow and no weird"

JOHN CAREY

AVG. FUNCTION EFFICIENCY SAFETY TECHNOLOGY VALUE 3.8 4.8 4.0 4.0 3.4







FEATURING

wheels

MOTOR



Check WhichCar.com.au/TV for show times



whichcar







PLUS

OUR LIVES



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



RETRO The Kremlin's limo that was a facsimile of a Yank tank, and carried the stamp of Stalin



THREE WISHES

We ask Horacio Pagani to name his trio of dream machines to fill a fantasy garage

🖸 🖬 💓 @wheelsaustralia 119





GENESIS G70 ULTIMATE SPORT Price as tested: \$79,950 This month: 647km @ 11.8L/100km

TWISTIN THE BATTLE FOR COTY'S BEST OVERSTEERER AWARD

> T WAS ONLY Day One of COTY, and already my inner 13-year

boot aperture small), nor was the efficiency of the V6. Curiously, the G70 doesn't even have an idle-stop system, much less any mild-hybrid tech to try and pull the consumption number down.

All of which is entirely relevant when putting a car under the COTY microscope, so we were all there dutifully penning our pre-testing notes, but my inner adolescent was screaming, "Yeah, but it does beaut skids!"

Last time I checked, this was not part of the COTY criteria, but the classic rear-drive dynamics inherent in the G70's layout is a pointer to the broader character of the car, and in terms of driver involvement, that counts for plenty.

In other global markets, the G70 is offered with all-wheel drive, and while I haven't driven the 3.3 in this layout, I'm not sure it would bring a whole lot of real-world benefit in Australia. It'd almost certainly curb some of the car's enjoyable wriggly-bum charm, and then there's the other fact that in the current rear-drive layout, the steering remains uncorrupted by torque flow, and retains the sole job of handling directional changes. The other interesting thing COTY burped up was some directly comparable data for the G70 and BMW's 340i xDrive, the latter surely a closer mechanical match-up for my G70 than the 330i we pitched against a 3.3T Sport (*Wheels*, Oct '19) based on price proximity.

In terms of dry stopping from 100km/h, there's barely anything between them: the BMW manages it with just a 20cm advantage (38.8m vs 39m). The German car is marginally quieter on coarse-chip, though: 71.2dB versus the G70's 72dB.

So while the G70 didn't land any meaningful scoring shots under the harsh glare of the COTY spotlight, it was telling that when the photographers wanted a couple of cars to get some slides on, it was the G70 and the Porsche 911 that were the natural choices. As the G70 was flung around the wet skid pan, full counter-steer lock applied and the rear Michelins creating their own micro climate of finely atomised spray, I had to resist the urge to cheer like a proud dad watching a favourite son plant a screamer in the back of the net. Did I mention that it does beaut skids? **ASH WESTERMAN**

old was bouncing around my head and trying to escape via my mouth. Andy Enright was delivering his presentation of the Genesis G70 pair to the judging panel, and there was lots of detail to absorb as to how the Korean sedans stacked up against the criteria. If you've arrived at this page having made your way via our COTY coverage, you'll know that the G70's packaging wasn't celebrated (rear legroom tight;

REPORT EXIT

MAZDA 3 G20 EVOLVE Price as tested: \$27,690 This month: 1093km @ 7.5L/100km Overall: 6025km @ 7.2L/100km

RIGHT ON THE MONEY

THE NEW 3 BALANCES MAZDA'S BOOKS AND PUTS A SMILE ON YOUR DIAL



CHAT AT COTY with the affable but often purposefully contrarian John Carey got me thinking. Carey, in his infinite wisdom, was the German sports car are far greater, of course. However, while Carey's argument doesn't render Porsche's efforts with the astonishing 992-generation 911 any less impressive, you have to concede that its cash carrot for doing so is much larger.

In a way, it made me look at 'my' G20 Evolve hatch in a slightly different light. The fact that Mazda, a relatively small fish in the global pool, has delivered a product with such dynamic verve, quality and ownership appeal needs to be acknowledged. However, the price to pay for greater quality is a lighter wallet. The range now starts at a rather lofty \$24,990 for the Pure – gone are the days of sub-\$20K wars. Yet, even in my higher-specced hatch, which comes in at \$27,690, the benefits are obvious. The interior is a joy to live with. From the seating position to the pleasingly tactile controls and highquality materials, it's a truly luxe experience in what is traditionally a generic hatchback. The climate dials are wonderfully knurled (even if the my car only knew two temperatures – distinctly hot or cold), while the iDrive-esque infotainment controller is ergonomically sound. Speaking of, the sound deadening has improved vastly, with the 3 quelling road noise extraordinarily well. Possibly better than a Volkswagen Golf.

The infotainment is well resolved, while having tech like AEB, radar cruise control, lane keeping with steering assistance and a head-up display as standard is refreshing.

Which is exactly how the 3 feels dynamically – light on its feet and capable of engaging keen drivers. Okay, the carryover atmo 2.0-litre SkyActiv four-cylinder isn't endowed with a surplus of torque (200Nm), but it's a sufficient engine. It proved adequately efficient, too, recording 7.2L/100km over the three-month stint.

What I didn't like about living with ZZG107 centres around the packaging and the overly aggressive safety systems, which can be a little too intrusive. The BP Mazda 3 is a remarkable achievement – it's a *Wheels* comparison winner and COTY finalist for a reason. The G20 Evolve hatch kicks goals, and as an ownership proposition for a private buyer, its new-car sheen would take a long time to dim. After 6025km, would I recommend the 3? Definitely. **TRENT GIUNCO**

🖸 🖪 🖌 @wheelsaustralia

121

highlighting the profit margins car companies enjoy on certain models and how Mazda, as opposed to an outfit like Porsche, has far tighter parameters to work with. The monetary reward for the effort made is quite disparate. The research and development costs of





VOLVO V60 T5 INSCRIPTION Price as tested: \$72,390 This month: 882km @11.3L/100km

WELCOME REUNION

COPS TOUGH LOVE AT COTY; MUCH LOVE ON THE RUN HOME



OU'VE DONE well there, champ!"

But while his approval was reassuring, by now you'd be aware the Swedish combo of S60 and V60 were not sufficiently outstanding to deliver Volvo the elusive COTY hat-trick. The segment occupied by these models is hotly contested, and the new pair just don't drastically advance the cause.

None the less, I was very keen to jump behind the wheel and drive the V60 home from the proving ground. As we wrapped the first stage of COTY testing, and having been apart from the wagon for over a week, I was relieved to be sliding back into the comfortable driver's seat. After driving a fair number of the contenders, a new sense of appreciation had set upon me.

PLEASED TO BE SEATED

Back in the day when I was young and stupid, heated seats seemed like a silly gimmick aimed at people with too much money. Since then I've had the opportunity to use them during 3°C winter mornings, and how my tone has changed! The V60 is thus equipped, with ventilation also standard in T5 Inscription guise. Ticking the box for the Luxury pack (\$3500) brings heating for the rear seats and the steering wheel, as well as a massage function for the fronts – the latter very much now a guilty pleasure of mine. Would recommend.

of the rougher back roads. But as it's mostly just me driving, the V60's ride quality hasn't been a concern – the adaptive suspension handles the daily slog without an issue. The firmer ride makes the car feel sure-footed and planted in hard cornering, a trait I prefer over a plush ride.

Beg your pardon? "Your V60; it's the pick of the trio!" We're at the Holden Proving Ground in Lang Lang and Ash Westerman has just stepped away from the three Volvo COTY contenders.

When 'Big Red' gives a car his seal of approval, you know you're on a good thing. A man of his vast car testing experience is never shy to point out a vehicle's misgivings.

The V60 is a joy to drive on the open road, thanks in part to the great seating position and fine visibility. Joining me for the trip were Editor Inwood and senior snapper Ellen Dewar. Despite the wagon's spacious cargo bay, the addition of El's photography gear meant we had to drop one rear-seat backrest to free up enough space.

With all the extra weight crammed into the rear of the car, the ride quality suffered a little, especially on some

After travelling for two hours and dropping off my passengers, I was glad to be home. But it only took 30 minutes before I found an excuse to jump back in the car and go for another quick spin. **FELIPE UBILLA**



TOYOTA RAV4 GXL HYBRID Price as tested: \$42,934 This month: 534km @ 5.6L/100km

CALLTO RAV'S OFF-ROAD ABILITY MIGHT BE LIMITED, BUT ENRIGHT'S NOT WORRIED



F YOU ever want to idly

wheels, connected by mere cabling. That motor adds 40kW but also piles on 55kg, so there aren't too many performance benefits to be gained over the singlemotor front-drive version.

I'd wondered if I would see any value in the all-wheel-drive system. There are quite a few kilometres of dirt roads if I go the scenic way home. The Trail mode directs more drive to the rears, helped by torque vectoring by braking. But when you test it by getting wheels at opposite corners into the air, it's almost useless. I tried this and had to be pushed out of my predicament for my troubles. So don't mistake the RAV4 Hybrid AWD for a serious off-roader, because it's not.

All-terrain tyres would get you out of most conceivable tight spots, although the modest 185mm ground clearance is something you need to keep in mind. Where the AWD system does come into its own is accelerating on dirt roads without turning the front wheels into an axle-tramping mess. It also improves towing ability, lifting it from 480kg for the front-drive car to a more respectable yet still hardly stellar 1500kg. You're not going to buy this RAV4 to traverse the Canning Stock Route with a camper trailer in tow. Operate within the RAV4's comfort zone and it's truly excellent. Fuel economy is improving all the time, I now know it'll accommodate a seven-foot Christmas tree with ease, and I love the fact that because it moves off the line on electric power alone, I'm not constantly irritated by an idle-stop system.

Other things I've learned? The wireless charging pad requires a fairly millimetric positioning of your mobile phone in order to charge; the adaptive cruise control is excellent on open roads but significantly less smart in stop-start traffic; and having the tow ball visible in the rear view camera acts as a handy guide for precision

entertain yourself, ask a Toyota salesperson how a RAV4 Hybrid's all-wheel-drive system works. They'll tie themselves in knots explaining how and why the front wheels have no physical connection to the rears. That's right, there's no propshaft that runs the length of the car. The petrol engine drives the front wheels, helped by a front electric motor. Then there's another electric motor at the back that drives the rear

parking manoeuvres.

In short, I'm still charmed by the endearing hybrid RAV4. It's no LandCruiser, that's for sure, but as an everyday utility vehicle that does exactly what growing legions of SUV buyers want, it's excellent. The owners I've spoken to seem delighted with their purchase. None had any idea how the all-wheel-drive system worked but, just sometimes, ignorance is bliss. ANDY ENRIGHT

🖸 🖬 🕑 @wheelsaustralia 123



VEHICLE PRICES, SPECS & REVIEWS EVERY MONTH

Α

R

													_
40-	Alfa	Rc	n	ne	D			5	yea	rs/	150	,000k	im
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
	Giulietta						· · · · · ·		1.1.1				
VE	Circa-2011 personality, THE PICK: B	, but fee	els cr	ramp	ed an	d da	ated. B	igge	r wh	eels	s ruir		
	\$29,900	L4T	1.4	110	250	M6	1269	8.2	5.5	95	44	10/15	F
Super TCT	\$34,900	L4T	1.4	125	250	D6	1284	7.7	4.9	95	44		F
Veloce	\$41,900	L4T	1.7	177	340	D6	1299	6.0	6.8	95	46		F
Veloce S	\$45,400	L4T	1.7	177	340	D6	1299	6.0	6.8	95	47		F
	Giulia						· · · · · ·						
STEVEL	Quadrifoglic dated dash THE PICK: R	and qua Rememb	ality per: s	glitch spend	nes ke 1 mort	eep / e an	Alfa's d the r	best nore	fror glor	n gr ious	eatr s the	iess	gets
	\$60,900	L4T		147	330	_	1394	-	6.0	_	51	10/1-	R
Super	\$65,900	L4T	2.0	147	330		1394	6.6	6.0	-	51	10/17	R
Veloce	\$72,900	L4T	2.0	206	400		1490	5.7		95	52	06/17	R
Quadrifoglio	\$145,900	V6TT	2.9	375	600	A8	1585	4.4	8.2	95	52	04/17	R
	4C Supermode charmless f THE PICK: S	our-po	tturl	bo, sr	happy h but	' har Alpi	ndling ne and	and 9 1718	stee	p pr	icino etter	3	_
Coupe	\$89,000	L4T	1.7	177	350	-	1025	4.5	6.8		55	02/15	R
Spider	\$99,000	L4T	1.7	177	350	D6	1035	4.6	6.8	95	55	06/15	R
	Stelvio Takes Giulia fast for som THE PICK: S	ne, cabi	n qua	ality	Door. I	Balli	stic Q						
Petrol	\$65,900	L4T	2.0	148	330	A8	1619	7.2	7.0	95	57	02/19	А
Diesel	\$67,900	L4TD	2.2	154	470	A8	1620	6.6	4.8	D	57	10/18	А
Ti	\$78,900	L4T	2.0	206	400	A8	1619	5.7	7.0	95	55	02/19	А
Q	\$149,900	V6TT	2.9	375	600	A8	1830	3.8	10.2	95	59	03/18	A
	Alpi	na						3	yea	rs/2	200	,000k	im
	B3/B4												
	lf you recko for torque o THE PICK: B	ver pov	ver n	nake	s this	a hi	gĥway				Pre	ferenc	e
B3 S Sedan	\$116,990	L6TT	3.0	324	660	A8	1560	4.2	7.6	98	•		R
B4 S Coupe	\$123,990	L6TT	3.0	324	660	A8	1537	4.2	7.6	98	-		R
, B4 S Convertible	\$159,900	L6TT	-	_	660	-		4.3	7.7	98	•		R
	B5												
	Addresses of Alpina mana THE PICK: T	age tha	t wit	hast	affot	fjus	t over	100	?		low	does	
B5 Sedan	\$210,000	V8TT	4.4	447	800	A8	1894	3.5	10.5	98	-		А
	4017 0 0 0	LOTT		4.45	000	10	0100		44.4	0.0		10/10	

Aston Martin

Price

3 years/unlimited Engine type Size Power Torque Trans. Kerb weight engh Ruons. Ruons. Ruse Basele % Cortive

the second s			S	4	Ē	-	XS	-					-
	Vantage												
	A return to												ng
	that outsta THE PICK: A								AM	3. A	real	gem	
V8 Coupe	\$299,950	V8TT	_		_			3.7	10.3	98	•	09/18	R
	DB11												
	A luxo gran										xhau	usttips	3.
	Hefty weigh THE PICK: N								s, rig	ht?			
V8 Coupe	\$374,995	V8TT	_	375	675	_	1760	-	9.9	0.0			R
V12 Coupe	\$398,495	V12TT	4.0 5.2	447	700		1825	3.9	11.4				R
V12 AMR	\$428,000	V12TT	5.2	447	700	-	1870	3.7	11.4				R
VIZ AMIK	S420,000 Rapide	VIZII	5.2	470	100	AO	1070	5.1	11.4	90	-		ĸ
	Four-door 2	+2 that	's oli	d and	feeli	na it	Ther	e are	het.	tern	ars	in the	
	Aston Mart	in line-ι	ıp. Pı	retty	much	ı all	ofthe	m, in	fact				
	THE PICK: F			-	_			-	_		trikiı	ng	_
S	\$382,110	V12	5.9	411		-	1990	-	12.9	-	•	_	R
AMR	\$459,950	V12		433	630	A8	1990	4.4	13.2	95	•		R
	DBS Supe												
	Makes a co Stunning og												SE
	THE PICK: A										6110		.01
	\$515,000	V12TT	5.2	533	900	A8	1693	3.4	12.3	95	-	09/18	R
100													
	Aud	li							<u>с</u> ,		~ /r	nlimite	
100	/ (44								з у 	ear	s/ur	iiiriite	eu
	A1												
	Audi's seco												and
	supermode	l looks, 35 TESI	but	cheap te elir	oo trir	n ar for	id high mance) pric	ing ı rola	unde	ermii VW	ne it Polo G	ті
30 TFSI	\$32,350	L3T	1.0	85		_	1125	9.4	_	95	59	1 010 0	F
35 TFSI	\$35,290	L4T	1.5	110	250		1165	7.7	5.8		59	02/20	
40 TFSI	\$46,450	L4T		110	200				5.0	/5	57	01/10	
10 11 51	QH0,H00		2.0	147	320	D6	_	65	64	95	61	13/19	_
ALLA TEL	43	L41	2.0	147	320	D6	1260	6.5	6.4	95	61	13/19	_
	A3 Avoid the to						1260						_
0 0 0	Avoid the to S3 is enjoya	orsion-b able and	earr 1 RS:	n 1.0 ; 3 is fl	at all (at-ou	cost t ce	1260 s. Oth: rtifiab	er A:	3s ar ew g	e co en i	oveta	able,	_
	Avoid the to S3 is enjoya THE PICK: B	orsion-t able and Bonkers	earr 1 RS3 8 RS3	n 1.0 ; 3 is fl 3 is a	at all (at-ou genui	cost t ce ne s	1260 s. Oth rtifiab superc	er A3 Ile. N ar sl	3s ar ew g ayer	e co len i	oveta s coi	able,	F
30 TFSI	Avoid the to S3 is enjoya THE PICK: E \$35,900	orsion-t able and 3onkers L3T	eam 1 RS3 8 RS3 1.0	n 1.0 ; 3 is fl 3 is a 85	at all (at-ou genui 200	cost t ce ne s D7	1260 s. Oth rtifiab superc 1200	er A3 Ile. N ar sl 9.9	3s ar ew g ayer 4.8	re co jen i 95	oveta s col	able,	F
35 TFSI	Avoid the to S3 is enjoya THE PICK: E \$35,900 \$39,900	orsion-t able and Bonkers L3T L4T	eam 1 RS3 8 RS3 1.0 1.4	n 1.0 ; 3 is fl 3 is a 85 110	at all (at-ou genui 200 250	cost t ce ne s D7 D7	1260 s. Oth rtifiab uperc 1200 1240	er A3 Ile. N ar sl 9.9 8.2	3s ar ew g ayer 4.8 5.0	e co en i 95 95	oveta s col 53 54	able,	F F F
35 TFSI 35 TFSI Sedan	Avoid the to S3 is enjoya THE PICK: E \$35,900 \$39,900 \$41,500	orsion-k able and 3onkers L3T L4T L4T	eam d RS3 RS3 1.0 1.4 1.4	1.0 a 3 is fl 3 is a 85 110 110	at all (at-ou genui 200 250 250	cost t ce ne s D7 D7 D7	1260 s. Oth rtifiab uperc 1200 1240 1250	er A3 ile. N ar sl 9.9 8.2 8.2	3s ar ew g ayer 4.8 5.0 4.9	e co en i 95 95 95	53 54 54	able,	F F F F
35 TFSI 35 TFSI Sedan 35 TFSI Cabriolet	Avoid the to S3 is enjoya THE PICK: E \$35,900 \$39,900 \$41,500 \$49,000	orsion-b able and Bonkers L3T L4T L4T L4T	1.0 1.4 1.4 1.4	1.0 ; 3 is fl 3 is a 85 110 110	at all (at-ou genui 200 250 250 250	D7 D7 D7 D7 D7	1260 s. Oth rtifiab uperc 1200 1240 1250 1380	er A3 le. N 9.9 8.2 8.2 8.2 8.9	3s ar ew g ayer 4.8 5.0 4.9 5.1	e co en i 95 95 95 95	53 54 54 54	able,	F F F F F
35 TFSI 35 TFSI Sedan 35 TFSI Cabriolet 40 TFSI sport	Avoid the to S3 is enjoya THE PICK: E \$35,900 \$39,900 \$41,500 \$49,000 \$45,900	L3T L3T L4T L4T L4T L4T L4T L4T	eam RS3 RS3 1.0 1.4 1.4 1.4 2.0	1.0 i 3 is fl 3 is a 85 110 110 110 140	at all (at-ou genui 200 250 250 250 320	D7 D7 D7 D7 D7 D7 D7	1260 s. Oth rtifiab uperc 1200 1240 1250 1380 1315	er A3 ile. N ar sl 9.9 8.2 8.2 8.2 8.9 6.8	3s ar ew g ayer 4.8 5.0 4.9 5.1 5.9	95 95 95 95 95 95 95	53 54 54 54 54 56	able,	F F F F F F
35 TFSI 35 TFSI Sedan 35 TFSI Cabriolet 40 TFSI sport 40 TFSI sport Sedan	Avoid the to S3 is enjoys THE PICK: E \$35,900 \$39,900 \$41,500 \$49,000 \$45,900 \$47,500	Lation-bable and Bonkers Lation Latio	eam RS3 RS3 1.0 1.4 1.4 1.4 2.0 2.0	1.0 3 is fl 3 is a 85 110 110 110 140 140	at all (at-ou genui 200 250 250 250 320 320	D7 D7 D7 D7 D7 D7 D7 D7 D7	1260 s. Oth rtifiab uperc 1200 1240 1250 1380 1315 1320	er A3 lle. N ar sl 9.9 8.2 8.2 8.9 6.8 6.9	3s ar ew g ayer 4.8 5.0 4.9 5.1 5.9 5.8	95 95 95 95 95 95 95	53 54 54 54 54 56 56	able,	F F F F F F
35 TFSI 35 TFSI Sedan 35 TFSI Cabriolet 40 TFSI sport 40 TFSI sport Sedan 40 TFSI sport Cabriolet	Avoid the to S3 is enjoya THE PICK: E \$35,900 \$39,900 \$41,500 \$49,000 \$45,900 \$47,500 \$55,000	Lation-bable and Bonkers Lation Lation L4T L4T L4T L4T L4T L4T L4T L4T	1.0 1.4 1.4 1.4 2.0 2.0 2.0	1.0 i 3 is fl 3 is a 85 110 110 110 140 140 140	at all (at-ou genui 250 250 250 320 320 320	D7 D7 D7 D7 D7 D7 D7 D7 D7 D7 D7	1260 s. Oth rtifiab uperc 1200 1240 1250 1380 1315 1320 1430	er A3 ile. N 3.2 8.2 8.2 8.9 6.8 6.9 7.2	3 s ar ew g ayer 4.8 5.0 4.9 5.1 5.9 5.8 6.0	95 95 95 95 95 95 95 95 95	53 54 54 54 54 56 56 56	able,	F F F F F F F F
35 TFSI 35 TFSI Sedan 35 TFSI Cabriolet 40 TFSI sport 40 TFSI sport Sedan	Avoid the to S3 is enjoys THE PICK: E \$35,900 \$41,500 \$49,000 \$45,900 \$45,900 \$45,900 \$45,900 \$45,000 \$49,500	Lation-bable and Bonkers Lation Latio	1.0 1.4 1.4 1.4 2.0 2.0 2.0	1.0 3 is fl 3 is a 85 110 110 110 140 140	at all (at-ou genui 200 250 250 250 320 320	D7 D7 D7 D7 D7 D7 D7 D7 D7 D7 D7 D7	1260 s. Oth rtifiab uperc 1200 1240 1250 1380 1315 1320	er A3 lle. N ar sl 9.9 8.2 8.2 8.9 6.8 6.9	3s ar ew g ayer 4.8 5.0 4.9 5.1 5.9 5.8	95 95 95 95 95 95 95 95 95	53 54 54 54 54 56 56	able,	F F F F F F

B5 Sedan B5 Touring

XD3



\$217,000

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

V8TT 4.4 447 800 A8 2120 3.7 11.1 98 - 10/19 A

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



Alpine

3 years/100,000km

A110

A clear nod to the 1960s and '70s rally icon without resorting to retro pastiche. Extols the virtues of lightness and a well-sorted chassis

Pure

Legende Premiere

THE PICK: Whatever your budget allows, you lucky thing you 1.8 185 320 D7 1080 4.5 6.2 95 55 05/19 R \$97,000 L4T 1.8 185 320 D7 1123 4.5 6.2 95 55 \$103,500 L4T 1.8 185 320 D7 1094 4.5 10.1 95 55 05/19 R \$106,500 L4T

35 TFSI 40 TFSI 40 TFSI Avant 45 TFSI quattro

40 TFSI quattro sport Sedan	\$51,100	L4T	2.0	140	320	D7	1390	6.2	6.1	95	55	А
40 TFSI quattro sport C'let	\$58,600	L4T	2.0	140	320	D7	1540	6.9	6.4	95	55	А
\$3	\$64,200	L4T	2.0	213	380	D7	1430	4.8	6.6	95	57	А
S3 Sedan	\$65,800	L4T	2.0	213	380	D7	1460	4.8	6.5	95	57	А
S3 Cabriolet	\$73,400	L4T	2.0	213	380	D7	1620	5.3	6.8	95	57	Α
RS3	\$80,611	L5T	2.5	294	480	D7	1555	4.1	8.4	98	67	А
RS3 Sedan	\$84,611	L5T	2.5	294	480	D7	1560	4.1	8.4	98	67	А
the second se												



A4

Interior sumptuous and the pragmatic yet fast RS4 is a corker. Just been updated internationally, so now's the time for a good deal **THE PICK:** Bargain S4 very nearly as real-world quick as RS4

\$56,100	L4T	1.4	110	250	D7	1450	8.5	5.5	95	51		F
\$61,400	L4T	2.0	140	320	D7	1480	7.5	7.6	95	55	10/17	F
\$64,400	L4T	2.0	140	320	D7	1505	7.5	5.6	95	51		F
\$70,300	L4T	2.0	185	370	D7	1585	6.3	6.3	95	52	04/16	А

ALFA ROMEO – BMW

YOUR COMPLETE NEW CAR BUYER'S GUIDE

HAT	IT /	ΔΙΙ	I N	ΛEΔ	NS
			- 14		1113

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

45 TFSI q'ttro Avant 45 TFSI S4			£	-					IS.		%		6	TRA 0-100:
45 TFSI	Price	Engine type	Size	Power	Torque	Trans.	Kerb weigh	0-100	Fuel cons.	RON	Resale %	lssue test ed	Drive	RON
	\$73,300	L4T	2.0	185	370	D7	1610	6.0	6.6	95	52		А	
54	\$74,800	L4T	2.0	185	370	-	1580	6.2	9.4	_	46	04/17	Α	
	\$99,900	V6T	3.0	260	500		1630	4.7	7.7	_	_	05/17	Α	
S4 Avant	\$102,900	V6T	3.0	260	500	A8	1675	4.9	7.8	_	48		Α	
RS4 Avant	\$152,900	V6TT	2.9	331	600	A8	1790	4.1	8.9	98	46		А	
	A5	forthe					tofo	alaa	aula					SQ5 TFSI
1000 B	A quick car slightly flat	tor those oby dyna	se wr amic	no ve s, bu	grow t ultin	n ol nate	it of g ly ind	oing ulger	quic it	к. Ц	esig	n-lea,		10
	THE PICK:									/fas	st			175
40 TFSI Sportback	\$70,100	L4T	_	140	320	-	1565	7.5	_	95	_		F	
40 TFSI Coupe	\$70,100	L4T	_		320		1420	7.3	5.5	_	64	_	F	3.0 TDI quatt
40 TFSI Cabriolet	\$83,600	L4T	_	140	320	_	1600	7.9	5.9	_	56		F	3.0 TDI quatt
45 TFSI quattro Coupe	\$78,900	L4T	_		370	_	1490	5.8	6.5	_	64		A	etron
45 TFSI quattro S'back	\$78,900	L4T	_	185	370	-	1645	6.0	6.5	_	64		A	SQ7
45 TFSI quattro C'let	\$92,400	L4T	_		370	D7	1710	6.3	6.7	_	56	_	A	
S5 Sportback	\$105,400	V6T	3.0	260	500	-	1745	4.7	_	98	64		A	and the second
S5 Coupe	\$105,400	V6T	3.0	260	500	_	1690	4.7		98	55	_	A	And Income Sectors
S5 Cabriolet	\$118,940	V6T	3.0	260	500	D7	1840	5.1	7.9	_	53		A	55 TFSI
RS5 Coupe	\$156,600	V6TT	2.9	331	600		1685	3.7	8.8	_	_	13/17	A	
RS5 Sportback	\$157,700	V6TT	2.9	331	600	A8	1720	3.9	8.9	98	53		A	60
(LED)	A6		1					5 01			- 0			Softwart
A RECEI	Fresh off the	ne boat ch and E	and r Slue S	ready Steel	/ to ta looks	ke c . Fo	in the ur-wh	eel s	ass a teer	ind : a m	o Se ust-1	ries, wi tick op	ith tion	
Carlow	THE PICK:													0 0 0
45 TFSI quattro	\$95,500	L4T	2.0	180	370	D7	1770	6.0	7.2	95	-		А	
45 TFSI quattro S Line	\$105,200	L4T	2.0	180	370	D7	1695	6.0	7.3	95	-	02/20	А	V8
55 TFSI quattro S Line	\$116,000	V6T	3.0	250	500	D7	1845	5.1	7.2	95	52		А	
Charles on	A7 Sport	back												V8 Convertib
A	Ingolstadt t	cook a pi	unt p	itchir	ng a h	atch	at thi	s pric	e pa	int,	and	the nicl	he-	W12 W12 Converti
	within-a-ni THE PICK: I											sivity		W12 Converti
55 TFSI quattro	\$131,900	V6T		_		_	1920	_	_		_		A	ACENC
	A8	VOI	0.0	200	000	DT	1720	0.0		10	10			9- 8
10 0 A	Audi pours	evervth	ning i	t kno	ws in	to tł	ne mic	ihty A	\8. T	he b	oiq bi	illina fa	or	0
Øb=-0.	autonomou	us tech d	does	n't qu	uite liv	/e up	o to th	erea	lity,	thou				
	THE PICK:		_		_	-	_	_	_		47	00/10		Mulliner
50 TDI quattro	\$192,000	V6TD	_		_	_	1975	5.9		_		02/19	_	
55 TFSI quattro	\$195,000	V6T	_			_	1920	_	7.9	_	47		Α	Mulliner
_ 50 TDI quattro	\$207,000	V6TD	_	_	_	-	2000	_	_	_	47		A	
L 55 TFSI quattro	\$210,000	V6T	3.0	250	500	A8	1945	5.7	7.9	95	47	02/19	A	
	TT													W
ALAND	Rock-solid of not beind													
10-10-10-10-10-10-10-10-10-10-10-10-10-1	THE PICK:												orld	Speed
45 TFSI quattro	\$79,900	L4T	2.0	169	370	D6	1335	5.3	6.4	95	53		Α	opeeu
S quattro	\$99,900	L4T	2.0	210	380	D6	1385	4.5	6.8	98	53	11/19	A	
	R8													
CONTRACTOR OF	So Audi <i>cai</i>													
	near-perfe THE PICK: I												an	V8
RWS	\$299,500	V10	-		_	_	1590	3.7	_		_	04/18	_	Diesel
Coupe V10 quattro	\$354,325	V10	_	-	_	-	1640	_	11.4	_	_	04/10	_	W12
Coupe V10 Plus attro	\$354,325	V10	_		_	_	1580	_	_	_		09/10		
	\$369,325 R8 Spyde	_	J.C	447	500	וט	1300	5.2	12.3	20	40	04/10	~	
	Chopping t		off +H	he RA	} may	not	do an	enor	mou	s ar	ייוחמ	nt for it	S	
	styling, but	it does	let y	our e	ars ei	njoy	that v	vond	rous	V1(-	
DIVIC	THE PICK:			_		_	_		_	_		_		0
RWS	\$321,000	V10	_	_	_	_	1680	3.8	_	_		0.41	R	0_0
	\$388,500	V10	5.2	397	540	D7	1720	3.6	11.7	98	50	06/18	А	118i
														M135i
	Q2		forth	v fori								ptions	to	
	Small but n				et huv								10	Series of
		ably prei	niun	n. Mo			a few		ons e	ever	'y sir	ıgle tirr	IE	
/10 quattro	Small but n feel agreea	ably prei	niun quat	n. Mo	port	olus	a few 1405	opti	_	_	-	-	F	Constant of
/10 quattro	Small but n feel agreea THE PICK: 4	ably prei 40 TFSI	niun quat 1.4	n. Mo ttro s 110	port 250	olus D7	_	optio 8.5	10.6	95	55	_	F	
/10 quattro	Small but n feel agreea THE PICK: \$41,950	ably prei 40 TFSI L4T	niun quat 1.4	n. Mo ttro s 110	port 250	olus D7	1405	optio 8.5	10.6	95	55	07/17	F	220i
/10 quattro	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge	Ably prei 40 TFSI L4T L4T	nium quat 1.4 2.0 opts	n. Mo ttro s 110 140 Golf	250 320 7.5 a	D7 D7 D7 rchi	1405 1430 tectur	8.5 6.7	10.6 6.5 is fa	95 95 r mc	55 56 ore a	07/17 07/18 dvance	F A ed,	220i Convert
/10 quattro	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious al	Ably prei 40 TFSI L4T L4T n Q3 ad nd refin	mium quat 1.4 2.0 opts ed. F	n. Mo ttro s 110 140 Golf eels	250 320 7.5 a more	D7 D7 D7 rchit pre	1405 1430 tectur mium	8.5 6.7 e so than	10.6 6.5 is fa its V	95 95 r ma	55 56 ore a	07/17 07/18 dvance	F A ed, sin	220i Convert 230i
V10 quattro V10 quattro V5 TFSI design V0 TFSI quattro sport	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious at THE PICK:	Ably prei 40 TFSI L4T L4T In Q3 ad nd refin Launch	mium quat 1.4 2.0 opts ed. F Editi	h. Mo ttro s 110 140 Golf Gels on ha	250 320 7.5 al more as ext	D7 D7 D7 rchi pre ra k	1405 1430 tectur mium it for d	8.5 6.7 e so than cheap	10.6 6.5 is fa its V o if y	95 95 r ma W T ou g	55 56 ore a igua ot th	07/17 07/18 dvance an cous ne dost	F A ed, sin	220i Convert 230i 230i Convert
V10 quattro V10 quattro 35 TFSI design 40 TFSI quattro sport V10 quattro sport	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious a THE PICK: 1 \$46,400	Ably prei 40 TFSI L4T L4T n Q3 ad nd refin Launch	nium quat 1.4 2.0 opts ed. F Editi 1.4	h. Mo ttro s 110 140 Golf eels on ha 110	250 320 7.5 al more as ext 250	D7 D7 D7 D7 rchit pre ra k D6	1405 1430 tectur mium it for 0 1470	e so than cheap 9.3	10.6 6.5 is fa its V o if y 7.2	95 95 7 mc 7 W T ou g 95	55 56 Tigua ot th	07/17 07/18 dvance an cous ne dosh 12/19	F A ed, sin T	220i Convert 230i 230i Convert M240i
V10 quattro STFSI design 40 TFSI quattro sport	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious al THE PICK: 1 \$46,400 \$52,750	Ably prei 40 TFSI L4T L4T In Q3 ad nd refin Launch	nium quat 1.4 2.0 opts ed. F Editi 1.4	h. Mo ttro s 110 140 Golf Gels on ha	250 320 7.5 al more as ext 250	D7 D7 D7 D7 rchit pre ra k D6	1405 1430 tectur mium it for d	8.5 6.7 e so than cheap	10.6 6.5 is fa its V o if y 7.2	95 95 7 mc 7 W T ou g 95	55 56 Tigua ot th	07/17 07/18 dvance an cous ne dost	F A ed, sin T	220i Convert 230i 230i Convert M240i M240i Conve
V10 quattro 35 TFSI design 40 TFSI quattro sport 35 TFSI	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious al THE PICK: 1 \$46,400 \$52,750 Q5	Ably prei 40 TFSI L4T L4T n Q3 ad nd refin Launch L4T L4T	nium quat 1.4 2.0 opts ed. F Editi 1.4 1.4	n. Mo ttro s 110 140 Golf eels on ha 110 110	250 320 7.5 a more as ext 250 250	D7 D7 D7 D7 D7 D7 D7 D7 D6 D6	1405 1430 tectur mium it for 0 1470 1470	e so than 9.3 9.3	10.6 6.5 its V o if y 7.2 7.2	95 95 W T OU <u>Q</u> 95 95	55 56 igua ot th -	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin T F F	220i Convert 230i 230i Convert M240i M240i Conve M2 Competitio
V10 quattro 35 TFSI design 40 TFSI quattro sport 35 TFSI 35 TFSI 35 TFSI 35 TFSI Launch Edition	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious aa THE PICK: 1 \$46,400 \$52,750 Q5 If you're thi mouthed m	ably prei 40 TFSI L4T L4T un Q3 ad nd refin Launch L4T L4T L4T	nium quat 1.4 2.0 opts ed. F Editi 1.4 1.4 f buy ast a	n. Mo ttro s 110 140 Golf eels on ha 110 110 ving tl nd ke	250 320 7.5 a more as ext 250 250 he ple	DIUS D7 D7 D7 D7 D7 D7 D6 D6 D6 2830	1405 1430 tectur mium it for (1470 1470 1470 sp for t	e so than cheap 9.3 9.3 , stop he SC	10.6 6.5 is fa its V o if y 7.2 7.2 7.2 5. #	95 95 7 mc 7 W T 0 u g 95 95 95	55 56 Jore a igua jot th - - - uch	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin T F F	220i Convert 230i 230i Convert M240i M240i Conve M2 Competitio M2 Competitic
V10 quattro 35 TFSI design 40 TFSI quattro sport 35 TFSI 35 TFSI 35 TFSI Launch Edition	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious al THE PICK: 1 \$46,400 \$52,750 Q5 If you're thi mouthed m THE PICK: 5	bly prei 40 TFSI L4T L4T 	mium quat 1.4 2.0 opts ed. F Editi 1.4 1.4 1.4 f buy ast a t to b	n. Mo ttro s 110 140 Golf eels on ha 110 110 110 ving tl nd ke	7.5 and the place of the place	DIUS D7 D7 D7 rchi pre ra k D6 D6 28384 avin 58356	1405 1430 tectur mium it for (1470 1470 1470 1470 g for t e Mac	e optio 8.5 6.7 than cheap 9.3 9.3 9.3 , stop he St ans a	10.6 6.5 is fa its V o if y 7.2 7.2 7.2 bein 5. # t the	95 95 7 mc 7 w T 95 95 95 95	55 56 ore a igua jot th - - uch o hts	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin r F F y	220i Convert 230i 230i Convert M240i M240i Conve M2 Competitio M2 Competitic
V10 quattro V10 quattro 35 TFSI design 40 TFSI quattro sport V10 TFSI quattro sport V10 TFSI Launch Edition V10 TDI design	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious an THE PICK: 1 \$46,400 \$52,750 Q5 If you're thi mouthed m THE PICK: 1 \$65,900	Ably prei 40 TFSI L4T L4T n Q3 ad nd refin Launch L4T L4T L4T inking o nilqueto SQ5 jus L4TD	miun quat 1.4 2.0 opts ed. F Editi 1.4 1.4 1.4 1.4 2.0	h. Mo ttro s 110 140 Golf eels on ha 110 110 110 ving the low a 140	250 320 7.5 a more s ext 250 250 he pla eep sa away l 400	olus D7 D7 rchi pre ra k D6 D6 easa avin base D7	1405 1430 tectur mium it for (1470 1470 1470 1470 1470 1470 1470	e so than chear 9.3 9.3 , stop he St ans a 7.9	10.6 6.5 is fa its V 7.2 7.2 5.4	95 95 7 mc 7 W T 0 u <u>c</u> 95 95 95 95 95 1 u <u>c</u> 95	55 56 orre a igua oot th - uch o hts -	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin T F F	220i Convert 230i 230i Convert M240i M240i Conve M2 Competitio M2 Competitic
V10 quattro V10 quattro 35 TFSI design 40 TFSI quattro sport 35 TFSI 35 TFSI Launch Edition 35 TFSI Launch Edition 40 TDI design 45 TFSI design	Small but n feel agreea THE PICK: 4 \$41,950 Q3 Second-ge spacious al THE PICK: 1 \$46,400 \$52,750 Q5 If you're thi mouthed m THE PICK: 5 \$65,900 \$66,900	bly prei 40 TFSI L4T L4T 	miun quat 1.4 2.0 opts ed. F Editi 1.4 1.4 f buy ast a t to b 2.0 2.0	h. Mo ttro s 110 140 Golf ceels on ha 110 110 110 ving tl nd ka ilow a 140 185	250 320 7.5 a more as ext 250 250 he ple eep sa away l 400 370	olus D7 D7 rchin pre ra k D6 D6 D6 avin oase avin oase D7 D7	1405 1430 tectur mium it for (1470 1470 1470 1470 1470 1470 1470 1470	e optic 8.5 6.7 re so than cheap 9.3 9.3 9.3 9.3 9.3 9.3 9.3 9.3 9.3 9.3	10.6 6.5 is fa its V c if y 7.2 7.2 7.2 7.2 5. # t the 5.4 7.2	95 95 W T 00 g 95 95 95 95 01 95 01 95 0 95	55 56 ore a igua jot th - - uch o hts	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin r F F y	220i Convert 230i 230i Convert M240i M240i Conve M2 Competition M2 Competition
V10 quattro V10 quattro 35 TFSI design 40 TFSI quattro sport 35 TFSI 35 TFSI Launch Edition 35 TFSI Launch Edition 40 TDI design 45 TFSI design	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious an THE PICK: 1 \$46,400 \$52,750 Q5 If you're thi mouthed m THE PICK: 1 \$65,900	Ably prei 40 TFSI L4T L4T n Q3 ad nd refin Launch L4T L4T L4T inking o nilqueto SQ5 jus L4TD	miun quat 1.4 2.0 opts ed. F Editi 1.4 1.4 f buy ast a t to b 2.0 2.0	h. Mo ttro s 110 140 Golf eels on ha 110 110 110 ving the low a 140	250 320 7.5 a more s ext 250 250 he pla eep sa away l 400	olus D7 D7 rchin pre ra k D6 D6 D6 avin oase avin oase D7 D7	1405 1430 tectur mium it for (1470 1470 1470 1470 1470 1470 1470	e so than chear 9.3 9.3 , stop he St ans a 7.9	10.6 6.5 is fa its V 7.2 7.2 5.4	95 95 W T 00 g 95 95 95 95 01 95 01 95 0 95	55 56 orre a igua oot th - uch o hts -	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin T F F y	220i Convert 230i 230i Convert M240i M240i Conve M2 Competitio M2 Competitic
V10 quattro V10 quattro 35 TFSI design 40 TFSI quattro sport V10 quattro sport 35 TFSI 35 TFSI 35 TFSI Launch Edition	Small but n feel agreea THE PICK: 4 \$41,950 \$49,400 Q3 Second-ge spacious al THE PICK: 1 \$46,400 \$52,750 Q5 If you're thi mouthed m THE PICK: 5 \$65,900 \$66,900	Ably prei 40 TFSI 41 TSI 41 41 44 44 44 44 44 44 44 50 50 50 50 50 50 50 50 50 50 50 50 50	miun quat 1.4 2.0 opts ed. F Editi 1.4 1.4 f buy ast a t to b 2.0 2.0 2.0	h. Mo ttro s 110 140 Golf ceels on ha 110 110 110 ving tl nd ka ilow a 140 185	250 320 7.5 a more as ext 250 250 he ple eep sa away l 400 370	olus D7 D7 rchi pre ra k D6 D6 2338 avin 5356 D7 D7 D7	1405 1430 tectur mium it for (1470 1470 1470 1470 1470 1470 1470 1470	e optic 8.5 6.7 re so than cheap 9.3 9.3 9.3 9.3 9.3 9.3 9.3 9.3 9.3 9.3	10.6 6.5 is fa its V c if y 7.2 7.2 7.2 7.2 5. # t the 5.4 7.2	95 95 95 95 95 95 95 95 0 95 D	55 56 56 igua ot th - - uch 5 hts - -	07/17 07/18 dvance an cous ne dosh 12/19 02/20	F A ed, sin F F F y	220i Convert 230i 230i Convert

						-		-	ls.	-	%	-	e.
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
	\$99,900	V6T	3.0	260	500	A8	1945	5.4	8.7	98	-]	А
	Q7												
0=0	Spring for t commute. D THE PICK: A	Decent d	Iyna	mica	lly to l	boo	t. Face	lifte	d ve	rsio	ns o		way
ittro	\$96,855	V6TD	3.0	160	500	A8	2135	7.3	5.8	D	56		Α
ttro	\$104,855	V6TD	3.0	200	600	A8	2135	6.5	5.9	D	63	02/16	А
	\$139,900	V6TDH	3.0	300	664	A8	2445	5.7	1.9	D	-	13/18	А
	\$153,327	V8TTD	4.0	320	900	A8	2330	4.9	7.2	D	63		Α
A	Q8												
8 0	A technolog moving. Die THE PICK: L	sel is co	omin	g eve	entual	ly, a	long w	/ith a	a har	der	S ve	rsion	
	\$128,900	V6T	3.0	250	500	8A	2145	5.7	13.3	95	63	10/19	A
2	Ben	tley	/						З у	ear	s/ur	nlimite	ed
	Continent	tal GT											
	An undenial quality mak THE PICK: V	e this th	ne pi	ck of	the G	rand	d Touri	ng c	oupe	es			
	\$393,000	V8	_	404		D8		4.0	-	98	•		A
ible	\$432,600	V8	4.0	404	770	D8		4.1		98			A
	\$422,000	W12TT	6.0	467	900	D8	2244	3.7	12.2	98		02/19	A
tible	\$464,600	W12TT	6.0	467	900	D8	2414	3.7	12.3	_		12/19	A
	Flying Spu	-	0.0	101	100	00		0.1	12.0	10		12,17	~
and and	Stylishly cra (of means). THE PICK: T	Achingl o parap	y ad hras	dictiv se Ho	/e tor Iden,	que thei	that y re's no	our a thin	drive g qui	r wi te li	ll lov	е	e
	\$378,197	V8TT	_	373	660		2350		10.9		•		A
	\$388,715	V8TT	4.0	373	660	A8	2350	5.2	10.9	-	•	_	A
	\$423,160	W12TT	6.0	460		A8	2400	4.6	14.7	-	· .		A
	\$448,820	W12TT	6.0	460	800	A8	2400	4.6	14.7	98	•		А
And in case of the local division of the loc	Mulsanne	2											
	Curious but throwback b THE PICK: Y	out deliv ⁄ou may	ers as v	in all 1 vell d	the ar o it pr	eas ope	that m rly, so	natte Spe	r. In ed it	a cla is	els l ass o	ike a If its ov	vn
	\$541,000	V8TT	_	377	1020	-		5.3	15.0		•		A
	\$553,600	V8TT	6.8	395	1100	A8	2711	4.9	15.0	98	•		A
-/-h	Bentayga												
0_1_	Bentley's S machine. Dr THE PICK: V	ropped	oork	pie s	tyling	, not	tevery	/one	's cu	pof	tea		
	\$333,700	V8TT	4.0	404	770	A8	2395	4.5	11.4	98	-		А
	\$341,500	V8TTD	4.0	320	900	A8	2499	4.8	8.0	D	-		А
	\$432,700	W12TT	6.0	447	900	8A	2440	4.1	13.1	98	-	10/16	Α
	BM\	N							З у	ear	s/ur	nlimite	ed
	1 Series												
0	All-new F40 M135i a mis THE PICK: N	ssile, the	ougł	nride	isn't	grea	at in st	anda	ard N	1-Sp	oort	spec	
	\$42,990	L3T	1.5	103		D7	-	8.5	_	95	58	,	F
	\$63,990	L4T	_	225		-	1525 -		7.5	-	60	01/20	A
	2 Series												
and the second se													

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





220i	\$53,900
220i Convertible	\$61,000
230i	\$64,200
230i Convertible	\$74,400
M240i	\$74,900
M240i Convertible	\$87,200
M2 Competition Pure	\$99,900
M2 Competi tion Pure	\$99,900
M2 Competition	\$104,900
AD JAN	2 Active
CER P	One of the likely to b

and the second	THE FIGHT	aby. Inc		npou		acc	n o ora	5010	ocac	abg	aare	incood		
	\$53,900	L4T	2.0	135	270	A8	1373	7.2	5.8	95	57		R	
	\$61,000	L4T	2.0	135	270	A8	1540	7.7	6.1	95	57		R	
	\$64,200	L4T	2.0	185	350	A8	1398	5.6	5.9	95	57		R	
	\$74,400	L4T	2.0	185	350	A8	1570	5.9	6.2	95	57		R	
	\$74,900	L6T	3.0	250	500	A8	1485	4.6	7.0	95	62		R	
	\$87,200	L6T	3.0	250	500	A8	1630	4.7	7.4	95	62		R	
	\$99,900	L6TT	3.0	302	550	M6	1550	4.4	9.8	98	51		R	
9	\$99,900	L6TT	3.0	302	550	D7	1575	4.2	9.0	98	51		R	
	\$104,900	L6TT	3.0	302	550	D7	1575	4.4	13.4	98	51	11/19	R	
	2 Active Te													

Tourer

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

L4T 2.0 141 280 D7 1430 7.4 5.9 95 55 \$49,500 F 🖸 🖬 🕊 @wheelsaustralia 125



Resale % Fuel cons Kerb weight lssue tested 0-100 Price Engin type RON Size HC Proud winner of Wheels' 2014 COTY, BMW's EV city car scores well for its drive and design, less so for its sky-high asking price THE PICK: S's stiff ride means only slightly slower BEv is the go BEv \$68,700 42 125 250 R1 1245 7.3 16.1 -53 13/18 R 42 135 270 R1 1245 6.9 16.1 -\$69,900 S Ε 53 **3 Series** New 3 Series brings increased cabin space and tech injection. Full line-up finally in the country, save for hardcore M versions THE PICK: 330i is the current top of class, M340i for speed geeks 2.0 135 300 A8 1460 7.2 6.3 95 320i \$64,900 L4T \$67,900 L4TTD 2.0 140 400 A8 1450 6.8 4.5 D 320d 2.0 190 400 A8 1490 5.8 8.9 95 52 02/20 R 330i \$70,900 L4T 330i Touring \$70,900 L4T 2.0 190 400 A8 1575 5.9 7.0 95 02/20 R 330e \$75,900 L4TH 2.0 215 420 A8 1740 5.9 6.4 95 M340i xDrive \$99,900 L6T 3.0 285 500 A8 1670 4.4 7.7 95 02/20 A 4 Series Hard to hate in any guise - but particularly alluring in its many M4 forms - 4 Series remains a practical muscular masterpiece THE PICK: M4 but all-new next-gen 4 Series isn't too far away, FYI \$70,900 L4T 2.0 135 270 A8 1480 8.3 8.9 95 54 420i Gran Coupe 2.0 135 270 A8 1465 7.3 5.8 95 L4T 420i \$72,300 54 420i Convertible \$87,900 L4T 2.0 135 270 A8 1660 8.2 6.2 95 54 \$82,500 L4T 350 A8 1470 430i 2.0 185 *5.8 5.8 95 54* \$82,500 L4T 430i Gran Coupe 2.0 185 350 A8 1580 6.0 5.8 95 54 6.4 6.3 95 54 430i Convertible \$97,900 L4T 2.0 180 350 A8 1700 440i Gran Coupe \$103,200 L6T 3.0 240 450 A8 1615 5.1 6.8 95 51 L6T 5.0 6.8 95 51 \$103,200 3.0 240 450 A8 1525 440i 440i Convertible \$117,610 L6T 3.0 240 450 A8 1750 5.4 7.2 95 51 M4 Pure \$139,900 L6T 3.0 331 550 D7 1537 4.6 8.8 98 49 13/17 4.2 8.8 98 49 \$156,529 L6TT 3.0 331 550 M6 1497 M4 Competition M4 Competition \$156,529 L6TT 3.0 331 550 D7 1537 4.0 8.3 98 49 M4 Competition Conv \$168,010 L6TT 3.0 331 550 M6 1750 4.3 9.1 98 49 4.1 8.7 98 49 M4 Competition Conv \$168,010 L6TT 3.0 331 550 D7 1790 M4 CS \$189,529 L6TT 3.0 338 600 D7 1580 3.9 8.4 98 49 **5** Series Big, brawny and perfectly constructed, the 5 Series mostly crushes the competition. Adding AWD has only helped the M recipe THE PICK: M5 is one of today's all-time greats \$90,990 520i L4T 2.0 135 290 A8 1540 7.8 6.2 95 42 L4TD \$95,900 2.0 140 400 A8 1560 4.3 D 520d 7.5 44 \$95,900 L4TD 2.0 140 400 A8 1660 7.8 520d Touring 4.9 D 44 530i \$112,900 L4T 2.0 185 350 A8 1540 6.2 5.8 95 40 \$112,900 L4T 2.0 185 350 A8 1640 6.5 6.5 95 40 530i Touring 530e \$112,900 L4TH 2.0 185 420 A8 1770 6.2 2.3 95 46 530d \$123,300 L6TD 3.0 195 620 A8 1640 5.7 4.7 D 42 \$142,900 540i L6T 3.0 250 450 A8 1595 5.1 6.7 95 45 V8TT M5 Competition \$234,900 4.4 460 750 A8 1865 3.3 10.8 98 42 04/18 A **7 Series** Straight-six power for most of the range will please many, but it's the V12 you really want, as it is the last of the breed THE PICK: All impress but 745e is an intriguing eco-oddball GT 730d \$199,900 L6TTD 3.0 195 620 A8 1825 6.1 5.7 D 3.0 250 450 A8 1760 740i \$199,900 5.5 7.7 95 L6TT \$204,900 5.2 745e L6TTH 3.0 290 600 A8 1995 2.4 95 750i xDrive \$272,900 V8TT 4.4 390 750 A8 1965 4.0 10.1 95 \$229,900 3.0 250 450 A8 1805 5.6 7.9 95 740Li L6TT M760Li xDrive \$378,900 V12TT 6.6 448 850 A8 2220 3.8 13.0 98 8 Series Just when we thought the market for big, style-statement coupes had all but evaporated, BMW breathes in fresh life



Drive

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

R

А

R

А

Roadster STATE I sDrive18i sDrive18d sDrive20i sDrive25i



sDrive 18i sDrive 20i xDrive 20d

sDrive20i xDrive 20d xDrive 30i xDrive 30d M40i **M** Competition



xDrive20i xDrive20d xDrive30i M40i

M Competition

xDrive25d xDrive30d

xDrive40i xDrive45e M50i



xDrive 30d xDrive 40i M50i



xDrive 30d M50i

Fuel con Resale¹ Kerb veigh 0-100 Price Drive Size 30N Supercar looks, yet without the supercar speed. But you'll never tire of feeling like you've just driven off a sci-fi movie set

\$318,900	L3TH	1.5	275	570	A6	1535	4.4	2.1	95	50	02/16	R
\$348,900	L3TH	1.5	275	570	A6	1595	4.6	2.0	95	50		R
XI												
A good-loo is the shar THE PICK:	p and bu	mpy	ride	on the	e sta	andard	sus	pens	sion			
\$44,500	L3T	1.5	103	220	A8	-	9.6	•	95	56		F
\$49,900	L4TD	2.0	110	350	A8	1495	9.2	4.7	D	56		F
\$48,500	L4T	2.0	141	280	A8	1510	7.6	5.9	95	56		F
\$62,900	L4TD	2.0	170	350	A8	1595	6.5	6.6	D	57		F
X2												
A surprisir spacious i THE PICK:	nside, de	spite	e the	low-s	lung	groofl	ine. (Clevi	er	,		nt
\$49,900	L3T	1.5	103	220		1415	9.6	_	_	56		F
\$55,900	L4T	2.0	141	280	D7	1460	7.2	6.1	95	56	07/18	F
\$59,900	L4TD	_	140	400	D7	1555	7.7	5.1	D	52		A
ХЗ						-						
Bigger, be space, but THE PICK:	the optio	ons li	ist co	uld b	ring	a tear	to a	stat	ue's	веуе	Э	
\$65,900	L4T	2.0	135	290	A8	1660	8.2	9.6	95	63		F
\$68,900	L4TD	2.0	140	400	A8	1745	8.0	5.7	D	63		Α
\$75,900	L4T	2.0	185	350	A8	1720	6.3	7.6	95	63	1	Α
\$83,900	L6TD	3.0	190	620	A8	1820	5.8	6.0	D	63		Α
\$99,900	L6T	3.0	265	500	A8	1885	4.8	8.9	95	58		А
\$157,900	L6TT	3.0	375	600	A8	1970	4.1	11.7	98		10/19	Α
X4												
Nh. vou're	paying \$					equiva	lent	XЗf	or a	1		
swoopier r	oofline?					ou in sc	ime i	mag	ic be		s?	
swoopierr	oofline?	win d			ert	ou in sc	ime i	mag anc	ic be		s?	A
swoopier r	roofline? The X3 t	win d	of wh	ichev	ver ta A8	ou in sc akes y 1678	ome i our f	mag anc ^y 7.8	ic be y	eans	5?	A
swoopier r THE PICK: \$76,900	The X3 t	win d 2.0	of wh 135	ichev 290	A8 A8 A8	u in sc akes y 1678 1698	ome i our f 8.3	mag anc ^y 7.8	ic be y 95	eans 61	5?	
swoopier r THE PICK: \$76,900 \$79,900	The X3 t L4T L4T	win 0 2.0 2.0	of wh 135 140	ichev 290 400	A8 A8 A8	u in sc akes y 1678 1698	ome i our f 8.3 8.0	mag anc 7.8 5.8	ic be y 95 D	eans 61 61	5?	A
swoopier f THE PICK: \$76,900 \$79,900 \$83,900	The X3 t L4T L4T L4T L4T	win 0 2.0 2.0 2.0 3.0	of wh 135 140 185	ichev 290 400 350	A8 A8 A8 A8 A8 A8	ou in sc akes y 1678 1698 1678	ome i our f 8.3 8.0 6.3	mag anc 7.8 5.8 7.8	ic be 95 D 95 95	61 61 61	5?	A A
swoopier f THE PICK: \$76,900 \$79,900 \$83,900 \$109,900	The X3 t L4T L4T L4T L4T L4T L6T	win 0 2.0 2.0 2.0 3.0	of wh 135 140 185 265	ichev 290 400 350 500	A8 A8 A8 A8 A8 A8	u in sc akes y 1678 1698 1678 1678	ome i our f 8.3 8.0 6.3 4.8	mag anc ^v 7.8 5.8 7.8 9.2	ic be 95 D 95 95	61 61 61 58	3?	A A A
swoopier f THE PICK: \$76,900 \$79,900 \$83,900 \$109,900 \$164,900	roofline? The X3 t L4T L4T L4T L4T L6T L6T L6TT	win 0 2.0 2.0 3.0 3.0	of wh 135 140 185 265 375 or X5 ound	ichev 290 400 350 500 600 5. Adv Like	A8 A8 A8 A8 A8 A8 A8 A8 A8 anc	ed tec 300 d o	ome i our f 8.3 8.0 6.3 4.8 4.1 h, sn ffers	nag anc 7.8 5.8 7.8 9.2 11.7	ic be y 95 0 95 95 98 y pa	61 61 61 58 -	ged, lo esel pu	A A A
swoopier f THE PICK: \$76,900 \$79,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f	roofline? The X3 t L4T L4T L4T L4T L6T L6T L6TT	win 0 2.0 2.0 3.0 3.0	of wh 135 140 185 265 375 or X5 ound ce a s	ichev 290 400 350 500 600 5. Adv Like	A8 A8 A8 A8 A8 A8 A8 A8 A8 anc able ght-s	ed tec 300 d o	ome i our f 8.3 8.0 6.3 4.8 4.1 h, sn ffers	nag anc 7.8 5.8 7.8 9.2 11.7	y 95 95 95 95 98 y pa	61 61 61 58 -	ged, lo esel pu	A A A
swoopier in THE PICK: \$76,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK:	roofline? The X3 t L4T L4TD L4T L6T L6T L6TT re's a cha tun to pur Tasty 40	win 0 2.0 2.0 3.0 3.0 3.0 1 arm f nt arm 3 sin 2.0	of wh 135 140 185 265 375 or X5 ound ce a s	ichev 290 400 350 500 600 5. Adv Like	A8 A8 A8 A8 A8 A8 A8 A8 A8 anc able ght-s	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105	6.3 4.8 4.1 6.3	mag anc 7.8 5.8 7.8 9.2 11.7 11.7 nartl s lag s what 6.2	y 95 95 95 95 98 y pa	61 61 61 58 -	ged, lo esel pu	A A A A
swoopier in THE PICK: \$76,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK: \$99,000	Coofline? The X3 t L4T L4T L4T L6T L6T L6T L6TT Tasty 40 L4TD	win 0 2.0 2.0 3.0 3.0 3.0 1 arm f nt arm 3 sin 2.0	of wh 135 140 185 265 375 or X5 or X5 or X5 or 45 170	ichev 290 400 350 500 600 5. Adv Like straig 450	A8 A8 A8 A8 A8 A8 A8 A8 anc able ght-s A8	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2110	6.3 4.8 4.1 6.3 4.8 4.1 6.3 4.8 4.1 6.3 4.8 4.1 6.3 7.5	mag anc 7.8 5.8 7.8 9.2 11.7 11.7 nartl s lag s wha 6.2	y 95 0 95 95 95 98 98 y pa freat B D D	61 61 61 58 - - - - - - - - - - - - - - - - - -	ged, lo esel pu 's all ab	A A A A Ve
swoopier in THE PICK: \$76,900 \$79,900 \$109,900 \$164,900 X5 Fourth tim dash and fi THE PICK: \$99,000 \$117,900	Coofline? The X3 t L4T L4TD L4T L6T L6T L6TT Corr Tasty 40 L4TD L6TTD	win c 2.0 2.0 3.0 3.0 3.0 0 1 sinn 2.0 3.0 3.0 3.0	of wh 135 140 185 265 375 or X5 ound ce a s 170 195	ichev 290 400 350 500 600 5. Adv Like straig 450 620	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2110 2005	bine i our f 8.3 8.0 6.3 4.8 4.1 4.1 4.1 4.1 7.5 6.6	mag anc 7.8 5.8 7.8 9.2 11.7 11.7 artl s lag s wha 6.2 7.2	ic bi 95 0 95 95 98 98 98 y pa -fre at B D 95 98	61 61 61 58 - acka ee di MW/ 63 63	ged, lo esel pu 's all ab 02/20	A A A A Ve
swoopier in THE PICK: \$76,900 \$79,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK: \$99,000 \$117,900 \$120,900	roofline? The X3 t L4T L4T L4T L6T L6T L6TT rasty 40 L4TD L6TTD L6T	win a 2.0 2.0 3.0 3.0 3.0 0 1 sin 2.0 3.0 3.0 3.0 3.0	of wh 135 140 185 265 375 or X5 ound, ce a s 170 195 250	ichev 290 400 350 500 600 5. Adv Like straig 450 620 450	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2110 2005	 bme i bur f 8.3 8.0 6.3 4.8 4.1 4.8 4.1 4.1 5.2 	nag anc 7.8 5.8 7.8 9.2 11.7 11.7 6.2 7.2 9.2	ic bi 95 95 95 95 98 y pa -fre at B D D 95 95 95	61 61 61 58 - 58 - 40 MW/ 63 63 63	ged, lo esel pu 's all ab 02/20	A A A A A A A A
SWOODIER I THE PICK: \$76,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK: \$99,000 \$117,900 \$120,900 \$129,900 \$151,900	roofline? The X3 t L4T L4T L4T L6T L6T L6T L6T L6T L6TT L6T	win a 2.0 2.0 3.0 3.0 3.0 0 1 sin 2.0 3.0 3.0 3.0 3.0	of wh 135 140 185 265 375 000 X 5 000 X 5 0000 X 5 000 X 5 0000 X 5 000 X 5 0000 X 5 00000 X 5 0000000000	ichev 290 400 350 500 600 . Like 450 620 450 600	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A	ed tec 300 of tec 1678 1678 1678 1783 1932 ed tec 300 o six pet 2105 2110 2005 2435	 bme i a.3 a.3 a.3 a.3 a.4.8 a.4.1 a.4.8 a.4.1 a.4.8 a.4.1 a.4.8 a.4.1 a.5.6 	nag anc 7.8 5.8 7.8 9.2 11.7 6.2 7.2 9.2 2.0	ic bi 95 95 95 95 98 y pa -fre at B D D 95 95 95	61 61 61 58 - - - - - - - - - - - - - - - - - -	ged, lo esel pu 's all ab 02/20	A A A A A A A A A
swoopier in THE PICK: \$76,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK: \$99,000 \$117,900 \$120,900 \$129,900	roofline? The X3 t L4T L4TD L4T L6T L6T L6T L6T L6TD L6TD L6TH V8TT	 win (2.0 2.0 2.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 4.4 4.4 	of wh 135 140 185 265 375 000 X 5 000 X 5 000 X 5 000 X 5 000 X 5 250 250 250 290 390 000 X 6 290	290 400 350 500 600 Adv Like straic 450 620 450 600 750	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2110 2005 2435 2435 2345 ittle les the X6	8.3 8.0 6.3 4.8 4.1 4.1 6.6 5.2 5.6 4.3 5.6	nag anc 7.8 5.8 7.8 9.2 11.7 6.2 7.2 9.2 2.0 10.5	ic bi y 95 95 95 98 y pa 98 y pa 16 17 0 0 0 95 95 95 95	61 61 61 58 - 58 - 63 63 63 63 63 63	ged, lo esel pu 's all ab 02/20 02/20 ability	
swoopier in THE PICK: \$76,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK: \$99,000 \$117,900 \$129,900 \$129,900 \$129,900 \$151,900 X6 If you thou rear-head	roofline? The X3 t L4T L4TD L4T L6T L6T L6T L6T L6TD L6TD L6TH V8TT	win c 2.0 2.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 4.4 C5 cccd a ld r at li	of wh 135 140 185 265 375 000 X 5 000 X 5 000 X 5 000 X 5 000 X 5 250 250 250 290 390 000 X 6 290	290 400 350 500 600 Adv Like straic 450 620 450 600 750	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2105 2105 2435 2435 2435 2435 2435 2435 tttle les he X6 trol	8.3 8.0 6.3 4.8 4.1 4.1 6.6 5.2 5.6 4.3 5.6	nag anc 7.8 5.8 7.8 9.2 11.7 6.2 7.2 9.2 2.0 10.5	ic bi y 95 95 95 98 y pa 98 y pa 16 17 0 0 0 95 95 95 95	61 61 61 58 - 58 - 63 63 63 63 63 63	ged, lo esel pu 's all ab 02/20 02/20 ability	A A A A A A A A A A
swoopier i THE PICK: \$76,900 \$79,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and f THE PICK: \$99,000 \$117,900 \$120,900 \$120,900 \$151,900 X6 If you thourear-head THE PICK: \$121,900	roofline? The X3 t L4T L4TD L4T L6T L6T L6TT C4TD L6TTD L6T L6TH V8TT V8TT ught the X room, an An X5, o L6TTD	win c 2.0 2.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 4.4 C5 cccd a ld r at li	of wh 135 140 185 265 375 000 X 50 000 X 170 195 250 290 390 290 390 001 d d t mo east f 195	290 400 350 500 600 500 600 450 620 450 620 750 0 witt re gri the Vi 620	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2110 2005 2435 2345 2345 ttle les the X6 trol 2110	bmme our f 8.3 8.0 6.3 4.8 4.1 h, sn ffer: 7.5 6.6 5.2 5.6 4.3 ss lo 5.5	nag anc 7.8 5.8 7.8 9.2 11.7 6.2 7.2 9.2 2.0 10.5	ic bi y 95 95 95 98 y pa -fre at B D D 95 95 95 95 25	61 61 61 58 - - - - - - - - - - - - - - - - - -	ged, lo esel pu 's all ab 02/20 02/20 ability	A A A A A A A A A A A A
swoopier in THE PICK: \$76,900 \$83,900 \$109,900 \$164,900 X5 Fourth tim dash and fi THE PICK: \$99,000 \$120,900 \$120,900 \$129,900 \$151,900 X6 If you thou rear-head THE PICK:	Coofline? The X3 t L4T L4T L4T L6T L6T L6T L6T L6TT L6TT L	 win (2.0 2.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 4.4 4.4 4.4 5.5 ccd 5.6 cd 6.7 cd a.10 <li< td=""><td>of wh 135 140 185 265 375 000 X 5 000 X 5 0000 X 5 000 X 5 0000 X 5 000 X 5 0000 X 5 00000 X 5 0000 X 5 0000 X 5 0000000 X 5 0000000000</td><td>290 400 350 500 600 5. Adv Like straic 450 620 450 600 750 0 witt re gri the V</td><td>A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A</td><td>u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2105 2105 2435 2435 2435 2435 2435 ttle les he X6 trol</td><td>bmme our f 8.3 8.0 6.3 4.8 4.1 h, sn ffer: 7.5 6.6 5.2 5.6 4.3 ss lo 5.5</td><td>nag anc 7.8 5.8 7.8 9.2 11.7 6.2 7.2 9.2 2.0 10.5</td><td>ic bi y 95 95 95 95 98 y pa -fre at B D 95 95 95 95 95 95 95 95 95 0 0 0 0 0 0 0 0 0 0 0 0 0</td><td>61 61 61 58 - 58 - 63 63 63 63 63 63 63 63</td><td>ged, lo esel pu 's all ab 02/20 02/20 ability</td><td>A A A A A A A A A A A</td></li<>	of wh 135 140 185 265 375 000 X 5 000 X 5 0000 X 5 000 X 5 0000 X 5 000 X 5 0000 X 5 00000 X 5 0000 X 5 0000 X 5 0000000 X 5 0000000000	290 400 350 500 600 5. Adv Like straic 450 620 450 600 750 0 witt re gri the V	A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A8 A	u in sc akes y 1678 1698 1678 1783 1932 ed tec 30d o six pet 2105 2105 2105 2435 2435 2435 2435 2435 ttle les he X6 trol	bmme our f 8.3 8.0 6.3 4.8 4.1 h, sn ffer: 7.5 6.6 5.2 5.6 4.3 ss lo 5.5	nag anc 7.8 5.8 7.8 9.2 11.7 6.2 7.2 9.2 2.0 10.5	ic bi y 95 95 95 95 98 y pa -fre at B D 95 95 95 95 95 95 95 95 95 0 0 0 0 0 0 0 0 0 0 0 0 0	61 61 61 58 - 58 - 63 63 63 63 63 63 63 63	ged, lo esel pu 's all ab 02/20 02/20 ability	A A A A A A A A A A A

stonking if exxy V8 petrol, but it's still outstandingly muscular THE PICK: There's just the one X7... or you could have two CX-9 AWDs \$119,900 \$171.900

	\$171,900	V8TT
3	Cat	:erh



A

95 63

840i Gran Coup	е	\$199,900	L6T	3.0	250	500	A8	-	5.2	-	95	-		R
840i Coupe		\$202,900	L6T	3.0	250	500	A8	1800	5.0	-	95	-		R
840i Convertibl	е	\$217,900	L6T	3.0	250	500	A8	1859	5.3	-	95	-		R
M850i Gran Cou	ipe	\$272,900	V8TT	4.4	390	750	A8	-	3.9	-	95	-		А
M850i		\$272,900	V8TT	4.4	390	750	A8	1965	3.7	9.8	95	67	06/19	R
M850i convertil	ble	\$281,900	V8TT	4.4	390	750	A8	2024	3.9	9.9	95	-		R
-	-	Z4												
(326)		Big engine, brilliantly in THE PICK: N	the nev	v Z4.	Igno	re the	e fou	ir-pot	and g					
sDrive20i		\$84,900	L4T	2.0	145	320	M6	1405	6.6	6.5	95	55		R
sDrive20i		\$84,900	L4T	2.0	145	320	A8	1405	6.6	6.5	95	55	02/20	R
sDrive30i		\$104,900	L4T	2.0	190	400	A8	1415	5.4	6.5	95	55		R
M40i		\$124,900	L6T	3.0	250	500	A8	1535	4.5	7.4	95	55	02/20	R

THE PICK: V8 M50i is a deceptive and rapid thing



485 R

Seven

erham

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

US luxury seven-seater is built for space. Value V6 diesel eclipsed by

4.4 390 750 A8 2460 4.7

L6TTD 3.0 195 620 A8 2370 6.7 9.7 D 63 10/19 A

\$68,000	L4	1.6	100	160	М5	675	5.5	6.2	95	55	11/16	R
\$73,000	L4	1.6	100	160	М5	675	5.5	6.2	95	55		R
\$79,000	L4	2.0	127	177	М5	615	5.0	8.2	95	55		R
\$95,000	L4	2.0	127	177	М5	675	5.0	8.2	95	55		R
\$103,700	L4	2.0	177	206	M6	700	4.5	7.7	95	55		R
\$119,000	L4	2.0	177	206	M6	700	4.5	7.7	95	55		R

BMW – FORD

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

	Chr	ryslı	er				3	years	s/100	0,000	٢m	0-100: km/h acce RON: as numbe DRIV		RESALE: 9
	Price	Engine type	Ð	Power	Irans.	Kerb weight	0-100	Fuel cons.	RON Bacala 06	Issue tested	Drive			
-		ţ	Size	P III	Tra	Ke	0-1	E I	RON	lss tes	Ē			
	300 Ballin' on a grunt, and										g-V8		Price	Engine type
The state of the state of the state of	THE PICK	SRT for	your V	FIISS	or Fa	lcon X	R8 fix	X			_	Lounge	\$26,550	L4
C Luxury	\$60,000	V6	3.6 2	_	-	1724		9.7 9	_	-	R	Abarth 595C	\$32,500	L4T
SRT Core	\$65,000	V8	6.4 3			1946	-	13.0 9			_	Abarth 595C	\$33,500	L4T
SRT	\$75,000	V8	6.4 3	850 637	A8	1965	4.5	13.0 9	8 45		R	Abarth 595C Comp.	\$35,990	L4T
	0:+.		_									Abarth 595C Comp.	\$37,990	L4T
		oer	1					5 ye	ars/เ	unlimit	ed		500 X	
	C 3											0-0-	Unrelated charm, sp THE PICK:	ace, com
	Fun, Frenc convincin										arico	Рор	\$26,000	L4T
. 8 - 0	THE PICK											Pop	\$28,000	L4T
Shine	\$26,990	L3T	1.2 8	31 205	5 A6	1090	10.7	4.9 9	5 52	05/18	F	Pop Star	\$32,000	L4T
(and a lot	C3 Aircro	DSS										- dette	124 Spid	ler
	Six grand											1000	Compared	
	millimetre THE PICK	: Buy the	C3 ha	tch and	Save	ine eye e, or sti	e of ti retch	ne ber 1 to the	iolae e C5 A	r Aircros	S	-	is more to THE PICK :	ey than a • The mar
	\$32,990	L3T	1.2 8		_	1203	_	_	_	12/19	_	Abarth	\$41,990	L4T
(The	C5 Aircre	DSS										Abarth	\$43,990	L4T
	The SUV f										ot			
3 3 4	3008 and THE PICK										9	Fored	For	h
Feel	\$39,990	L4T	1.6 1		_	1402	_	_	_		F			<u>ч</u>
Shine	\$43,990	L4T	1.6 1	21 240) A6	1402	9.9	7.9 9	5 57	·	F	COLUMN THE PARTY AND	Focus	
													Still the dy	
r r s	Fer	rari						3 ye	ars/ı	unlimit	ed		manuals a THE PICK:	
-7												Ambiente	\$23,490	L3
	Portofin	10										Trend	\$25,990	L3T
0 0	It's taken proud of.	a while b	ut Ferr	ari's er	itry-l	evel et	ffort	is fina	illy or	ie to be		ST-Line Hatch	\$28,990	L3T
A and a second s	THE PICK											ST-Line Wagon	\$30,990	L3T
	\$399,888										R	Active	\$29,990	L3T
						/	and the second	-	-			Titanium	\$34,490	L3T
					~		2	Nas		-	-		Mondeo	
New 488 succes		nenius			H		a			-			Surprising while the h	
100 500000	5001, paro	goniao			-		_ V	3			4		THE PICK:	
lf you want to buy or	ne vou're r	arobabl	valros	dy t o c	Jato	W/bic	-h is :	a shar	no h	Acaus	0	Ambiente hatch	\$33,190	L4
the F8 Tributo repre-	sents the z	enith of	mid-e	naine	dV8	sport	s car	s fron	n Ma	ranello		Ambiente wagon	\$35,040	L4
The twin-turbo bent	-eight has	won Eng	gine o	f the Ye	ear fo	bur yea	ars o	n the	trot f	or goo	d	Ambiente TDCi hatch	\$37,190	L4TD
reason. Views on sty	/ling are de	ebatable	e, but	the driv	ving	exper	ienc	e isn'	t. Exc	cellenc	e.	Ambiente TDCi wag	\$39,040	L4TD
F8 Tributo	\$484,888	V8TT	3.9 5	530 770) D7	1435	2.9	12.9 9	8 -		R	Trend hatch	\$37,790	L4T
-	GTC4Lus	550										Trend TDCi hatch	\$40,990	L4TD
Contraction of the local division of the loc	This happ											Trend TDCi wagon	\$42,840	L4TD
- Contraction of the second se	makes no THE PICK	sense bi What a'	ut it'd b 'crossi	oe in eve over' fr	ery oi om Fi	ne of o errari :	ur ta shoul	ntasy Id be.	gara #noF	ges errariS	UVs	Titanium hatch	\$44,790	L4T
Т	\$503,888	V8TT	_	142 760	_	_	_	_	_		R	Titanium TDCi hatch	\$47,990	L4TD
	\$578,888	V12	_	507 697	_	_	_	_	_	02/17		Titanium TDCi wgn	\$49,840	L4TD
	812 Sup												Mustang	
	Recipient	of the gr									er		Muscle rai	
- 0	made. The THE PICK												THE PICK:	R-Spec
	\$610,000	V12		588 718		1630		_		12/18	R	EcoBoost Fastback	\$50,990	L4T
	\$0.0,000	7.12	0.0	10	51		/			12/10		EcoBoost Fastback	\$53,990	L4T
	Fia	t					З	vear	s/100	0,000	<m< td=""><td>EcoBoost Convert.</td><td>\$60,490</td><td>L4T</td></m<>	EcoBoost Convert.	\$60,490	L4T
WI LUGA		1						- Jean	, 100	,		GT Fastback	\$63,690	V8



	5	D	0

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

		_		_		-		-	ŝ	-	%	_	0.1
	Price	Engine type	Size	Power	Torque	Irans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
Lounge	\$26,550	L4	1.2	51	102	S5	935	12.9	4.8	95	54		F
Abarth 595C	\$32,500	L4T	1.4	107	206		1075	7.8	_	_	48	07/16	F
Abarth 595C	\$33,500	L4T	1.4	107	206	_	1035	8.0	5.8	-	48		F
Abarth 595C Comp.	\$35,990	L4T	1.4	132	250		1045	6.7	6.0		51	-	F
Abarth 595C Comp.	\$37,990	L4T	1.4	132	250	-	1085	6.9	5.8	_	51	1	F
	500 X												
8	Unrelated												
00	charm, spa THE PICK:	ace, com Pon Sta	fort r hrii	and -	- surp vith it	orise Inad	- valı s of k	ie. Ni it to c	otal	bad at th	driv at n	e eithe oon na	r me
Рор	\$26,000	L4T	1.4	103	230		1295	9.8	6.0	_	52		F
Рор	\$28,000	L4T	1.4	103	230		1295	9.8	_	95	52	,	F
Pop Star	\$32,000	L4T	1.4	103	230	-	1295	9.5	_	95	52	02/16	F
100-	124 Spid	er											
LADO	Compared												
and a	is more toe THE PICK:												
Abarth	\$41,990	L4T	1.4	125	250	_	1100	6.8	6.4	_	54	01/17	R
Abarth	\$43,990	L4T	1.4	125	250	_	1110	6.9	6.6	-	54	01/11	R
				120	200	110		017	0.0	10			
Fred /	For	Ч							5	/ear	·c /…	nlimite	Ъ
Jor		Ч							J y	Car	57 u		.u
COMPACT AND A DESCRIPTION OF A DESCRIPTI	Focus												
	Still the dy												כ
- 0 - 0	manuals an THE PICK:												ספ
Ambiente	\$23,490	L3	1.5	90	150		1261	-	6.9	-	46	-	F
Trend	\$25,990	L3T	1.5	134	240	A8	1332	8.1	6.4	91	48		F
ST-Line Hatch	\$28,990	L3T	1.5	134	240	A8	1347	8.2	6.4	91	48	05/19	F
ST-Line Wagon	\$30,990	L3T	1.5	134	240	A8	1388	8.2	7.5	91	48	00/17	F
Active	\$29,990	L3T	1.5	134	240	A8	1329	8.7	6.4	91	48	09/19	F
Titanium	\$34,490	L3T	1.5	134	240	A8	1337	8.7	9.5	91	50	1	F
	Mondeo												
	Surprising												,
A com	while the h THE PICK:												
Ambiente hatch	\$33,190	L4	2.0	149	345	A6	1605	10.0	_	91	47	06/15	F
Ambiente wagon	\$35,040	L4	2.0	149	345	A6	1649		8.5	_	48	00,10	F
Ambiente TDCi hatch	\$37,190	L4TD	2.0	132	400	-	1659	8.6	_	D	48	-	F
Ambiente TDCi wag	\$39,040	L4TD	2.0	_	400		1703	8.7	5.3	_	48	06/15	F
Trend hatch	\$37,790	L4T	2.0	177	345		1629	7.5	8.2	_	48	06/18	F
Trend TDCi hatch	\$40,990	L4TD	2.0	132	400	D6	1683	8.6	5.1	D	48	,	F
Trend TDCi wagon	\$42,840	L4TD	2.0	132	400	D6	1713	8.7	5.3	_	50		F
Titanium hatch	\$44,790	L4T	2.0	177	345	A6	1690	7.7	8.5		49	09/16	F
Titanium TDCi hatch	\$47,990	L4TD	2.0	_	400	-	1744	8.6	5.1	D	50		F
Titanium TDCi wgn	\$49,840	L4TD	2.0	_	400	-	1782	9.1	5.3	D	50	07/15	F
	Mustang	-											
COLUMN AL	Muscle rar	ige now											
	assembled THE PICK:	R-Spec	lau	ncheo	d at th	ie 20)19 B	athu	rst 1	000). Pr	aise be	; n
EcoBoost Fastback	\$50,990	L4T	2.3	_	441		1629	_	8.5	_	63	u-carr	R
EcoBoost Fastback	\$53,990	L4T	2.3	_	441		1720		_		63		R
EcoBoost Convert.	\$60,490	L4T	2.3	_	441	-	1780	_	9.3 9.4		64		R
GT Fastback	\$63,690	V8	2.3 5.0	339	556		1701	6.4	9.4 13.0		64 67	07/19	R
GT Fastback	\$66,690	V8	5.0	-	556		1785	4.0	12.7		66	01/19	R
Bullitt	\$73,688	V8	5.0	_	556		1705	4.3	12.7		56	09/19	R
GT Convertible	\$74,728	V8	5.0	_	556	-	1855	4.6	12.7	-	56 67	09/19	R
	\$14,120	VOC	5.0	_	007		1000	4.5	12.1	-	01	12/10	N D

Рор Рор Lounge Lounge Abarth 595 Abarth 595 Abarth 595 Comp. Abarth 595 Comp.

Рор

Рор

Lounge

¢17.000	1.4	12	E1	102	ME	0.05	111	10	OF	E A	0 C /1E	F
\$17,990	L4	1.2	51	102	CINI	885	14.1	4.9	95	54	06/15	r
\$19,490	L4	1.2	51	102	S5	920	12.9	4.8	95	54		F
\$19,990	L4	1.2	51	102	Μ5	885	12.9	4.9	95	54		F
\$21,490	L4	1.2	51	102	S5	920	12.9	4.8	95	54		F
\$26,990	L4T	1.4	107	206	Μ5	1035	7.9	5.8	95	48	07/16	F
\$28,990	L4T	1.4	107	206	S5	1035	8.0	5.8	95	48		F
\$31,990	L4T	1.4	132	250	M5	1045	6.7	5.7	95	51	13/17	F
\$33,990	L4T	1.4	132	250	S5	1085	6.9	6.9	95	51		F
500 C												



THE PICK: 500 too slow, 595 too hard, so try a used A3 Cabrio instead \$21,990 L4 1.2 51 102 M5 920 12.9 4.9 95 54

102 S5 935 12.9 4.8 95 54 L4 1.2 51 \$23,490 \$25,000 L4 1.2 51 102 M5 920 12.9 4.9 95 54

R-Spec		
	-4	
	Ø	-1

F

F





Ambiente FWD Ambiente FWD Ambiente AWD Trend FWD Trend AWD



\$99.980

V8S

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

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

5.0 522 827 M6 1701 4.0 16.0 98 -

Escape

Solid, spacious and engaging all-rounder, though heavy AWDs are thirsty. FWDs far more frugal. All-new Escape not too far away now **THE PICK:** Trend FWD or ST-Line if a taut, sporty SUV is your thing

				-	-	owh	eel	aus	tra	lia	12	7
\$36,490	L4T	2.0	178	345	A6	1719	9.4	8.6	91	56		А
\$33,490	L4T	1.5	134	240	A6	1607	9.6	10.5	91	56	06/17	F
\$33,490	L4T	1.5	134	240	A6	1668	9.6	7.5	91	56		А
\$30,490	L4T	1.5	134	240	A6	1590	9.6	7.2	91	54		F
\$28,990	L4T	1.5	110	240	M6	1559	9.6	6.3	91	54		F

12/19 R



	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
Trend TDCi	\$38,990	L4TD	2.0	132	400	D6	1746	9.5	5.5	D	57		Α
ST-Line	\$39,990	L4T	2.0	178	345	A6	1751	9.4	8.6	91	57		Α
Titanium	\$45,480	L4T	2.0	178	345	A6	1751	9.4	8.6	91	58		Α
Titanium	\$48,340	L4TD	2.0	132	400	D6	1779	9.5	5.6	D	58		А
1 100	Endura												
	Canadian-i mark with o	only five	seat	ts, la	ggy di	ese	, l, com	edy p	orici	ng a	ind c	laft nai	me
Trend	\$44,990	L4TD	_	140	400	-	1933	8.2	_	D	60		F
Trend AWD	\$48,900	L4TD	2.0	140	400	_	1995	8.2	6.7	D	62		A
ST-Line	\$53,900	L4TD	2.0	140	400	_	1949	8.2	6.7	D	62		F
ST-Line AWD	\$57,900	L4TD	_	140	400	_	2012	8.2	6.7	-	61		A
Titanium	\$63,900	L4TD	_	140	400	-	1999	8.2	6.7	D	62		F
Titanium AWD	\$67,990	L4TD	_	140	400	A8	2062	10.4	7.5	D	62	04/19	A
100 A 2018	Everest						1						
	Ranger-de The world's THE PICK:	s sole Au	issie	-des	igned	, eng	gineer	ed a	nd d	eve	lope		пit.
Ambiente 5-seat	\$49,190	L5TD	3.2	143	470	A6	2239	11.0	8.4	D	57		Α
Ambiente 7-seat	\$50,190	L5TD	3.2	143	470	A6	2266	11.0	8.4	D	57		Α
Ambiente 5-seat	\$54,190	L5TD	3.2	143	470	A6	2343	11.0	8.5	D	57		A
Ambiente 7-seat	\$55,190	L5TD	3.2	143	470	A6	2370	11.0	8.5	D	57		A
Trend Bi-Turbo RWD	\$56,190	L4TTD	2.0	157	500	A10	2305	10.5	6.9	D	58		R
Trend 4WD	\$59,990	L5TD	3.2	143	470	A6	2407	11.0	8.5	D	58		Α
Trend Bi-Turbo 4WD	\$61,190	L4TTD	2.0	157	500	_	2444	10.5	7.1	D	58		Α
Titanium	\$73,990	L4TTD	2.0	157	500	A10	2494	10.5	7.1	D	58		Α
	Final-ever global bend THE PICK:	chmark, Raptor t	keep hank	os Fo (s to i	rd Oz its co	rele il-sp	vant; l Irung r	MY2 rear (0 up end	dat	e imi	minent	_
XL	\$48,090	L4TD	2.2	-	385		2034			-	56		A
XL	\$48,390	L5TD	3.2		470	_	2068	10.3	_	_	56		A
XL	\$50,590	L5TD	_	147	470	_	2068			_	56		A
XLS	\$49,690	L5TD	_	147		_	2064	_	_	_	56	_	A
XLS	\$51,890	L5TD	3.2	147	470	_	2064	10.1	_	_	56		A
XLT	\$56,640	L5TD	3.2		470	_	2159	_	8.2	_	56		A
XLT	\$58,840	L5TD	3.2	-	470	_	2159	_	10.9	_	56	07/18	A
XLT	\$60,340	L4TTD	2.0	157	500	_	2198	_	7.4	_	56		A
Wildtrak	\$61,490	L5TD	3.2		470	-	2200	10.3	_	_	57		Α
Wildtrak	\$63,690	L5TD	3.2		470		2200	10.1		_	58	_	Α
Wildtrak	\$65,190	L4TTD	_	157	500	_	2239	9.8	7.4	_	58		A
Raptor	\$76,290	L4TTD	2.0	157	500	A10	2332	9.9	8.2	D	58	08/19	A
	Ger	iesi	S						5 y	'ear	s/u	nlimite	ed
	G70 Hyundai ne aided by pa THE PICK:	ace, han 3.3T Ult	dling imat	and e has	the rig a pro	ght s oper	specs. diff. N	che lice	eapo	i m'	med	ia asid	e
2.0T	\$59,300	L4T	2.0		353		1604	5.9	8.7	_	55	02/20	_
2.0T Sport	\$63,300	L4T	_	179	353	-	1604	5.9	9.0	_	55		R
2.0T Ultimate	\$69,300	L4T	2.0	179	353	_	1604	5.9	9.0	_	55		R
													_
3.3T Sport	\$72,450	V6TT	_	272	510	_	1719	_	12.0	_	55	10/19	R
3.3T Sport 3.3T Ultimate 3.3T Ultimate Sport	\$72,450 \$79,950 \$79,950	V6TT V6TT V6TT	3.3	272 272 272	510 510 510	A8	1719 1719 1719	4.9 4.7 4.7	<i>12.0</i> 10.2 10.2	95	55 55 55	10/19 02/20	R

3.8 3.8 Sport Design	\$68,900 \$72,900	V6	3.8 23 3.8 23		-	1890 1890		11.2		53 53	R
3.8 Ultimate	\$88,900		3.8 23			1890		11.2		53	R
3.8 Ultm Sport Dsgn	\$92,900	V6	3.8 23	2 397	A8	1890	6.5	11.2	91	53	R
	H2 H2 Spacious a performan	and reaso nce, econ	omy ár	d steer	ing.	Bette	trips r alte	due erna	to s tive:		r.
Premium	H2 Spacious a	and reaso nce, econ	omy ár	d steer ni ASX r	ing.	Bette	trips r alte	due erna	to s tive:	ub-par	r.
Premium Lux	H2 Spacious a performan THE PICK	and reasc nce, econ : Dated Mi L4T	omy ár Itsubis	d steer ni ASX r 210	ring. runs A6	Bette rings	trips r alte arou	due erna nd F	to s tive: 12	ub-par s abour	r nd
	H2 Spacious a performat THE PICK: \$22,990	and reasc nce, econ : Dated Mi L4T	omy ár Itsubis <mark>1.5 11(</mark>	d steer ni ASX r 210	ring. runs A6	Bette rings 1529	trips r alte arou 11.8	due erna nd F 9.0	to s tive: 12 95	sub-par s abour 44	nd F

16 airly hand 16's chass THE PICK: / 33,990* 33,990* 19 A Mazda C) 18's ZF 'bo THE PICK: / 341,990 345,990	is sets a Any riva L4T L4T X-9 or Ho x isn't b Family p	in inc l is co 2.0 2.0 older ad, b	dustr urrer 145 145 n Aca	y ben htly pr 315 315	chm efei A6	nark fo	n sor r pea <i>10.0</i> 10.0	erles 9.8	ss in 95	out sa lepti 50 52	adly th tude 06/17	e F F
H6's chass THE PICK: 28,990* 33,990* H9 A Mazda C) 19's ZF 'bo THE PICK: 641,990	is sets a Any riva L4T L4T X-9 or Ho x isn't b Family p	in inc l is co 2.0 2.0 older ad, b	dustr urrer 145 145 n Aca	y ben htly pr 315 315	chm efei A6	ark fo rable 1715	r pee <i>10.0</i>	erles 9.8	ss in 95	iepti 50	tude	F
33,990* -19 A Mazda C) -19's ZF 'bo FHE PICK: 641,990	L4T X-9 or Ho ix isn't ba Family p	2.0 older ad, b	145 1 Aca	315							06/17	
H9 A Mazda C) H9's ZF 'bo THE PICK: G41,990	X-9 or Ho ix isn't b Family p	older ad, b	n Aca		A6	1715	10.0	9.8	95	52		F
A Mazda C) 19's ZF 'bo F HE PICK: 1 341,990	ix isn't b Family p	ad, b		udia cr								-
A Mazda C) 19's ZF 'bo F HE PICK: 1 341,990	ix isn't b Family p	ad, b		ndia cr								
		Iann										
45,990	L4T	2.0	180	350	A8	2236	11.0	10.5	95	52	1	А
-,	L4T	2.0	180	350	A8	2236	11.0	10.5	95	52		A
Hold	den							5 y	'ear	s/ur	nlimite	ed
as a 1.6 – r	eal punc	h. Ur	nlike	wago	n, de	epartir	ng se	dan	wo	n'ṫ b		
521,490	L4T	1.4	110	240	M6	1283	7.8	5.5	91	50		F
522,490	L4T	1.4	110	240	A6	1304	8.0	5.5	91	50	01/17	F
22,740	L4T	1.4	110	240	A6	1283	8.0	6.1	91	50		F
523,740	L4T	1.4	110	240	A6	1304	8.0	6.1	91	50		F
25,790	L4T	1.4	110	240	A6	1294	8.0	6.1	91	52		F
527,240	L4T	1.6	147	300	A6	1344	6.6	6.1	91	52	09/17	F
29,790	L4T	1.4	110	240	A6	1318	8.0	6.1	91	52	08/17	F
30,740	L4T	1.6	147	300	M6	1344	6.6	6.1	91	52		F
31,740	L4T	1.6	147	300	A6	1363	6.7	11.3	91	52	05/19	F
Ut low-key	y styling	and twa <u>c</u>	dull c jon fa	abin e	erod er v	es app alue, V	oeal. /XR f	A lik or g	eab rav	le ur	nderdo	g
	L4TD		-				7.0					F
	L4T	_	_				6.5			36		F
			_				_			36		F
37,290	L4T	_	_	350	_		_		_	36		F
39,490	L4T	2.0	191	350	A9	1569	6.5	7.9	95	36		F
40,790	V6	3.6	235	381	A9	1672	6.2	8.9	91	37		A
646,990	V6	3.6	235	381	A9	1676	6.2	8.9	91	38		A
549,190	V6	3.6	235	381	A9	1705	6.2	9.1	91	37		A
55,990	V6	3.6	235	381	A9	1737	6.2	8.9	91	38	03/18	А
540,990	L4T	2.0	191	350	A9	1535	6.5	7.6	95	40	06/18	F
543,990	L4TD	2.0	125	400	A8	1613	7.0	5.8	D	40		F
45,990	V6	3.6	235	381			6.2	9.1	91	41		А
51,990	V6		_	381	_		_		91	41		A
53,990	V6	3.6	235	381	A9	1772	6.2	9.1	91	41		A
rax		1 011+	n cali									s,
Able handli out vocal 1 T HE PICK: I	.8, dud r LS 1.4 tι	ide a urbo	ind h if you	u mus	t, or	Astra	eve	ry da	ay o	fthe		_
Able handli out vocal 1 F HE PICK: 1 523,990	.8, dud r LS 1.4 tu L4	ide a urbo 1.8	ind h if you 103	u mus 178	t, or M5	Astra 1371	eve 10.0	ry da 7.0	ay o 91	f the 47	week	F
Able handli out vocal 1 F HE PICK: 1 523,990 526,490	.8, dud r LS 1.4 tu L4 L4T	ide a urbo 1.8 1.4	ind h if you 103 103	178 178 200	nt, or M5 A6	Astra 1371 1376	eve 10.0 <i>9.3</i>	ry da 7.0 <i>9.6</i>	ay o 91 91	f the 47 48		F
Able handli out vocal 1 F HE PICK: 1 523,990	.8, dud r LS 1.4 tu L4	ide a urbo 1.8	ind h if you 103	u mus 178	M5 A6 A6	Astra 1371	eve 10.0	ry da 7.0	91 91 91 91	f the 47 48 48	week	F
	Astra Dipel's classi sa 1.6 - ri HE PICK: I 21,490 22,490 22,740 23,740 25,790 27,240 29,790 30,740 31,740 28,790 31,740 28,690 36,690 35,890 36,690 35,890 38,890 36,690 35,890 38,890 37,290 39,490 40,790 46,990 40,990 43,990 43,990 55,990	Astra Opel's class act revisa 1.6 - real punctions and the punction of the punctin of the punction of the punctin of the punc	Astra Dpel's class act reward sa 1.6 - real punch. Ur Dipel's class act reward Sa 1.6 - real punch. Ur 21,490 L4T 22,490 L4T 22,490 L4T 22,740 L4T 23,740 L4T 23,740 L4T 25,790 L4T 27,240 L4T 27,240 L4T 30,740 L4T 30,740 L4T 31,740 L4T BCOMMODORE L4T 33,690 L4T 33,690 L4T 33,690 L4T 2.0 36,690 33,690 L4T 2.0 36,690 37,290 L4T 2.0 36,690 37,290 L4T 2.0 36,690 37,290 L4T 2.0 3,6 39,490 L4T 2.0 3,6 40,790 V6 3.6 3.6 40,990 L4T	Astra Dipel's class act rewards withs a 1.6 - real punch. Unlike Dipel's class act rewards withs a 1.6 - real punch. Unlike THE PICK: Loaded RS-V hato 21,490 L4T 1.4 110 22,490 L4T 1.4 110 22,740 L4T 1.4 110 23,740 L4T 1.4 110 25,790 L4T 1.4 110 27,240 L4T 1.6 147 29,790 L4T 1.6 147 29,790 L4T 1.6 147 30,740 L4T 1.6 147 31,740 L4T 1.6 147 31,740 L4T 2.0 191 36,690 L4T 2.0 191 38,890 L4T 2.0 191 39,490 L4T 2.0 19	Astra Dipel's class act rewards with Hold is a 1.6 - real punch. Unlike wago THE PICK: Loaded RS-V hatchis of 21,490 L4T 1.4 110 240 22,490 L4T 1.4 110 240 22,740 L4T 1.4 110 240 23,740 L4T 1.4 110 240 23,740 L4T 1.4 110 240 25,790 L4T 1.4 110 240 27,240 L4T 1.6 147 300 29,790 L4T 1.6 147 300 29,790 L4T 1.6 147 300 30,740 L4T 1.6 147 300 31,740 L4T 1.6 147 300 31,600 L4T 2.0 191 350 36,690 L4T 2.0 191 350 36,690 L4T 2.0 191 350 36,690 L4T 2.0 191 350	Astra Dipel's class act rewards with Holderia 21,490 L4T 1.4 100 240 M6 22,490 L4T 1.4 110 240 A6 22,490 L4T 1.4 110 240 A6 22,740 L4T 1.4 110 240 A6 23,740 L4T 1.4 110 240 A6 25,790 L4T 1.4 110 240 A6 27,240 L4T 1.6 147 300 A6 29,790 L4T 1.6 147 300 M6 30,740 L4T 1.6 147 300 M6 31,740 L4T 1.6 147 300 M6 31,740 L4T 1.6 147 300 M6 31,740 L4T 2.0 191 350 A9 36,690 L4T 2.0 191 350 A9	Astra Dpel's class act rewards with Holder and purch. Unlike wagor, departing the PICK: Loaded RS-V hatch is constructed 21,490 L4T 1.4 100 240 M6 1283 22,490 L4T 1.4 100 240 A6 1304 22,740 L4T 1.4 100 240 A6 1283 23,740 L4T 1.4 100 240 A6 1294 25,790 L4T 1.4 100 240 A6 1304 25,790 L4T 1.4 100 240 A6 1314 29,790 L4T 1.6 147 300 A6 1344 30,740 L4T 1.6 147 300 M6 1344 31,740 L4T 1.6 147 300 M6 1344 31,740 L4T 1.6 147 300 M6 1363 Segman MidSzer dellvers spects Segman MidSzer dellvers spects Segman MidSa 1361 31,740 <td>Astra Dipel's class act rewards with watcher w</td> <td>Astra Depel's class act real punch. Unlike wagen, departies days is a 1.6 - real punch. Unlike wagen, departies days is a 1.6 - readed RS-V hatchis constructions is a 1.6 - readed RS-V hatchis constructions</td> <td>Astra Depel's class act reval punch. Unlike water, eventing setting se</td> <td>Astra Astra Del's class act revards virt bilke vagor, de parting se a 1.6 - readed RS-V hatch is construing se at 1.6 - readed RS-V hatch is construing se at 1.6 - readed RS-V hatch is construing set at 1.6 - readed RS-V hatch readed RS-V hatch readed RS-V hatch readed RS-V hatch readed RS-</td> <td>Astra Depl's class act rewards with Holdward examples at 1.6 – real punch. Unlike wagon, departing sed an work to be miss THE PICK: Loaded RS-V hatting value wagon, departing sed an work to be miss Clayon L4T 1.4 100 Volution of the particip sed an work to be miss Clayon L4T 1.4 100 Volution of the particip sed an work to be miss Clayon L4T 1.4 100 Volution of the particip sed an work to be miss Clayon L4T 1.4 100 Clayon Clayon L4T 1.4 100 Clayon L4T 1.4 100 Clayon L4T 1.4 100 L4T <th< td=""></th<></td>	Astra Dipel's class act rewards with watcher w	Astra Depel's class act real punch. Unlike wagen, departies days is a 1.6 - real punch. Unlike wagen, departies days is a 1.6 - readed RS-V hatchis constructions	Astra Depel's class act reval punch. Unlike water, eventing setting se	Astra Astra Del's class act revards virt bilke vagor, de parting se a 1.6 - readed RS-V hatch is construing se at 1.6 - readed RS-V hatch is construing se at 1.6 - readed RS-V hatch is construing set at 1.6 - readed RS-V hatch readed RS-V hatch readed RS-V hatch readed RS-V hatch readed RS-	Astra Depl's class act rewards with Holdward examples at 1.6 – real punch. Unlike wagon, departing sed an work to be miss THE PICK: Loaded RS-V hatting value wagon, departing sed an work to be miss Clayon L4T 1.4 100 Volution of the particip sed an work to be miss Clayon L4T 1.4 100 Volution of the particip sed an work to be miss Clayon L4T 1.4 100 Volution of the particip sed an work to be miss Clayon L4T 1.4 100 Clayon Clayon L4T 1.4 100 Clayon L4T 1.4 100 Clayon L4T 1.4 100 L4T L4T <th< td=""></th<>

2	an anonymo												
	\$27,990	L4T	1.5	127	275	M6	1526	7.9	6.9	91	52	01/18	F
	\$29,990	L4T	1.5	127	275	A6	1514	7.9	6.9	91	52		F
	\$32,990	L4T	1.5	127	275	A6	1514	7.9	6.9	91	53		F
	\$35,990	L4TD	1.5	100	320	A6	1593	8.0	5.6	D	52		F
	\$36,990	L4T	2.0	188	353	A9	1585	7.3	8.2	91	53	01/18	F
	\$39,990	L4T	2.0	188	353	A9	1618	7.3	8.2	91	54		А
	\$39,990	L4TD	1.5	100	320	A6	1602	8.0	5.6	D	53		F
	\$44,290	L4T	2.0	188	353	A9	1695	7.3	12.6	91	54	13/18	А
	\$46,290	L4T	2.0	188	353	A9	1732	7.3	8.4	91	55	13/17	А
	\$47,290	L4TD	1.5	100	320	A6	1741	8.0	5.7	D	54	01/18	А
	\$49,290	L4TD	1.5	100	320	A6	1778	8.0	5.9	D	55	1	А

Acadia

LS 2WD

LS 2WD LS+ 2WD LS+2WD LT 2WD LTZ AWD LT 2WD LTZ AWD LTZ-V AWD LTZ AWD LTZ-V AWD

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

\$42,490	V6	3.6	231	367	A9	1874	7.1	8.9	91	56	F
\$46,490	V6	3.6	231	367	A9	1968	7.3	9.3	91	56	А
\$53,490	V6	3.6	231	367	A9	1881	7.1	8.9	91	57	F

FORD – HYUNDAI

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

Power

Size

Engine type

Price

CR-V

Go

Go Go CRDi Go CRDi Active

Active

N Line N Line Elite Elite CRDi Premium Premium CRDi N Line Premium

Ν

Fastback N

Active CRDi

Active CRDi

F

Torque

Irans.

Kerb weight 0-100 Fuelcons. RON Resale % Issue Issue

Drive

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
LTZ AWD	\$57,490	V6	3.6	231	367	A9	1975	7.3	9.3	91	58		А
.TZ-V 2WD	\$63,490	V6	3.6	231	367	A9	1938	7.2	8.9	91	58		F
TZ-V AWD	\$67,490	V6	3.6	231	367	A9	2032	7.3	10.0	91	58	12/18	А
	Trailblaz	er											
	Colorado u												
	and value, s THE PICK: I	starting LTZ for 1	at le the e	ss th xtra	an \$5 kit bu	UK. t LT	Heap: will do	s bet 1 the	iob a	han dec	old Suat	Colora elv. too	do.
LT	\$47,990	L4TD	_	147	_	_	2194	_	8.6	_	53	,,	A
LTZ	\$52,490	L4TD	2.8	147	500		2203	9.8	8.6	-	53	-	A
	Colorado		2.0		000	110	LLUU	7.0	0.0	U	00		~
THE OWNER OF THE OWNER	Supremely		after	top-	down	rev	amp th	nat ri	ound	ded	rouc	ah edae	s
	and deliver												
6	THE PICK:		· ·	_		_		_	_	_	_	A for va	-
LS	\$44,990	L4TD		147	_	-	2019	9.5	8.6	-	55	_	A
LS	\$47,190	L4TD	2.8	147	500	_	2016	9.5	8.6	-	56	_	A
LSX	\$46,990	L4TD	2.8	147	440		2007	9.5	8.6	-	56	_	A
LSX	\$49,190	L4TD	2.8	147	500		2004	9.5	8.6	-	56	-	A
LTZ	\$50,490	L4TD	2.8	147	440	_	2056	9.5	8.6	-	56		A
LTZ	\$52,690	L4TD	2.8	147	500		2053	9.5	9.8	-	56	07/18	A
LTZ+	\$51,520	L4TD	2.8	147	440	M5	2056	9.5	8.6	-	56	_	A
LTZ+	\$53,720	L4TD	2.8	147	500	A6	2053	9.5	8.6	-	56	_	A
Z71	\$54,990	L4TD	2.8	147	440	_	2056	9.5	8.6	-	56		A
Z71	\$57,190	L4TD	2.8	147	500	A6	2053	9.5	8.6	D	56		Α
H	Hon	ıda							5 y	'ear	s/u	nlimite	ed
the and	Jazz												
C- C-	Extraordina excelling in THE PICK: Y	space a	and e	áse i	f not r	efin	emen	t. Str	ong				
/Ti	\$14,990	L4	1.5	88	145	M5	1048	10.1	6.2	91	55		F
/Ti	\$16,990	L4	1.5	88	145	С	1053	10.2	5.8	91	53	03/15	F
/Ti-S	\$19,990	L4	1.5	88	145	С	1095	10.3	5.8	91	56		F
/Ti-L	\$22,990	L4	1.5	88	145	С	1130	10.3	5.8	91	57	10/14	F
	City												
-00	If your favo Truly does I THE PICK:	little wro VTi or, b	ong, ettei	but n r still,	ever e a cle	exci an, l	tes. Oz ow-mi	z's be ileag	est E e lat	3-se er A	gme \cco	ent sed	an)
/Ti	\$15,990	L4	1.5	88	145	_	1082	_	_	_	48		F
VTi	\$17,990	L4	1.5	88	145	С	1103	_	5.7	_	48		F
/Ti-L	\$21,590	L4	1.5	88	145	С	1107	10.7	5.7	91	50	08/14	F
	Civic A comebac and aided b THE PICK: /	y cleve	r pac	kagir	ng, ro	rtyt	urbo a	and s	harp	o dy	nam	ics	
/Ti hatch	\$22,390	L4	1.8	104	174	С	1262	9.2	6.4	91	54		F
/Ti sedan	\$24,590	L4	1.8	104	174	С	1248	9.2	6.4	91	54	07/16	F
/Ti-S hatch	\$24,490	L4	1.8	104	174	С	1261	9.2	6.4	91	54	12/18	F
/Ti-S sedan	\$24,590	L4	1.8	104	174	С	1250	9.2	6.4	91	54	01/17	F
/Ti-L hatch	\$27,790	L4T	1.5	127	220	С	1322	7.5	6.1	91	54		F
/Ti-L sedan	\$27,990	L4T	1.5	127	220	С	1302	7.5	6.0	_	54	07/16	F
RS hatch	\$32,290	L4T	1.5	127	220	С	1341	7.5	6.1	_	56		F
RS sedan	\$31,990	L4T	1.5	127	220	C	1326	7.4	6.0	_	56	12/16	F
/Ti-LX hatch	\$33,590	L4T	1.5	127	220	C	1344	7.6	8.3	_	56		F
/Ti-LX sedan	\$33,690	L4T	1.5	127	220	C	1327	7.5	6.0	_	56	07/16	F
Type R	\$51,990	L4T	_	228	_	-	1396	_	11.5	_	55	04/18	_
	Accord	L-11	2.0	LLU	100	WO	1370	5.0	11.5	,,	55	0-1/10	1
	With COTY high hopes THE PICK: I	. Earth D t's gotta	Drea	ms ch a bet	hassis ter st	s, tui eer 1	rbo an than th	d hy ne pr	brid	sou	nd p	romisi Izer	ng
VTi-LX Turbo	\$47,990	L4T	1.5	140		С					•	02/20	F
Ti-LV Uvbrid	CE0 400		20	150	215	C	1501	76	12	01			Le l

And Cash	CR-V												
-0-1	Designed oomph, to THE PICK :	o. But Vi	's 2.C	DLiss	slow a	nd 7	7-seat	ter's	third	drov	<i>n</i> is l	kids-or	٦ly
Vi	\$28,290	L4		113	189	С	1504	-	7.6	_	57		F
/Ti	\$30,690	L4T	1.5	140	240	С	1536	7.2	7.0	91	52		F
/Ti-E	\$34,490	L4T	1.5	140	240	С	1642	7.2	7.3	91	54	1	F
/Ti-S	\$33,290	L4T	1.5	140	240	С	1540	7.2	7.3	91	54		F
/Ti-S AWD	\$36,490	L4T	1.5	140	240	С	1597	7.2	7.4	91	55		A
/Ti-L	\$38,990	L4T	1.5	140	240	С	1642	7.2	7.3	91	56	07/19	F
/Ti-LX AWD	\$44,290	L4T	1.5	140	240	С	1630	7.2	7.4	91	56	01/18	Α
	Odyssey	7											
113	Our one-ti charmless THE PICK	s MPV mi	inust	the d	river a	appe	ealori	refine	eme	nt it	onc	e had.	Pit
/Ti	\$37,990	L4	2.4	129	225	С	1734	12.0	7.6	91	58		F
/Ti-L	\$47,590	L4	2.4	129	225	С	1848	12.0	7.8	91	58		F
	HS Chevrol		aro					3	уеа	nrs/	100	,000k	tm
	Rarer, pre touch the THE PICK	Ford's va 2SS is p	alue p lenty	oropo y fast	sitior enou	n. RH Igh	10 wo	rkac	red	it to	the		_
2SS	\$85,990	V8	_	339	617		1684		11.5		56		R
2SS	\$89,190	V8	_	339	617		1710	4.0	11.5		56	07/19	R
2L1	\$159,990	V8S	_	477	881		1761	5.0	15.6		56		R
ĽL1	\$161,190	V8S	6.2	477	881	A10	1789	4.9	15.3	8 98	56	07/19	R
	SportsC More than shows the THE PICK	a collec ere's still	HSV	engi	neerir	ng pi	rowes	satp	olay	her	е		
	\$60,790	L4TD	2.8	147	500		2274	9.5	8.7	D	46		A
	\$66,790	L4TD	2.8	147	500	A6	2274	9.5	8.7	D	46	05/18	А
	Silverad Size dwar house into	fsjustat a better	rsub	urb t	hanks	to r	nonst	er Dı y tick	iran ket t	nax (o No	dies	el	ca
2500 WT	\$114,990	V8TD			1234	-		7.0	_		•		A
2500 LTZ	\$134,990	V8TD	_	332	1234		3616	7.1	15.6		-		A
2500 LTZ Midnight	\$139,990	V8TD	6.6	_	1234	A6	3616	7.1	15.6		۰.		A
2500 LTZ Cst Sport	\$139,990	V8TD	6.6		1234	-	3616	7.1	15.6		•		A
500 LTZ	\$147,990	V8TD	6.6	332	1234	A6	3710	7.5	15.7	D	۰.		A
-@-	Ну	und	ai						5 y	/ear	∙s∕u	nlimite	ed
ALIA	i30												
6-0 - C	The more												
and the second se	- nandlind l'		100K	und 91				- I I D C	- 10 5	TID	- 10/3	rm nat	n

\$19,990	L4	_	120	203	_	1357			91	54	_	
\$22,290	L4	2.0	120	203	-	1382	8.0	7.4	91	54		
\$22,490	L4TD	1.6	100	280		1418	7.8		D	55	_	
\$24,990	L4TD	1.6	100	300	D7	1445	7.8		D	55		
\$21,090	L4	2.0	120	203	M6	1357	8.0	7.3	91	52	_	
\$23,390	L4	2.0	120	203	A6	1382	7.8	7.4	91	54	12/18	
\$23,590	L4TD	1.6	100	280	M6	1418	7.8	4.5	D	54		
\$26,090	L4TD	1.6	100	300	D7	1445	7.8	4.7	D	54		
\$26,490	L4T	1.6	150	265	М6	1407	7.5	7.5	91	54	[
\$29,490	L4T	1.6	150	265	D7	1436	7.3	7.8	91	55		Ī
\$27,790	L4	2.0	120	203	A6	1382	8.0	7.4	91	55		Ī
\$30,490	L4TD	1.6	100	300	D7	1445	7.8	4.7	D	55		Ī
\$32,790	L4	2.0	120	203	A6	1382	8.0	7.4	91	55		
\$35,490	L4TD	1.6	100	300	D7	1445	8.0	4.7	D	55		Ī
\$34,990	L4T	1.6	150	265	D7	1436	7.3	7.8	91	56	05/19	
\$39,990	L4T	2.0	202	353	M6	1429	6.4	10.2	95	58	10/18	
\$41,990	L4T	2.0	202	353	M6	1441	6.2	8.0	95	58		

VTi-LX Turbo VTi-LX Hybrid -



\$50,490

L4H

NSX												
A technological tour de force, hybrid NSX nails supercar speed and dynamics. Hand-built, exotically engineered, a tad emotionally aloof THE PICK: If you can stomach the price, it's a rare cat S420.000 V6TTH 3.5 427 646 D9 1780 3.0 9.7 98 - 01/17 A												
\$420,000	V6TTH	3.5	427	646	D9	1780	3.0	9.7	98	-	01/17	Α
HR-V												
and 1.8 is g	Jazz-based 'Magic Seat' brings vast interior packaging configurations and 1.8 is gutsy, but handsome HR-V is loud, firm riding and a dull drive THE PICK: VTi-S since its cabin doesn't feel quite as Bi-Lo as the base											
					0011	LIEEI	quitt	uu				ise
\$24,990	L4	1.8	105	172	С	1269	9.9	8.1	91	50	01/20	r F
\$24,990 \$27,990	L4 L4		105 105	172 172	C C			8.1	91			_
					С	1269	<i>9.9</i>	8.1	91 91	50		_

2.0 158 315 C 1591 **7.6** 4.3 91 - -

VTi VTi-S RS VTi-LX



	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
ALSO DECEMBER	Elantra												
	Handling, e versions no THE PICK:	ot so mu	ch. N	lot as	soph								
Go	\$21,490	L4	2.0	112	192	M6	1235	7.5	7.1	91	48		F
Go	\$23,790	L4	2.0	112	192	A6	1255	7.5	7.2	91	49		F
Active	\$25,990	L4	2.0	112	192	A6	1275	7.5	7.2	91	50		F
Sport	\$28,990	L4T	1.6	150	265	М6	1385	7.0	7.1	91	48		F
Sport	\$30,490	L4T	1.6	150	265	A6	1385	7.0	7.2	91	48		F
Sport Premium	\$31,490	L4T	1.6	150	265	M6	1355	7.0	7.1	91	48		F
Sport Premium	\$33,990	L4T	1.6	150	265	A6	1390	7.0	7.2	91	48		F
(ID) AIR	loniq				NI			6 5 1					
	Mid-life up torque and THE PICK:	range f	or El	lectri	ic vari	iants	s, but d	chea	oest	ΕV	stat	us at ri	
Hybrid Elite	\$34,790	L4H	1.6	104	265	D6	1375	10.8	3.9	91	52		F
Hybrid Premium	\$39,990	L4H	1.6	104	265	D6	1375	11.1	3.9	91	54		F
PHEV Elite	\$41,990	L4PH	1.6	104	265	-	1495	10.6		91	54		F
PHEV Premium	\$46,490	L4PH	1.6	104	265	D6	1495	10.6	1.1	91	54		F
Electric Elite	\$48,490	E	38	100	295	R1	1527	9.9	14.5	-	54	13/19	F
Electric Premium	\$52,490	Е	38	100	295	R1	1527	9.9	14.5	-	55	10/19	F
	Sonata Strengths feels old ar THE PICK:	nd so fal All-new	ls wa suc	ay sh cess	ort of or is iı	Mor mmi	ndeo, (nent s	Comr o let'	nodi s wa	ore ait f	com or th	petitio	n eac
Active	\$30,590	L4		138	241	-	1587		8.3	_	44	_	F
Elite	\$38,350	L4T		180	353		1645	7.9	8.5		45	0 (/10	F
Premium	\$45,490 Veloster	L4T	2.0	180	353	A8	1645	7.9	9.7	91	46	06/18	F
	Built in righ funkier bro THE PICK: \$29,490	ther to t	he i3 r bus	30, aı		ould			ass			tier,	F
	\$31,790	L4	_	110	180		1315	9.6	7.1	91		-	F
Turbo	\$35,490	L4T	1.6	150	265		1320	7.7		91			F
Turbo	\$38,990	L4T	1.6	150	265		1350	7.1	6.9			12/19	F
Turbo Premium	\$38,490	L4T	1.6	150	265		1320	7.7	7.3			12/17	F
Turbo Premium	\$41,990	L4T	1.6	150	265	_	1350	7.1	6.9	_		-	F
Tarborreinian	Venue	LTI	1.0	150	203	DI	1550	1.1	0.7	71			
Contraction of the second	Smart pacl ergonomic THE PICK:	s. Plus, e Based o	eco t n Eu	yres ro i2l	hide a D, Ver	a sui nue t	rprisin ransc	igly e ends	nga its l	ging ow	g cha	assis	
Go	\$19,990	L4	1.6	90	151		1140	11.2	_	_	•		F
Go	\$21,990	L4	1.6	90	151		1165	11.4		_	-		F
Active	\$21,490	L4	1.6	90	151	-	1200	11.2	_	91	-		F
Active	\$23,490	L4	1.6	90	151	_	1225	11.4	_	_	-	11/19	F
Elite	\$25,490	L4	1.6	90	151	A6	1225	10.4	9.5	91	•	01/20	F
	Kona Unique sty polish. 2.09 THE PICK:	s are gru	ıff, b	ound	y. 20	20 c	ar brir	ngs s	afet	yer	han	cemer	
Go	\$24,000	L4	2.0	110	180	A6	1383	10.0	7.2	91	50		F
Go	\$27,500	L4T	1.6	130	265	D7	1507	7.9	6.7	91	50		А
Active	\$25,500	L4	2.0	110	180	A6	1383	9.35	8.7	91	50	01/20	F
Active	\$29,000	L4T	1.6	130	265	D7	1507	7.9	6.7	91	50		А
Elite	\$30,000	L4	2.0	110	180	A6	1383	10.0	7.2	91	50		F
Elite	\$33,500	L4T	1.6	130	265	D7	1507	7.3	6.7	91	50	02/18	А
Highlander	\$36,000	L4	2.0	110	180	A6	1383	10.0	7.2	91	52		F
Highlander	\$39,500	L4T	1.6	130	265	D7	1507	7.9	6.7	91	52		А
Elite EV	\$59,990	E	64	150	395	R1	1685	7.6	16.0	-	55		F
Highlander EV	\$64,490	E	64	150	395	R1	1743	7.6	14.7	-	55	06/19	F
A DECEMBER OF THE OWNER OWNER OF THE OWNER OWNE OWNER OWNE													

A	2/11
- fair a	The second se

Hyundai's popular mid-sizer adds AEB across the range. Decen

lssue tested Drive		Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
	Active CRDi	\$37,090	L4TD	2.0	136	400	A8	1820	9.0	6.4	D	53		A
ion-beam	Elite	\$37,850	L4	2.0	122	205	A6	1620	9.0	7.9	-	52		F
ivalents	Elite	\$40,850	L4T	1.6	130	265	D7	1698	9.5	7.7	91	53		A
F	Active X CRDi	\$40,090	L4TD	2.0	136	400	A8	1820	9.0	6.4	D	53		Α
F	Elite CRDi	\$43,150	L4TD	2.0	136	400	A8	1820	9.0	6.4	D	53		Α
F	Highlander	\$46,500	L4T	1.6	130	265	D7	1698	8.4	12.3	91	54	06/19	Α
F	Highlander CRDi	\$48,800	L4TD	2.0	136	400	A8	1820	9.0	6.4	D	54		Α
F		Santa Fe												
F F		Upgrade au offerings. THE PICK:	Big on k	it, sp	ace,	comfi	ort,	steerii	ng fe	el ar	nd h	andl	ing	ot
	Active	\$43,000	V6	3.5	206	336		1720	7.8	10.6	_	-		F
power,	Active	\$46,000	L4TD	2.2	147	440		1995	9.5	7.5		57		A
itus at risk ricing, just	Elite	\$51,000	V6	3.5	206	336	A8	1720	7.8	10.6				F
F	Elite	\$54,000	L4TD	2.2	147	440	A8	1995	9.5	7.5	D	58		A
F	Highlander	\$57,500	V6	3.5	206	336	A8	1720	7.8	10.6	91	•		F
F	Highlander	\$60,500	L4TD	2.2	147	440	A8	1995	10.3	9.0	D	58	12/18	Α
F 13/19 F		Infi	niti						4	yea	rs/	100	,000k	.m
10/19 F	-	Q30												
ut Sonata npetition hat instead	00	Mechanica of German THE PICK:	y and Ja	ipan,	buts	suffer	sfr	om a n	ness	y da	sh a	and h	iarsh r	mix ide
F	2.0t Pure	\$44,900	L4T	_	155	350	A7	1455	7.3	6.3	_	49		F
F	2.0t Sport	\$52,900	L4T	_	155	350	A7	1455	7.3	6.3		49		F
06/18 F	ATT	QX30												
ortier,		See above, Now agein THE PICK:	g and no	it lon	g for	this w	orlo	l. Strik	eon	e up	for	indiv	ridualit	ý!
	2.0t AWD Sport	\$56,900	L4T	2.0	155	350	A7	1505	7.5	6.9	95	49		Α
F F F		Q50 What happ Awful stee THE PICK:	ring is tl	he fir	nal na	ail in w	, ildly	/ off-b	eam	US-	foc			
12/19 F	Pure	\$54,900	L4T	_	155	_	_	1682		7.3	_	34		R
F	Pure	\$58,900	V6TT	_	224		_	1784	-	9.2	-	35	-	R
F	Sport	\$64,900	V6TT	_	224	_		1784		9.2	-	35	-	R
	Blue Sport	\$70,900	V6H		268	546	-	1832	5.1	7.2		36		R
excellent assis	Red Sport	\$74,990	V6TT		298	_		1784		9.3			-	R
cing		Q60	TOTT	0.0	270		7.11	1101	0.0	7.0	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			1
F	1000	Sleek coup gadgets ca THE PICK:	annot ma	ake u	Ip for	the d	ate	d inter	ior, r	emo	te d	ynai	nics	
F	Pure	\$63,900	L4T	_	155	350	_	1698	5.9	7.7	_	48		R
11/19 F	Red Sport	\$84,900	V6TT	_	298	_		1784		8.9	-	-		R
01/20 F		QX70												
i, but lacks ncements ie IRS		Bolshie pro oozes mus THE PICK:	cle and	attitı	udė, t	outis	com	nically	date	d an	dtig	ght ir	nside	
F	3.7 GT	\$76,400	V6	3.7	235	360	A7	1893	6.8	12.1	98	50	11/12	А
	3.7 S Premium	\$86,400	V6	3.7	235	360	A7	1908	6.8	12.1	98	52		Α
01/20 F	5.0 S Premium	\$104,900	V8	5.0	287	500	A7	1992	5.8	13.1	98	52		А
A		QX80												
F 0 02/18 A	-Ed-	A Patrol in soundtrack	k but is c	listra	icting	ly thi	rsty	and po	onde	rous	bac	ck in	civilisa	
F		\$110,900	V8	5.6	298	560	A7	2783	8.0	14.5	98	58		Α
A F	ISUZU	Isuz	zu						6	yea	nr <u>s/</u>	150	,000k	m
0//10 F	and the second se													

MU-X Indestructible timing chain is its prime user benefit. Tough as o



Active

Active

Active X

Active X

handling and attractive, spacious interior offset by terse ride THE PICK: Turbos much nicer than raucous 2.0 petrol front-drivers

2.0 122 205 M6 1596 **9.9** 7.8 91 50

2.0 122 205 M6 1596 **9.9** 7.8 91 51

2.0 122 205 A6 1620 **9.9** 7.9 91 52

2.0 122 205 A6 1620 10.2 10.0 91 52 12/19 F



LS-M 2WD

LS-U 2WD

LS-M 4WD

Blundstones and about as sophisticated. But less pretty to look at THE PICK: Lots of 4x4 for the dough but a Ford Everest is heaps better

\$42,900	L4TD	3.0	130	430	A6	1992	-	8.0	D	52	R
\$45,200	L4TD	3.0	130	430	A6	2042	-	8.1	D	52	R
\$50,200	L4TD	3.0	130	430	A6	2092	-	8.1	D	54	A
					-		-		-		
											1000



F

F

F

Join us at facebook.com/ WheelsAustralia and Twitter@WheelsAustralia. We're also on Instagram!

130 whichcar.com.au/wheels

Tucson

\$29,290

\$31,790

\$32,290

\$34,790

L4

L4

L4

L4

HYUNDAI – JEEP

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested Drive	0-1 R
LS-T 2WD	\$48,900	L4TD	3.0	130	430	A6	2062	-	8.1	D	53	R	
LS-U 4WD	\$50,400	L4TD	3.0	130	430	A6	2142	-	<mark>8</mark> .1	D	53	A	
LS-T 4WD	\$56,200	L4TD	3.0	130	430	A6	2157	-	8.1	D	54	А	
(Inthe	D-Max												
	Tough, torc appeal is cl THE PICK: I	ear but	it's a	lso ci	rude,	nois	sy, unc	omf	y an	d tir	ing to	o drive	20d R-Sp
SX	\$44,600	L4TD	3.0	130	430	M6	1915	-	8.1	D	47	А	20d R-Sp
SX	\$46,700	L4TD	3.0	130	430	A6	1920	-	8.1	D	48	A	25t Prest
LS-M	\$49,900	L4TD	3.0	130	430	M6	1990	-	7.7	D	48	А	25t Prest
LS-M	\$49,000	L4TD	3.0	130	430	A6	1995	-	7.8	D	48	А	25t R-Spo
LS-U	\$48,800	L4TD	3.0	130	430	M6	1935	-	7.7	D	48	А	25t R-Spo
LS-U	\$50,900	L4TD	3.0	130	430	A6	1940	-		D	49	А	25d R-Sp
LS-T	\$54,800	L4TD	3.0	130	430	A6	2026	10.9	7.9	D	49	07/18 A	25d Port 30t Presi
	Jag x⊧	uar							Зу	/ear	s/ur	nlimited	30t R-Sp 30t Porti 30d Pres 30d R-Sp
8 0-00	Down from punchy 2.0												30d Port
	THE PICK:												30d S
R-Dynamic SE	\$65,670	L4T	2.0	221	400	A8	1633	5.9	6.9	95	51	10/19 R	35t S
R-Dynamic HSE	\$71,940	L4T	2.0	221	400	A8	1665	5.9	6.9	95	52	R	SVR
Party of the second second	XF	- 14		1 - 12					- 6				
200	Classy Brit and driver a THE PICK: 3	appeal, l	out d	ull de	esign	and	high p	rice	s me	an	Jag f	alls short	
20t Prestige	\$79,800	L4T	2.0	147	320	A8	1635	7.5	6.8	95	41	R	P300
20t R-Sport	\$85,800	L4T	2.0	147	320	A8	1635	7.5	6.8	95	41	R	P300 R-D
20d Prestige	\$82,300	L4TD	2.0	132	430	_	1595	8.1	4.3	_	41	R	P300 Coi
20d R-Sport	\$88,300	L4TD	2.0	132	430		1595	8.1	4.3	_	41	R	P300 R-D
25t Prestige	\$83,300	L4T	2.0	184	365	_	1635	6.6	6.8	_	41	R	P340
25t R-Sport	\$89,300	L4T	_	184	365	-	1635	6.6	6.8	_	41	R	P340
30t R-Sport	\$94,500	L4T		221	400	_	1660	5.9	6.8	_	41	R	P340 R-D
30t 300 Sport	\$99,800	L4T	2.0 3.0	221		_	1660	5.9	_		42	R	P340 R-D
30d S 35t S	\$121,400 \$128,528	V6TTD V6S		280	700 450	_	1750 1710	_	5.5 8.3	_	42 42	R	P340 Coi
551.5	XF Sport		3.0	200	450	AO	1710	5.5	0.5	95	42	n	P340 Cor
000	Wagon is the practicality THE PICK :	ne looke / in a cos	sseti	ng ye	et cap	able	e pack	age.	Hug	elyι	unde	errated	P340 R-Dy P340 R-Dy P380
20d R-Sport	\$94,800	L4TD	2.0	132	430	A8	1720	8.8	4.8	D	45	R	P380
25t R-Sport	\$95,800	L4T	2.0	184	365	A8	1705	7.1	7.1	95	45	R	P380 AW
30d S	\$127,900	V6TTD	3.0	221	700	A8	1855	6.6	5.9	D	45	R	P380 R-D
	XJ Counter-cu the sporty THE PICK: (chassis	is a t	reat,	but)	(J's	dated	and	now	nol	onge	er måde	P380 R-D P380 AW P380 Cor
Premium Lux SWB	\$210,120	V6S	3.0	250	450	_		5.9	9.1	95	48	R	P380 Cor
Premium Lux LWB	\$210,120	V6S	_	250		-	1775	5.9	_	95	48	R	P380 AW
Premium Lux SWB	\$210,360	V6TTD		221	700	A8	1835	_	6.1	_	48	R	P380 R-D
Premium Lux LWB	\$210,360	V6TTD	3.0	_	700	_	1860	_	6.1	_	48	R	P380 R-D P380 AWE
Portfolio LWB	\$235,565	V6S	_	250	450		1775	5.9	9.1	95	48	R	R AWD Co
R-Sport SWB	\$236,295	V6S	_	250	450		1765	5.9	9.1	95	48	R	R AWD CC
Autobiography LWB	\$303,855	V8S	_	375	625	-	1885	4.9	11.1	_	48	R	SVR AWD
R 575	\$306,475	V8S	5.0	423	700	A8	1885	4.4	11.1	95	48	R	SVR AWD
	E-Pace Steep prici comfortab THE PICK:	e petite	prer	nium	SUV the s	– bu tron	ıt don' g, sile	't ruii nt ty	n it v				
D180 S	\$58,730	L4TD	_	132	_	-	1843	_		_	62	A	EV400 S
D180 SE	\$63,080	L4TD	_	132	380	_	1843	9.3	5.6	D	63	A	EV400 S

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
Sport	\$81,695	L4TD	2.0	132	430	A8	1775	8.5	5.1	D	61		Α
Sport	\$81,565	L4TD	2.0	132	430	A8	1760	8.7	5.3	D	61		А
estige	\$73,252	L4T	2.0	184	365	A8	1760	6.8	7.1	95	61		А
estige	\$76,027	L4T	2.0	184	365	A8	1760	6.8	7.4	95	61		А
Sport	\$78,997	L4T	2.0	184	365	A8	1710	6.8	7.1	95	61		Α
Sport	\$81,787	L4T	2.0	184	365	A8	1720	6.8	7.4	95	61		Α
Sport	\$87,925	L4TD	2.0	132	430	A8	1720	8.5	5.1	D	61		Α
rtfolio	\$88,935	L4TTD	2.0	177	500	A8	1810	7.2	5.8	D	61		Α
estige	\$82,315	L4T	2.0	221	400	A8	1770	6.0	7.7	95	61		Α
Sport	\$88,075	L4T	2.0	221	400	A8	1770	6.0	7.7	95	61		Α
rtfolio	\$89,075	L4T	2.0	221	400	A8	1770	6.0	7.7	95	61		Α
estige	\$86,445	V6TTD	3.0	221	700	A8	1884	6.2	6.0	D	61		А
Sport	\$92,205	V6TTD	3.0	221	700	A8	1884	6.2	6.0	D	61		Α
rtfolio	\$93,215	V6TTD	3.0	221	700	A8	1884	6.2	6.0		61		A
	\$101,795	V6TTD	3.0	220	700	A8	-	6.2	6.0	_	61	-	A
	\$104,827	V6S	3.0	280	450	A8	1861	5.5		95	61	02/18	A
	\$140,020	V8S	5.0	404	680	A8	1970	4.3	11.9		61	10/19	A
	F-Type	103	5.0	404	000	AU	1710	4.5	11.2	70	01	10/17	Λ
69	A superb dr Four-pot po THE PICK: F	pinty; RV	V D V	6 the	swe	et sp	oot; bla	own '	V8 ir	nme	ense	. Gorge	eous
	\$114,200	L4T	2.0	221	400	A8	1525	5.7	7.2	95	49		R
-Dynamic	\$122,000	L4T	2.0	221	400	A8	1525	5.7	7.2	95	49		R
onvertible	\$125,712	L4T	2.0	221	400	A8	1545	5.7	7.2	95	49		R
-Dyn C'tible	\$133,512	L4T	2.0	221	400	A8	1545	5.7	7.2	95	49		R
	\$128,400	V6S	3.0	250	450	M6	1577	5.7	9.8	95	49		R
	\$133,400	V6S	3.0	250	450	A8	1577	5.3	8.8	95	49		R
Dynamic	\$136,200	V6S	3.0	250	450	M6	1577	5.7	9.8	95	49		R
Dynamic	\$141,200	V6S	3.0	250	450	A8	1577	5.3	8.4	-	49		R
onvertible	\$139,912	V6S	3.0	250	450	-	1587	5.7	9.8	95	49	-	R
onvertible	\$144,912	V6S	3.0	250	450	A8	1597	5.3	9.0	95	49	-	R
Dyn C'tible	\$147,712	V6S	3.0	250	450	-	1587	5.7	_	95	49	-	R
Dyn C'tible	\$152,712	V6S	3.0	250	450		1597	5.3	8.4		49	-	R
Dyn't tible	\$155,900	V6S	3.0	280	460		1584	5.5	9.8	_	49	-	R
			_	280	460		1594		8.6	_	49		_
WD Coupe	\$160,900	V6S V6S	3.0	280	460	A8 A8	1674	4.9 5.1	8.9	_	49	-	R A
'	\$176,700	_	3.0	_	_	_			0.9 9.8	_	_	-	_
-Dyn	\$163,700	V6S	3.0	280	460	-	1584	5.5	_		49		R
-Dyn	\$168,700	V6S	3.0	280	460		1594	4.9	8.6	_	49	-	R
WD R-Dyn	\$184,500	V6S	3.0	280	460		1674	5.1	8.9	_	49	-	A
onvertible	\$167,412	V6S	3.0	280	460	-	1604	5.5	9.8	_	49		R
				280	460	A8	1614	4.8	9.1	95	49	_	R
	\$172,412	V6S	3.0	_			_				49		Α
WD C'tible	\$188,212	V6S	3.0	280	460	A8	1694	5.1	8.9	_	_	_	_
WD C'tible -Dyn C'tible	\$188,212 \$175,212	V6S V6S	3.0 3.0	280 280	460 460	M6	1694 1604	5.5	9.8	95	49		R
WD C'tible -Dyn C'tible -Dyn C'tible	\$188,212 \$175,212 \$180,212	V6S V6S V6S	3.0 3.0 3.0	280 280 280	460 460 460	M6 A8	1694 1604 1614	5.5 4.9	9.8 8.6	95 95	49 49		_
WD C'tible -Dyn C'tible -Dyn C'tible ND R C'tible	\$188,212 \$175,212 \$180,212 \$196,012	V6S V6S V6S V6S	3.0 3.0	280 280	460 460	M6	1694 1604 1614 1694	5.5	9.8	95 95	49 49 49		R
WD C'tible -Dyn C'tible -Dyn C'tible WD R C'tible Coupe	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200	V6S V6S V6S	3.0 3.0 3.0	280 280 280	460 460 460 460 680	M6 A8	1694 1604 1614 1694 1730	5.5 4.9	9.8 8.6	95 95 95	49 49		R R
WD C'tible Dyn C'tible Dyn C'tible ND R C'tible Coupe	\$188,212 \$175,212 \$180,212 \$196,012	V6S V6S V6S V6S	3.0 3.0 3.0 3.0	280 280 280 280	460 460 460 680 680	M6 A8 A8	1694 1604 1614 1694 1730 1745	5.5 4.9 5.1	9.8 8.6 8.9 11.0 11.0	95 95 95 95 95	49 49 49		R R A
WD C'tible ·Dyn C'tible ·Dyn C'tible ND R C'tible Coupe C'tible	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200	V6S V6S V6S V6S V8S	3.0 3.0 3.0 3.0 5.0	280 280 280 280 405	460 460 460 460 680	M6 A8 A8 A8	1694 1604 1614 1694 1730	5.5 4.9 5.1 4.1	9.8 8.6 8.9 11.0	95 95 95 95 95	49 49 49 49	08/19	R R A A
WD C'tible -Dyn C'tible -Dyn C'tible ND R C'tible Coupe C'tible VD Coupe	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200 \$264,712	V6S V6S V6S V6S V8S V8S	3.0 3.0 3.0 3.0 5.0 5.0	280 280 280 280 405 405	460 460 460 680 680	M6 A8 A8 A8 A8 A8	1694 1604 1614 1694 1730 1745	5.5 4.9 5.1 4.1 4.1	9.8 8.6 8.9 11.0 11.0	95 95 95 95 95 95	49 49 49 49 49	08/19 02/17	R R A A A
WD C'tible -Dyn C'tible -Dyn C'tible ND R C'tible Coupe C'tible VD Coupe	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200 \$264,712 \$297,600	V6S V6S V6S V8S V8S V8S	3.0 3.0 3.0 5.0 5.0 5.0	280 280 280 280 405 405	460 460 460 680 680 700	M6 A8 A8 A8 A8 A8	1694 1604 1614 1694 1730 1745 1705	5.5 4.9 5.1 4.1 4.1 3.7	9.8 8.6 8.9 11.0 11.0 14.7	95 95 95 95 95 95	49 49 49 49 49 49	-	R R A A A A
WD C'tible Dyn C'tible Dyn C'tible VD R C'tible Coupe C'tible /D Coupe	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200 \$264,712 \$297,600 \$309,212	V6S V6S V6S V8S V8S V8S V8S V8S V8S	3.0 3.0 3.0 5.0 5.0 5.0 5.0 t ele	280 280 280 405 405 423 423 ctric ws Te	460 460 460 680 680 700 700 car fr	M6 A8 A8 A8 A8 A8 A8 A8	1694 1604 1614 1694 1730 1745 1705 1720	5.5 4.9 5.1 4.1 4.1 3.7 3.8 r. Int	9.8 8.6 8.9 11.0 11.0 14.7 11.3	95 95 95 95 98 98	49 49 49 49 49 49 49	02/17 ehold a Jality	R A A A A A
WD C'tible Dyn C'tible Dyn C'tible ND R C'tible Coupe C'tible /D Coupe /D C'tible	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200 \$264,712 \$297,600 \$309,212 I-Pace A breathtal fun to peda THE PICK: B	V6S V6S V6S V8S V8S V8S V8S V8S V8S	3.0 3.0 3.0 5.0 5.0 5.0 5.0 t ele	280 280 280 405 405 423 423 ctric ws Te	460 460 460 680 680 700 700 car fr	M6 A8 A8 A8 A8 A8 A8 A8	1694 1604 1614 1694 1730 1745 1705 1720	5.5 4.9 5.1 4.1 4.1 3.7 3.8 r. Int wo al inal 2	9.8 8.6 8.9 11.0 11.0 14.7 11.3	95 95 95 95 98 98 98	49 49 49 49 49 49 49	02/17 ehold a Jality	R A A A A A
convertible WD C'tible -Dyn C'tible -Dyn C'tible WD R C'tible Coupe C'tible VD Coupe VD C'tible COUPE S SE	\$188,212 \$175,212 \$180,212 \$196,012 \$253,200 \$264,712 \$297,600 \$309,212 I-Pace A breathtal fun to peda	V6S V6S V6S V8S V8S V8S V8S V8S V8S V8S L hard, if V4OO	3.0 3.0 3.0 5.0 5.0 5.0 5.0 5.0	280 280 280 405 405 423 423 ctric ws Te	460 460 460 680 680 700 700 700 car fr esla a rk a	M6 A8 A8 A8 A8 A8 A8 A8 Com	1694 1604 1614 1694 1730 1745 1705 1720 Jagua g or tv as orig	5.5 4.9 5.1 4.1 4.1 3.7 3.8 r. Int wo al inal 2	9.8 8.6 8.9 11.0 11.0 14.7 11.3	95 95 95 95 95 98 98 98 98	49 49 49 49 49 49 49 49 60 be	02/17 ehold a Jality	R A A A A A

D180 R-Dynamic S	Ş
D180 Chequered Flag	\$
D180 R-Dynamic SE	\$6
P250 S	\$!
P250 SE	\$
P250 HSE	\$6
P250 R-Dynamic S	\$
P250 Chequered Flag	\$
P250 R-Dynamic SE	\$0
P250 R-Dyn HSE	\$

\$62,730	L4ID	2.0	132	380	A9	1843	9.3	5.6	D	63		A
\$67,380	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	63		А
\$67,080	L4TD	2.0	132	380	A9	1843	9.3	5.6	D	63		Α
\$58,730	L4T	2.0	183	365	A9	1832	7.0	7.7	95	62	07/18	А
\$63,080	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		Α
\$68,572	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		Α
\$62,730	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		Α
\$67,600	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		А
\$67,432	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		Α
\$74,012	L4T	2.0	183	365	A9	1832	7.0	7.7	95	63		А
F-Pace												

17 . 3 8 Slic slic TH

20d Prestige

F-Pace												
Slick, impressive-looking big SUV brings brand-trademark steering slickness, and fine handling, with space and pace THE PICK: 35t is understated compared to wild SVR												
\$75,935	L4TD	2.0	132	430	A8	1775	8.7	5.3	D	61	А	



Sport Sport Longitude Limited

Trailhawk



🖸 🖪 🎔 @wheelsaustralia 131

F

F.



	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue test ed	Drive
	Compass Bigger but d class-best.												
	THE PICK: N												
Sport	\$28,850	L4	2.4	129	229	M6	1424	9.7	8.6	91	48		F
Sport	\$30,750	L4	2.4	129	229	A6	1446	9.3	7.9	91	48		F
Longitude	\$33,750	L4	2.4	129	229	A6	1446	9.3	7.9	91	48		F
Limited	\$41,250	L4	2.4	129	229	A9	1503	10.1	9.7	91	51		F
Limited	\$43,750	L4TD	2.0	125	350	_	1501	9.7	5.7	D	51		F
Trailhawk	\$44,750	L4TD	2.0	125	350	A9	1621	9.7	5.7	D	51		А
	Wrangler												
A Porto	JL redesign but iffy ergc THE PICK: R	nomics	s, hic	h pri	ces, le	essi	choice	and	one	-sta	arsa		
Sport S 2dr	\$48,950	V6	3.6	209	347	A8	1897	7.5	9.6	91	59		A
Sport S 4dr	\$53,450	V6	3.6	209	347	A8	2031	7.9	9.7	91	59		А
Overland 2dr	\$58,450	V6	3.6	209	347	A8	1897	7.5	9.6	91	61		Α
Overland 4dr	\$62,950	V6	3.6	209	347	A8	2031	7.9	9.7	91	61		Α
Rubicon	\$63,950	V6	3.6	209	347	A8	2129	7.9	10.3	91	61	10/18	Α
Rubicon	\$68,950	L4TD	2.2	147	450	A8	2215	9.6	7.5	91	61	01/20	Α
Contraction of the second	Cherokee Facelift brou one of the bu THE PICK: V	etter Je	eps	to dr	ive or	i-ro	ad, but	t qua	lity	isn't	brill	iant	ll is
Sport	\$35,950	L4	2.4	130	229	A9	1738	10.0	8.3	91	53	08/14	F
Longitude	\$41,950	V6	3.2	200	315	A9	1834	8.0	10.0	91	54		Α
Limited	\$46,950	V6	3.2	200	315	A9	1834	8.0	10.0	91	55		Α
Trailhawk	\$48,450	V6		200	315	A9	1862	8.0	10.0	91	56	08/14	А
Non Car	Grand Che	erokee	•										
8-8-6-	Big and bras getting on b THE PICK: L	ut still h	nand	some	e and	alwa	ays gre	eat o	fftŀ	ie bi	eate	ntrack	
Laredo	\$47,500	V6	3.6	213	347	A8	1998	8.5	9.9	91	54		R
Laredo	\$52,500	V6	3.6	213	347	A8	2084	8.5	10.0	91	55		Α
Laredo CRD	\$59,000	V6TD	3.0	184	570	A8	2267	8.0	7.5	D	56		А
Limited	\$62,500	V6	3.6	213	347	A8	2169	8.5	10.0	91	56		Α
Limited CRD	\$67,500	V6TD	3.0	184	570	A8	2281	8.0	7.5	D	56		Α
Trailhawk	\$73,500	V6TD	3.0	184	570	A8	2340	8.0	7.5	D	56		Α
Overland	\$78,000	V6TD	3.0	184	570	A8	2327	8.0	7.5	D	56		Α
Summit	\$85,850	V6	3.0	184	570	A8	-	-	7.0	D	58		А
SRT	\$91,000	V8	6.4	344	624	A8	2289	5.0	14.0	98	58		А
Trackhawk	\$134,900	V8S	6.2	522	868	A8	2399	3.7	16.8	98	58	07/19	А

SLi

F

F

Sport

GT-Line

KIN	Kia		
	Picanto		
	Scores for warranty. I THE PICK:	Kia bui	lds a
S	\$14,990*	L4	1.
S	\$16490*	L4	1.
X-Line	\$16,990*	L4	1.
X-Line	\$17,990*	L4	1.
GT-Line	\$17,290*	L4	1.

\$20,590

\$23,590

L4

L3T

L4

GT						
F	1	-	÷	~		
1		- (7	-	

S	
S	
Sp	ort

					-		_		01	C.C.		
\$52,500	V6	3.6	213	347	A8	2084	8.5	10.0	91	55		Α
\$59,000	V6TD	3.0	184	570	A8	2267	8.0	7.5	D	56		А
\$62,500	V6	3.6	213	347	A8	2169	8.5	10.0	91	56		А
\$67,500	V6TD	3.0	184	570	A8	2281	8.0	7.5	D	56		А
\$73,500	V6TD	3.0	184	570	A8	2340	8.0	7.5	D	56		А
\$78,000	V6TD	3.0	184	570	A8	2327	8.0	7.5	D	56		А
\$85,850	V6	3.0	184	570	A8	-	-	7.0	D	58		А
\$91,000	V8	6.4	344	624	A8	2289	5.0	14.0	98	58		А
\$134,900	V8S	6.2	522	868	A8	2399	3.7	16.8	98	58	07/19	A
Kia								7у	ear	s/u	nlimite	ed
Picanto				ļ	,							
Scores for warranty. I THE PICK:	Kia build	saq	uality	/ baby Pica	y ha ntos	tch tha s shine	at pu	nche	es a	bove	e its we	eigł
Scores for warranty. I	Kia build	saq	uality	/baby	y ha ntos	tch tha	at pu	nche	es a the	bove	e its we	eigł
Scores for warranty. I THE PICK:	Kia build S or GT a	s a q as m	uality anual	/ baby Pica	y ha ntos	tch tha s shine	at pu (tho	nche ugh	es a the	bove aute	e its we	eigł bac
Scores for warranty. THE PICK: \$14,990*	Kia build S or GT a L4	s a q as m 1.2	uality anual 62	/ baby Pica 122	y ha ntos M5	tch tha s shine 976	at pu (tho 12.0	nche ugh 5.0 6.9	es a the <i>91</i>	bove aute 46	e its we o isn't l	eigt bac <i>F</i>
Scores for warranty. THE PICK: \$14,990* \$16490*	Kia build S or GT a L4 L4	s a q as m 1.2 1.2	uality anual 62 62	/ baby Pica 122 122	y ha ntos M5 A4	tch tha shine 976 995	at pu (tho 12.0 <i>11.7</i>	nche ugh 5.0 6.9 5.8	es a the 91 91	bove auto 46 47	e its we o isn't l	eigt bac <i>F</i> F
Scores for warranty. I THE PICK: \$14,990* \$16490* \$16,990*	Kia build S or GT a L4 L4 L4	s a q as m 1.2 1.2 1.2	uality anual 62 62 62	/ baby Pica 122 122 122	y har ntos M5 A4 M5	tch tha shine 976 995 995	at pu (tho 12.0 <i>11.7</i> 12.0	nche ugh 5.0 6.9 5.8 5.8	es a the <i>91</i> <i>91</i> 91	bove auto 46 47 47	e its we o isn't l	eigh bac <i>F</i> F F
Scores for warranty. I THE PICK: \$14,990* \$16,990* \$17,990* \$17,290* \$17,990*	Kia build S or GT a L4 L4 L4 L4 L4	s a q as m 1.2 1.2 1.2 1.2 1.2	uality anual 62 62 62 62 62	/ baby Pica 122 122 122 122 122	M5 A4 M5 A4 M5 A4 M5	tch tha s shine 976 995 995 995	12.0 12.0 11.7 12.0 12.0	nche ugh 5.0 6.9 5.8 5.8	es a the <i>91</i> <i>91</i> 91 91	bove auto 46 47 47 47	e its we o isn't l	F F F
Scores for warranty. I THE PICK: \$14,990* \$16,990* \$17,990* \$17,290*	Kia build S or GT a L4 L4 L4 L4 L4 L4	s a q as ma 1.2 1.2 1.2 1.2 1.2 1.2	uality anual 62 62 62 62 62 62	baby Pica 122 122 122 122 122 122	M5 A4 M5 A4 M5 A4 M5	tch tha shine 976 995 995 995 995	12.0 12.0 12.0 12.0 12.0 12.0	nche ugh 5.0 6.9 5.8 5.8 5.8	es a the <i>91</i> <i>91</i> 91 91 91	bove auto 46 47 47 47 47	e its we b isn't l 08/17	F F F F F
Scores for warranty. I THE PICK: \$14,990* \$16,990* \$17,990* \$17,290* \$17,990*	Kia build S or GT a L4 L4 L4 L4 L4 L4 L4 L3T ur-speed warrant	s a q as ma 1.2 1.2 1.2 1.2 1.2 1.2 1.0 d aut	uality anual 62 62 62 62 62 74 0 doe	 baby Pica 122 123 124 125 126 126 126 127 128 128 129 129 129 129 129 120 120<td>y has ntos M5 A4 M5 A4 M5 M5 M5 se Ri</td><td>tch tha shine 976 995 995 995 995 1007 1007</td><td>t pu (tho 12.0 12.0 12.0 12.0 12.1 favo</td><td>5.0 5.8 5.8 5.8 5.8 7.3</td><td>es a the 91 91 91 91 91 91 80 F-Li</td><td>bove aute 46 47 47 47 47 47 47 47 t big ne lo</td><td>08/17 08/17 08/19 cabin</td><td>F F F F F F</td>	y has ntos M5 A4 M5 A4 M5 M5 M5 se Ri	tch tha shine 976 995 995 995 995 1007 1007	t pu (tho 12.0 12.0 12.0 12.0 12.1 favo	5.0 5.8 5.8 5.8 5.8 7.3	es a the 91 91 91 91 91 91 80 F-Li	bove aute 46 47 47 47 47 47 47 47 t big ne lo	08/17 08/17 08/19 cabin	F F F F F F
Scores for warranty. THE PICK: \$14,990* \$16,990* \$17,990* \$17,290* \$17,290* Rio Old 1.4/fo space and	Kia build S or GT a L4 L4 L4 L4 L4 L4 L4 L3T ur-speed warrant	s a q as ma 1.2 1.2 1.2 1.2 1.2 1.2 1.0 d aut	uality anual 62 62 62 62 62 74 0 doe	 baby Pica 122 123 124 125 126 126 126 127 128 128 129 129 129 129 129 120 120<td>y ha ntos M5 A4 M5 A4 M5 M5 M5 se Ri ve al</td><td>tch tha shine 976 995 995 995 995 1007 1007</td><td>12.0 12.0 12.0 12.0 12.0 12.1 12.1</td><td>5.0 5.8 5.8 5.8 5.8 7.3</td><td>es a the 91 91 91 91 91 91 91 91 51 Linic</td><td>bove aute 46 47 47 47 47 47 47 47 t big ne lo</td><td>08/17 08/17 08/19 cabin</td><td>F F F F F F</td>	y ha ntos M5 A4 M5 A4 M5 M5 M5 se Ri ve al	tch tha shine 976 995 995 995 995 1007 1007	12.0 12.0 12.0 12.0 12.0 12.1 12.1	5.0 5.8 5.8 5.8 5.8 7.3	es a the 91 91 91 91 91 91 91 91 51 Linic	bove aute 46 47 47 47 47 47 47 47 t big ne lo	08/17 08/17 08/19 cabin	F F F F F F
Scores for warranty. THE PICK: \$14,990* \$16,990* \$17,990* \$17,990* Rio DId 1.4/fo space and THE PICK:	Kia build S or GT a L4 L4 L4 L4 L4 L4 L3T ur-speed warrant GT-Line	s a q as ma 1.2 1.2 1.2 1.2 1.2 1.2 1.0 d aut y are , eve	uality anual 62 62 62 62 62 62 74 74	 baby Pica 122 122<td>y ha ntos M5 A4 M5 A4 M5 M5 M5 se Ri ve al</td><td>tch tha shine 976 995 995 995 995 1007 1007 10 S no nd Spc g, hard</td><td>12.0 12.0 12.0 12.0 12.0 12.0 12.1 12.0 12.1 12.0 12.1 12.0</td><td>5.0 6.9 5.8 5.8 5.8 7.3 7.3</td><td>es a the 91 91 91 91 91 91 91 8u F-Li 1 hic 91</td><td>bove auto 46 47 47 47 47 47 47 47 47 t big ne lo ghish</td><td>08/17 08/17 08/19 cabin</td><td>F F F F F F F F F</td>	y ha ntos M5 A4 M5 A4 M5 M5 M5 se Ri ve al	tch tha shine 976 995 995 995 995 1007 1007 10 S no nd Spc g, hard	12.0 12.0 12.0 12.0 12.0 12.0 12.1 12.0 12.1 12.0 12.1 12.0	5.0 6.9 5.8 5.8 5.8 7.3 7.3	es a the 91 91 91 91 91 91 91 8u F-Li 1 hic 91	bove auto 46 47 47 47 47 47 47 47 47 t big ne lo ghish	08/17 08/17 08/19 cabin	F F F F F F F F F
Scores for warranty. THE PICK: \$14,990* \$16,990* \$17,990* \$17,290* \$17,290* Rio Old 1.4/fo space and THE PICK: \$17,490	Kia build S or GT a L4 L4 L4 L4 L4 L4 L4 L3T ur-speed warrant GT-Line, L4	s a q as mi 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.0 4 aut y are s eve 1.4	uality anual 62 62 62 62 74 0 doe e pers n with 74	 baby Pica 122 122 122 122 122 122 122 122 122 123 	y ha ntos M5 A4 M5 A4 M5 M5 M5 M5 Ce R M5 Ce a D la M6 A4	tch that shine 976 995 995 995 1007 1007 0 S no od S po g, harc 1112	at pui (tho 12.0 12.0 12.0 12.0 12.0 12.1 favo favo favo 12.0 12.0 12.0	ncheugh 5.0 6.9 5.8 5.8 5.8 7.3 0 Urs. and G 5.6	es a the 91 91 91 91 91 91 91 1 hic 91 91	bove auto 46 47 47 47 47 47 47 47 47 47 47 47 47 47	08/17 08/17 08/19 cabin	F F F F F F F F F F F F F

	Price	Engine type	Size	Power	Torque	Irans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
Si hatch	\$24,290	L4	2.0	112	192	A6	1332	8.0	7.1	91	48		F
Sport+	\$28,840	L4	2.0	112	192	A6	1362	8.0	7.1	91	48		F
Sport+ hatch	\$28,840	L4	2.0	112	192	A6	1332	8.0	7.1	91	48		F
GT	\$32,990	L4T	1.6	150	265	D7	1395	6.9	6.8	91	48		F
GT hatch	\$32,990	L4T	1.6	150	265	D7	1370	6.9	6.8	91	48	05/19	F
AS COMPANY	🖉 Optima												
Notes A	Sleek styli												/
	2.4 engine												mile
Si	\$33,390	L4	_	138	241	-	1540	-	8.3	-	44	02/16	_
GT	\$43,290	L4T	2.0	180	350	-	1605	-	8.3		46	09/16	F
0	Stinger												
TAN	2020 upda												
	Seriously r	apid, if a	little	e unre	esolve	ed a	t ten-t	enth	s. H	ow ł	nard	do you	go
2005	\$47,190	L4T	2.0	_	353	_	1693	7.1	_	95	39	06/18	_
GT-Line	\$56,290	L4T	2.0		353	-	1731	6.9	10.7	-	40	13/19	R
330S	\$50,190	V6TT	3.3		510	-	1780	5.1	10.2		40	10/17	R
GT GT	\$60,790	V6TT	_	272	510		1818	5.1	_	3 95	40	03/18	R
	Carnival	_	5.5	LIL	510	AU	1010	5.1	12.0	, ,,,	40	03/10	I
	Huge 5.1m		s no i	riaht	to loo	k thi	s aco	d. Dri	ives	pre	ttvd	lecentl	V
-	🚺 too. Easily	the clas	s bei	nchm	iark a	nd s	oaring	j valu	le in	Si t	rim		,
	THE PICK:	_	_	_	_	-		_		-	_	_	
	\$42,990	V6	_	206	_			8.3			52	10/16	F
CRDi	\$45,490	L4TD	2.2		440	-	2092	8.5	7.6	-	52	_	F
i	\$48,490	V6	3.3		336	-	2048	8.3	10.8		52	_	F
i CRDi	\$50,990	L4TD	2.2		440	-	2092	8.5	7.6	-	53		F
Li	\$52,990	V6	3.3		336		2048	8.3	10.8		53	_	F
Li CRDi	\$55,490	L4TD	2.2	147	440	A8	2092	8.5	7.6	_	53	_	F
Platinum	\$60,790	V6	3.3		336	A8	2048	8.3	10.8	_	54	_	F
Platinum CRDi	\$63,290	L4TD	2.2	147	440	8A	2092	8.5	7.6	D	54		F
	Sportage				la ina sa						unt la	e re el l'un r	
1 60	Rates for f warranty a	and desid	n, b	ut 2.0	JL pet	troÍs	strugo	les a	and r	ide	isn't		
	THE PICK:	Why no	turb	o pet	rol, Ki	a? 0	Go dies	sel ev	/ery	tim	е		
Si	\$29,990	L4	2.0	114	192	A6	1559		7.9	_	52		F
i	\$35,390	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	54		А
i Premium	\$32,290	L4	2.0	114	192	A6	1559	10.4	7.9	91	52		F
Si Premium	\$37,690	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	54		А
iLi	\$36,790	L4	2.0	114	192	A6	1532	10.4	11.2	91	54	06/17	F
SLi	\$42,190	L4TD	_	136	400	A8	1590	9.5	6.4	D	55		А
GT-Line	\$44,790	L4	2.4	135	237	A6	1559	10.4	8.5	91	53		А
T-Line	\$47,690	L4TD	2.0	136	400	A8	1590	9.5	6.4	D	53		А
	Seltos												
	Kia's first												
6 60	price to ke THE PICK:												
	\$25,990	L4	_	110	180	С	1355	_	8.0	_	-	01/20	_
port	\$29,490	L4	_	110	180	С	1355	-	6.8	-	•		F
port+	\$32,990	L4	2.0		180	С	1355	-	6.8	_			F
port+	\$36,490	L4T	1.6	130	265	D7	1470	-	7.6	-			A
GT-Line	\$41,990	L4T	1.6	130	265		1470	-	7.6	_	-	12/19	A
(and the lot	Sorento												
	More core space and	intellige	nt se	even-	seate	er la	yout; r	iext-	gen	out	ove	rseas s	soc
	THE PICK:		_	_	_	_		_	_		_	/D dies	_
Si	\$42,990	V6	_		336	-	1921	_	10.0	-	54		F
port	\$44,990	V6	_	206	336	A8	1921	-	10.0		54		F
bi	\$45,490	L4TD	_	147	441		2036		7.2		54		Α
SLi	\$46,990	V6		206			1921	1.0	10.0	1.0	52		F
si i	\$50.490	LATD	22	1/17	1/1	18	2036	85	72	D	53		۸

Sport

S

S

S hatch S hatch

Sport

Sport

Si

Sport hatch

Sport hatch

GT-Line



2 -	Cerato												
a	Compelling spec, but lac THE PICK: C	cks sopł	nistio	catior	nand	polis	sh of it	s bet	ter	rival	s like	e Mazd	аЗ
	\$20,990	L4	2.0	112	192	M6	1339	8.0	7.1	91	47		F
	\$23,790	L4	2.0	112	192	A6	1362	8.0	7.1	91	47		F
	\$20,990	L4	2.0	112	192	M6	1301	8.0	7.1	91	47		F
	\$23,790	L4	2.0	112	192	A6	1332	8.0	7.1	91	47		F
	\$22,990	L4	2.0	112	192	M6	1339	8.0	7.1	91	48		F
	\$25,790	L4	2.0	112	192	A6	1362	8.0	7.1	91	48		F
	\$22,990	L4	2.0	112	192	M6	1301	8.0	7.1	91	48		F
	\$25,790	L4	2.0	112	192	A6	1332	8.0	7.1	91	48		F

1.4 74 133 A6 1132 **12.0** 6.0 91 50

1.0 88 172 D7 1176 11.5 5.4 91 50

2.0 112 192 A6 1362 8.0 7.1 91 48



LP 580-2
LP 580-2 Spyder
LP 610-4
LP 610-4 Spyder
Evo
Performante
Performante Spyder



L4TD

L4TD

2 years/unlimited

53

А

А

А

Huracan

\$50,490

\$48,490

\$58,990

Sure, rear vision is rubbish and it ain't cheap, but the engine is aural sex, it's fantastic to drive and the Performante is next-level wild **THE PICK:** We're fans of the base rear-driver, but partial to Performante 5.2 426 540 D7 1389 3.4 11.9 98 -\$378,900 V10 12/16 R \$429,000 V10 5.2 426 540 D7 1509 3.6 12.1 98 -R \$428,000 V10 5.2 449 560 D7 1422 3.2 12.5 98 -08/14 A \$470,800 V10 5.2 449 560 D7 1524 3.4 12.3 98 А 5.2 470 600 D7 1422 2.9 13.7 98 -12/19 A \$459,441 V10 V10 5.2 470 600 D7 1382 2.9 13.7 98 -\$483,866 07/17 A \$532,635 V10 5.2 470 600 D7 1507 3.1 14.0 98 А

2.2 147 441 A8 2036 8.5 7.2 D

L4TD 2.2 147 441 A8 2036 8.4 7.2 D 54

2.2 147 441 A8 2036 8.4 7.2 D 54

132 whichcar.com.au/wheels

\$24,290

JEEP – LEXUS

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive	0-100: km RON: a
and	Aventad	or												
SOU	Probably th suspensior THE PICK: I	n and fab	oulou	ls V1	2 hav	/e lif	ted its	gan	ne. C	oulc	be	collect	tible	
S	\$788,914	V12	6.5	544	690	S7	1575	2.9	16.0	98	-	05/17	Α	
S Roadster	\$825,530	V12	6.5	544	690	S7	1625	3.0	16.9	98	-		Α	
SVJ	\$949,640	V12	6.5	566	720	S7	1525	2.8	17.9	98	-		A	SDV6 HSE
	Urus													SDV6 HSE Dyna
	Doesn't loo Raging Bull THE PICK :	in a chi	na sh	nop sj	pirit. S	Sho	ckingly	/ qui	ck fo	r an	SU	V		SDV6 SE SDV8 HSE
	\$390,000	V8TT	-	478	_	_	2200		_		_		Α	SDV8 HSE Dyna
		_		_						_		_	1	Si4 HSE
LAND- -ROVER	Lan	d R	0	/e	r			3	yea	rs/1	100	,000k	m	Si4 S Si4 SE TDV6 SE
MANDER /	Range Ro	ver Di	sco	very	Spo	rt								5.0 A'Bio Dynar
A STATE OF THE OWNER OF	Perfect sizi												is	5.0 HSE Dynam
	and the righ									ut. V	Vinn	er		SVR
P200 S	\$60,500	L4T	2.0		320	_	1947		8.1	95	61		A	-
D150 S	\$62,450	L4TD	2.0	_	380	_		-	5.7	_	61	_	A	
P250 SE	\$67,852	L4T		184	365		1985	7.8	8.1	_	61		A	
D180 SE	\$67,910	L4TD	_	132	430	A9	2028	10.1	5.9	_	61		A	TDV6 Vogue
D240 HSE	\$79,700	L4TD	2.0	-	500	_	2090	_	6.6	_	61		A	3.0 SC Vogue
P200 R-Dynamic S	\$63,100	L4T	2.0		320	_	1947	9.2	8.1	_	61		A	Si4 PHEV
D150 R-Dynamic S	\$65,050	L4TD	2.0	_	380	_	2028	11.8	5.7	_	61		A	SDV8 Vogue
P250 R-Dynamic SE	\$71,232	L4T	_	184	365	_	1985	7.8	8.1	_	62		A	SDV8 Vogue SE
D180 R-Dynamic SE	\$70,510	L4TD	2.0	-	430	_	2028	_	5.9		61		A	SDV8 A'biograp
D240 R-Dynamic HSE	\$82,900	L4TD	2.0		500		2090	7.9	6.6	_	61		A	SDV8 A'biog LW
	Range Ro	ver Ev	oqu	e										4.4 SVA'biog LV
0 01	Behind san													5.0 A'biography
	experience	worthie 2300 HS	er of SF fe	the b els n	rand, roner	SO 8 Iv n	a big st osh ar	tep fi Ind ar	orwa nwn	ard.	Pric	ey tho	ugh	5.0 A'biog LWB
D150*	\$64-73K	L4TD	2.0				1891	_	5.7		61	02/20	A	5.0 SVA'biogra
D180*	\$67-76K	L4TD	_	132	_	-	1891	9.3	5.8	D	61	,	A	5.0 SVA'bio dyna
D240*	\$85-96K	L4TD	2.0		500	_		7.7	6.3	_	61		A	5.0 SVA'biog LV
P200*	\$62-71K	L4T	2.0	147	320	_		8.5	8.1	95	61	10/19	A	
P250*	\$66-75K	L4T	_	183	365	_	1893	_	8.1	_		02/20	A	
P300*	\$83-94K	L4T		221	400		1925	_	8.2	95	61		A	
-	Discover	7												-
ET	What it lose comfort an	d real al	l-ter	raina	ability	/ at r	not-cra	azy r	none	ey			JS	5 - al
SD4 S	THE PICK: \$69,900	L4TTD	2.0		_		2184	_	_		61	11	Α	
SD4 S SD4 SE	\$83,450	L4TTD	2.0			_	2184	_	6.4		61	04/17	A	Luxury
SD4 SE	\$93,550	L4TTD	2.0		_	-	2184	8.3	6.4	_	61	04/11	A	F-Sport
SD4 HSE Luxury	\$107,350	L4TTD	2.0	-	_	_	2184	8.3	6.4		61	-	A	Sports Luxury
TD6 S	\$76,611	V6TD		190	600	_		8.1	7.2	_	61	_	A	St. Column
TD6 SE	\$90,161	V6TD	_	190	600	_	2298	_	7.2	_	61		A	
TD6 HSE	\$100,261	V6TD	_	190	600	_	2298	_	7.2	_	61		A	- Company
TD6 HSE Luxury	\$100,201	V6TD	_	190	_	_	2298	_	7.2	_	61		A	300 Luxury
TDO HISE EUXULY	Velar	VOID	5.0	190	000	AO	2290	0.1	1.2	U	01		A	300 F-Sport
-	Land Rover	finally	saws	sense	e and	refi	ned th	e Ve	lar ra	ande	e. Sr	ecial.		300 Sports Lux
	opulent, atl	nletic. T	he st	ylish	Velar	r is li	ofty in	mor	e wa	yst	han	one		300h Luxury
D250 S	THE PICK:		_		_	_	_		_		_	IY V8	٨	300h F-Sport
P250 S D180 S	\$82,012	L4T	_	184	365		1804	_		_	_		A	300h Sports Lux
	\$83,340 \$88,012	L4TD L4T	_	132 184	430 365	-	1829 1804	8.9	5.4		61 61		A	350 Luxury
P250 S R-Dynamic D180 S R-Dynamic	\$89,340	L4T L4TD	_	184	430	-		_	7.6 5.4	_	61		A	350 F-Sport
P300 SE	\$89,340		_	221		_	1829	_	5.4 7.8	_	_		_	350 Sports Lux
D240 SE	\$95,422 \$98,350	L4T L4TD	2.0	_	400	_	1841	6.0 7.3	7.8 5.8	_	61 61		A	1
D240 SE D200 SE D-Dunamic	\$90,330		2.0	-		-	1041	_						A A

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	ls sue te sted	Drive
	\$134,700	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53		A
namic	\$141,600	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53	-	A
	\$114,900	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53		A
	\$150,200	V8TD	4.4	250	740	A8	2443	7.2	8.4	D	53		A
namic	\$157,500	V8TD	4.4	250	740	A8	2443	7.2	8.4	D	53		Α
	\$146,600	L4TH	2.0	221	400	A8	2471	7.3	2.8	95	53		A
	\$97,100	L4TH	2.0	221	400	A8	2471	7.3	2.8	95	53	1	Α
	\$100,400	L4TH	2.0	221	400	A8	2471	7.3	2.8	95	53		А
	\$105,400	V6TD	3.0	190	600	A8	2134	7.9	6.9	D	53		А
namic	\$204,300	V8S	5.0	386	625	A8	2323	5.3	12.8	95	53		А
amic	\$173,000	V8S	5.0	386	625	A8	2323	5.3	12.8	95	53		А
	\$238,200	V8S	5.0	423	700	A8	2323	4.5	12.8	95	53		А
and a	Range Ro	ver											
E.	Berserk prid pick here. If THE PICK: H	you hav	/e th	e me	ans, c	cong	rats. A	All-n	ew N	1k5	out i	n 2020	
	\$190,000	V6TTD	3.0	190	600	A8	2160	7.9	6.9	D	61		А
2	\$200,200	V6S	3.0	280	450	A8	2330	7.4	11.5	95	61		А
	\$210,000	L4TH	2.0	297	640	A8	-	6.4	2.8	95	61		Α
	\$211,000	V8TTD	4.4	250	740	A8	2360	6.9	8.7	D	61		А
SE	\$229,600	V8TTD	4.4	250	740	A8	2360	6.9	8.7	D	61	05/13	А
aphy	\$256,000	V8TTD	4.4	250	740	A8	2360	6.9	8.7	D	61		Α
LWB	\$266,000	V8TTD	4.4	250	740	A8	-	7.2	8.7	D	61		А
LWB	\$372,400	V8TTD	4.4	250	740	A8	-	-	-	D	61		А
ohy	\$268,900	V8S	5.0	375	625	A8	2330	5.4	13.8	95	61		А
В	\$279,100	V8S	5.0	405	680	A8	2413	5.5	13.8	95	61		А
raphy	\$315,711	V8S	5.0	405	680	A8	2413	5.5	12.8	95	61		А
namic	\$341,100	V8S	5.0	405	680	A8	2413	5.5	12.8	95	61		Α
LWB	\$398,900	V8S	5.0	405	680	A8	2413	5.5	12.8	95	61		А
	Lex	us						4	yea	rs/1	100,	000k	m



CT200h

\$40,900

\$50,400

\$56,900

\$59,340

\$66,820

\$77,380

\$61,890

\$70,310

\$81,160

\$65,100

\$72,880

\$83,500

RC

IS

L4H

L4H

L4H

L4T

L4T

L4T

L4H

L4H

L4H

٧6

٧6

V6



٠y rt ts Luxury Jry ort ts Luxury ٠y rt s Luxury



Α

A

А

А

А

А

А

61

Lots to savour, like the arresting design, craftsmanship and brutal V8, though rear seat is snug and four-pot turbo is somewhat vanilla THE PICK: Go the V8-powered F and enjoy the real duality of character

Previous Corolla-based CT200h a total fail, with excessive drone, dud steering, bouncy ride, noisy cabin and tight packaging. Please avoid THE PICK: UX or latest Corolla ZR Hybrid are light-years ahead

Scores for sorted chassis, keen pricing and superb quality, but rear seat is tight, dash is a mess and hybrid's CVT sucks the life out of it

THE PICK: Though getting on, stylish 300 F-Sport remains an ace drive

1.8 100 142 C

2.5 164 221 C

1.8 100 142 C 1465 10.3 4.1 95 51 06/11 F

1.8 100 142 C 1465 10.3 4.1 95 54

2.0 180 350 A8 1620 7.0 7.5 95 50

2.0 180 350 A8 1650 7.0 7.5 95 50

2.5 164 221 C 1720 8.5 4.9 95 51

3.5 233 378 A8 1645 5.9 9.7 95 51

3.5 233 378 A8 1685 5.9 9.7 95 51

2.0 180 350 A8 1680 8.9 7.5 95 51 04/16 R

2.5 164 221 C 1720 8.5 4.9 95 50 05/19 R

3.5 233 378 A8 1665 6.6 9.7 95 51 09/13 R

1720 8.5 4.9 95 51

1465 10.3 4.1 95 53

F

F

R

R

R

R

R

R

D240 SE R-Dynamic P380 HSE D300 HSE P380 HSE R-Dynamic

P300 SE R-Dynamic

D300 HSE R-Dynamic P550 SVAutobiography \$176,412



Range Rover Sport

L4T

L4TD

V6S

V6TD

V6S

V6TD

V8S

\$101,422

\$104,350

\$122,172

\$122,000

\$128,172

\$128,000

The SDV6 remains the pick in what is still a classy and astonishingly competent luxury SUV. Ensure you spec Terrain Resp THEF

V6 SC HSE SD4 S SD4 SE SDV6 A'bio Dynamic

\$130,000	V6S	3.0	250	450	A8	2059	6.5	11.3	95	53	A
\$95,100	L4TD	2.0	177	500	A8	2111	8.3	6.5	D	53	A
\$98,400	L4TD	2.0	177	500	A8	2111	8.3	6.5	D	53	A
\$176,400	V6TD	3.0	225	700	A8	2178	7.0	7.0	D	53	A

2.0 221 400 A8 **1813** 6.0 7.8 95 61

3.0 280 450 A8 **1884** 5.7 9.4 95 61

3.0 221 700 A8 1959 6.5 6.4 D 61

3.0 280 450 A8 **1884** 5.7 9.4 95 61

3.0 221 700 A8 **1959** 6.5 6.4 D 61

5.0 405 680 A8 **2000** 4.5 11.7 95 61

2.0 177 500 A8 **1841** 7.3 5.8 D

300 Luxury	\$
350 Luxury	
300 F-Sport	000
350 F-Sport	\$
300 Sports Luxury	\$
350 Sports Luxury	\$
F	Ş
F Carbon	\$
F Track Edition	Ş
the Real Property lies and the	



500 500h

	\$65,329	L4T	2.0	180	350	A8	1675	7.5	7.3	95	56		R
	\$68,029	V6	3.5	233	378	A8	1680	6.1	9.4	95	56		R
	\$74,329	L4T	2.0	180	350	A8	1700	7.5	7.3	95	56		R
	\$77,329	V6	3.5	233	378	A8	-	6.1	9.4	95	56	02/16	R
	\$84,529	L4T	2.0	180	350	A8	1725	7.5	7.3	95	56		R
	\$87,900	V6	3.5	233	378	A8	1740	6.1	9.4	95	56		R
	\$137,729	V8	5.0	351	530	A8	1780	4.5	10.9	98	53	07/19	R
	\$151,929	V8	5.0	351	530	A8	1860	4.5	10.9	98	53		R
	\$165,690	V8	5.0	351	530	A8	1715	4.2	11.2	98	53		R
100													

The V8 has the presence, power and poise while the hybrid is spoilt by droning CVT and dull soundtrack. Both have dud touchpad controller THE PICK: The V8, no question. Go big or go home

\$189,629	V8	5.0	351	550	A10	1970	4.5	10.7	98	67	10/19	R
\$189,626	V6H	3.5	264	348	С	1970	5.0	5.5	95	67		R

🖸 🖬 ¥ @wheelsaustralia 133



		_		_		_		_		_		_	
	Price	Engine type	Size	d9M0c	orque	Irans.	Kerb weight	D-100	Fuel cons.	RON	Resale %	lssue test ed	Drive
	ES		S	4	=	1	Χş	0	æ	~	~	<u>5</u>	
Constant of the second	Old one wa												
0-02	new Mk7, w THE PICK:											concep	ot
300h Luxury	\$60,488	L4H	_	151	213	С	1685	8.5	5.5	-	51	01/14	F
300h Sports Luxury	\$75,488	L4H	2.5	151	213	C	1705	8.5	_	95	51	,	F
300h F Sport	\$69,755	L4H	2.5	151	213	С	1705	8.5	_	95	51		F
12	GS												
LATE	A case of e												
	by lifeless : THE PICK:												
300 Luxury	\$75,560	L4T	2.0	180	350	A8	-	7.3	8.0	95	52		R
300 F-Sport	\$83,720	L4T	2.0	180	350	A8	-	7.3	8.0	95	52	03/16	R
350 F-Sport	\$94,940	V6	3.5	233	378	A8	1740	6.3	9.7	95	46		R
350 Sports Luxury	\$106,670	V6	3.5	233	378	A8	1740	6.0	9.7	95	46		R
450h F-Sport	\$108,080	V6H	3.5	254	•	С	1910	5.9	_	95	46		R
450h Sports Luxury	\$119,810	V6H	3.5	254	•	С	1910	5.9	_	95	46		R
F	\$155,940	V8	5.0	351	530	A8	1865	4.9	11.3	95	52	06/16	R
A MARK	LS	bin fino	llure	atura	a ta fi	0 5 500	with f	ormi	dobl	0.01		oring	
	Lexus flags luxury, tecl												life
	THE PICK:	-		_	_	_			_	_	ny fr	onts	_
500 F-Sport	\$190,129	V6TT	3.4	310	600		2240	5.0		95	•	_	R
500 Sports Lux	\$195,129	V6TT	3.4	310	600	-	2235	5.0	9.5	95	-	_	R
500h F-Sport	\$190,129	V6H	3.5 3.5	264	350 350	C C	2280	5.4	6.6 6.6	95	-		R
500h Sports Lux	\$195,129 UX	V6H	3.5	264	350	L	2295	5.4	0.0	95			R
	First mode	l to swite	ch ta) adva	ancec	1 TN	GA pla	tfori	m. so	o is l	_exl	ıs's mo	st
0 BICH	resolved S	JV, but i	t's e	ssent	tially	a Co	rolla iı	n (eff	ecti	ve)	heel	s and c	Irag
200 Luxury	THE PICK: \$44,450	L4	-		205	C	aing, t 1490	пе ге 9.2	5.8	_	ar to 56	o narsi	F
200 Sports Luxury	\$53,000	L4 L4	2.0	126	205	C	1515	9.2	5.8	-	56	-	F
200 F Sport	\$53,450	L4	2.0	126	205	C	1540	9.2	_	95	56		F
250h 2WD Lux	\$47,950	L4H	2.0	131	205	C	1575	8.5	_	95	57		F
250h 2WD Sports Lux	\$56,500	L4H	_	131	205	С	1600	8.5	_	95	57		F
250h F Sport	\$56,950	L4H	2.0	131	205	С	1625	8.5	4.5	95	57		F
250h AWD Sports Lux	\$61,000	L4H	2.0	131	205	С	1635	8.7	4.7	95	57		A
250h AWD F Sport	\$61,450	L4H	2.0	131	205	С	1680	8.7	4.7	95	57		А
	NX												
	While eye- an old RAV												t's
	THE PICK: 3												r
300 Luxury	\$55,400	L4T		175	350	_	1700	7.3	_	95	53		F
300h Luxury	\$57,900	L4H	_	147	210	С	1740	9.1		95	56	_	F
300 Luxury	\$59,900	L4T	_	175	350		1755	7.1	_	95	56	_	Α
300h Luxury	\$62,400	L4H	2.5	147	210	C	1800	9.1	_	95	56		A
300 F-Sport	\$61,400	L4T	_	_	350		1755	7.1	_	95	57	00/15	F
300h F-Sport	\$63,900	L4H	2.5	147	210	C	1800	8.9	5.7	95	59 53	08/15	F
300 F-Sport 300h F-Sport	\$65,852 \$68,400	L4T L4H	2.0 2.5	175 147	350 210	A6 C	1860 1895	7.1 9.1	7.9 5.7	95 95	55		A
300 Sports Luxury	\$74,029	L4H	2.0	147	350	-	1860	7.1	7.9	95 95	56		A
300h Sports Luxury	\$76,900	L4T	2.5	147	210	C	1895	9.1	_	95 95	59		A
SoonsportsEdxary	RX	C-III	L.5	1-11	LIU	C	1075	2.1	5.1	/5	57		A
	Love or hat	e the des	sign,	it gra	abs at	tenti	ion, as	doe	s the	lac	kofs	steerin	g
0-0-	feel and bu	sy ride. E	Butit	issp	aciou	s, an	id leav	'es lit	tle o	n th	е ор	tions lis	st
RX 300 Luxury	THE PICK: \$71,920	L4T	_	a pe	350	_	1890	9.2	_	-5p 95	61		F
RX 300 F Sport	\$86,800	L4T	_	175	350		1890	9.2	8.1	95 95	61		F
RX 300 Sports Luxury	\$92,700	L4T	2.0	175	350	_	1890	9.2	8.1	95	61		F
RX 350 Luxury	\$81,890	V6	3.5	221	370		1980	8.0	_	95	61		A
RX 350 F Sport	\$93,970	V6	3.5	221	370		1980	8.0	_	95	61		A
DV 2EO Sporto Luvury	¢00.070	MC	2 5	221	270	10	1000	0.0	0.0	OF	(1	-	٨



А

А

А

А

ntuc

Maserati

		JJ)							∠ y	ear	s/ ui	IIIIIII	u
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
-	Elise												
	You don't ge McLaren 60 THE PICK: U	OLT for	bes	stste	ering	in tl	né bus	ines	s? P	robi	ably	this	
	\$87,990	L4S	1.8	162	250	M6	904	4.6	7.5	95	55		R
	\$107,990	L4S	1.8	181	250	M6	917	4.3	7.5	95	55		R
	Exige												
P	Even the Sp Utterly anal THE PICK: N	ogue, ri	chly	rewa	rding	, wi	ckedly	unc	omp	rom	isin	g. Brilli	ant
	\$139,500	V6S	3.5	258	400	M6	1125	3.9	11.1	95	55		R
	\$139,500	V6S	3.5	258	400	M6	1115	4.0	11.1	95	55		R
	\$159,900	V6S	3.5	305	420	M6	1017	3.9	11.1	98	55	08/19	R
	\$199,900	V6S	3.5	321	440	M6	1093	3.3	10.8	95	55	1	R
P	Evora												
-	Felt dated a	decade	ago	and	throw	ving	more	grun	tat	it wo	on't s	solve tl	hat.

Fast and furious but Geely money ought to spawn a successor THE PICK: Even the chassis' brilliance isn't enough to convince us \$209,990 V6S 3.5 306 420 M6 1320 4.2 9.7 95 55 R

3 years/unlimited

GT410 Sport

Sport 220 Cup 250

Sport 350

Cup 410

Cup 430

Sport 350 Roadster





```
GranLusso
GranSport
S
S GranLusso
```

S GranSport



GranSport GranLusso S GranSport S GranLusso GTS GranSport GTS GranLusso



Turbo Diesel Gran Sport Gran Lusso S S Gran Sport S Gran Lusso



MC Sportline MC Auto Shift MC Stradale



THE PICK: S	Stradale	is c	ool, b	utrob	ootis	sed au	to is	clun	ky. I	Go S	portlin	е
\$295,000	V8	4.7	338	520	A6	1880	4.7	15.5	95	48		R
\$319,000	V8	4.7	338	520	A6	1880	4.8	14.3	95	48		R
\$345,000	V8	4.7	338	520	S6	1880	4.5	15.5	95	48	06/14	R

GranCabrio

More of a cruiser than a bruiser, it still sounds the business with the

RX 450h F Sport	\$103,440	V6H	3.5	230	335	С	2150	7.7	5.7	95	61		А
RX 450h Sports Luxury	\$109,340	V6H	3.5	230	335	С	2150	7.7	5.7	95	61		А
RX 350L Luxury	\$85,000	V6	3.5	221	370	A8	2105	8.0	10.6	95	61		А
RX 350L Sports Luxury	\$101,600	V6	3.5	221	370	A8	2105	8.0	10.6	95	61		А
RX 450hL Luxury	\$94,470	V6H	3.5	230	335	С	2275	8.0	6.0	95	61		А
RX 450hL Sports Luxury	\$111,070	V6H	3.5	230	335	С	2275	8.0	6.0	95	61	12/19	А



RX 350 Sports Luxury

RX 450h Luxury

Massive and truck-like to drive, LX can't hide its LandCruiser bones, making it an off-road dynamo. But Land Rover has this turf covered THE PICK: Go the diesel to avoid making oil companies even richer

5.7 270 530 A8 2510 7.7 14.4 95 61

9.5 D

4.5 200 650 A6

3.5 221 370 A8 1980 8.0 9.6 95 61

3.5 230 335 C 2150 7.7 5.7 95 61

450d 570

> 134 whichcar.com.au/wheels

\$99,870

\$91,090

LX

\$134,129

\$142,789

V6

V6H

V8TD

٧8



Sport

МС

roof down and that fabulous V8 kissing the sky. But she is pricey THE PICK: In for a penny, in for pound, as they say. Has to be the MC

\$335,000	V8	4.7	338	520	D6	1980	5.0	14.5	95	50	R
\$355,000	V8	4.7	338	520	D6	1973	4.9	14.5	95	49	R



Mazda

5 years/unlimited



Facelift brings the axe to the previous entry model, meaning an end to cheap 'n' cheerful. Full safety suite plus engine tweaks help compensate THE PICK: Suddenly a manual Pure hatch starts to look like smart money

G15 Pure hatch G15 Pure hatch

						10.0	1.2	91	JL	
\$22,990 L4	1.5	82	144	A6	1047	10.8	5.4	91	54	F
				1						

LEXUS – McLAREN

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

	1 T	S	Р	1	1	ΧŠ	Ö	교	-	-	tt ss		DRIVE	: A = all-wheel	I, F = front	:, R = r	rear. A	All estin	nated	figure	s listec	d in bold			
\$20,990	L4	1.5	82	144	M6	1045	10.8	4.9	91	54		F													
\$22,990	L4	1.5	82	144	A6	1060	10.8	5.4	91	54		F													
\$24,490	L4	1.5	82	144	A6	1047	10.9	5.5	91	54		F													
\$25,990	L4	1.5	82	144	A6	1047	10.8	5.4	91	54		F			8		5	B		Ħ		OIIS.	6 %		1
\$25,990	L4	1.5	82	144	A6	1060	10.8	5.5	91	54		F		Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons. Rnn	Resale %	lssue tested	Drive
3														CX-30											
New 3 rush													T and the second	Built in res										etween	the
now one of THE PICK:														CX-3 and C THE PICK:											
\$24,990	L4	2.0		_	-	1316		6.3	-	_	SICOTIL	F	G20 Pure FWD	\$29,990	L4		114			1339		6.5 91		y iooka	ace E
\$25,990	L4	2.0		_	-	1339	_	6.1	_	_		F	G20 Evolve FWD	\$31,490	L4 L4		114	200		1339		6.5 91			F
\$24,990	L4	2.0		_	-	1317	_	6.4		_	-	F	G20 Touring FWD	\$34,990	L4 L4		114			1339		6.5 91			Г С
\$25,990	L4	2.0		200	_	1338	-	6.2	-	_	02/20	· · · · ·	G20 Astina FWD	\$38,990	L4 L4		114			1376		6.5 91			r c
\$26,690	L4 L4	2.0			_	1316	_	6.3	-	_	02720	F			L4 L4			252		1376		6.6 91			г г
\$27,690	L4 L4	2.0		_		1339	_	6.1		52		F	G25 Touring FWD	\$36,490											Г
\$26,690	L4 L4	2.0		_	-	1317	-	6.4	_	52	-	F	G25 Touring AWD	\$38,490	L4			252		1376		6.8 91			A F
\$27,690	L4	2.0		200	-	1338	_	0.4 0 6.2	-	_	06/19	F	G25 Astina FWD	\$41,490	L4	2.5		252		1388		6.6 91			
\$28,990	L4 L4	2.0		_	-	1336	_	6.3	_		06/19	F	G25 Astina AWD	\$43,490	L4	2.5	139	252	A6	1388	9.1	6.8 91	-		Α
-	_	_		_	-	_		6.1	_	_	_	F	G	CX-5 2017 rede	oian oda	troop	and r	ofinor	nont	tandr	oor c	oot io		butyo	
\$29,990	L4	2.0		_	-	1339	-	_	-	_	_	F		need to go											
\$28,990	L4	2.0		_	_	1317	-	6.4	-	_	_	-	Contract of the Colorest	THE PICK:											
\$29,990	L4	2.0	-	200	-	1338	_	6.2	_	_	_	F	Maxx FWD	\$30,880	L4	2.0	115	200	-		-	6.9 91			F
\$29,490	L4	2.5	-	252	-	1350	_	6.2	_	_		F	Maxx FWD	\$32,880	L4	2.0	115	200	A6	1556	10.4	6.9 91	57		F
\$30,490	L4	2.5		252	-	1376	_	6.5		52		F	Maxx	\$35,880	L4	2.5	140	252	A6	1633	9.5	7.5 91	57		Α
\$29,490	L4	2.5		252	-	1339	_	6.3	_	52		F	Maxx Sport FWD	\$36,090	L4	2.0	115	200	A6	1556	10.3	<i>10.0</i> 91	57	12/19	F
\$30,490	L4	2.5	_	252	-	1368	_	6.6	-	52	_	F	Maxx Sport	\$39,090	L4	2.5	140	252	A6	1633	9.5	7.5 91	59		А
\$33,490	L4	2.5		252		1350	_	6.2		52	_	F	Maxx Sport	\$42,090	L4TD	2.2	140	450	A6	1708	8.5	6.0 D	59		Α
\$34,490	L4	2.5		252	_	1376	_	6.5	_	_	_	F	Touring	\$40,780	L4	2.5	140	252	A6	1633	9.3	<i>9.5</i> 91	59	11/18	A
\$33,490	L4	2.5		252	-	1339	_	6.3	-	52	_	F	Touring	\$43,780	L4TD	2.2	140	450	A6	1708	8.5	6.0 D	59		Α
\$34,490	L4	2.5		252	-	1368	_	6.6		52		F	GT	\$45,890	L4	2.5	140	252	A6	1670	9.5	11.5 91	59	13/17	А
\$36,990	L4	2.5		252	-	1362	_	6.2	_	52		F	GT	\$48,390	L4T	2.5	170	420	A6	1720	7.5	<i>11.9</i> 91	59	06/19	Α
\$37,990	L4	2.5		252	_	1388	_	6.5	_		02/20		GT	\$48,890	L4TD	2.2	140	450	A6	1744	8.5	6.0 D	59		А
\$36,990	L4	2.5	-	_	-	1351	_	6.2		_		F	Akera	\$48,130	L4	2.5	140	252	A6	1670	9.5	7.5 91	59		Α
\$37,990	L4	2.5	139	252	A6	1380	8.6	8.8	91	52	05/19	F	Akera	\$50,630	L4T	2.5	170	420	A6	1720	8.0	8.2 91	59		Α
6													Akera	\$51,130	L4TD	2.2	140	450	A6	1744	8.5	6.0 D	60		Α
Delightfull a wagon ev	, ,	,										'	torset a	СХ-8											
THE PICK:														A tad dull b											
\$34,490	L4	2.5	140	252	A6	1536	8.2	7.0	91	48		F		narrowert THE PICK:											
\$35,790	L4	2.5	140	252	A6	1553	8.2	7.0	91	48		F	Sport FWD	\$43,910	L4TTD	_		_			_		59	pawo	F
\$38,690	L4	2.5	140	252	A6	1536	7.6	7.0	91	48		F	Sport AWD	\$43,910	L4TTD	_	140	_	-		-	6.0 D	60		A
\$39,990	L4	2.5	140	252	A6	1533	8.2	7.0	91	48		F	Asaki AWD	\$63,090	L4TTD	_	140	_				9.9 D	_	08/18	
\$45,990	L4T	2.5	170	420	A6	1607	7.0	7.6	91	50	08/19	F	ASURAND	CX-9	LHID	L.L	140	100	AU	1751	2.1	<i></i> 0	01	00/10	n i
\$47,290	L4T	2.5	170	420	A6	1613	-	7.6	91	50		F	A REAL PROPERTY AND	Wheels' 20	17 СОТ	Y sti	ill out	sore	ssur	e on n	noreı	moder	n riva	ls. Elec	ant.
\$49,890	L4T	2.5	170	420	A6	1620	-	7.6	91	50		F		practical c	abin, fin	eroa	ad ma	anner	s, ou	itstan	ding	owners	ship p	roposi	
\$51,190	L4T	2.5	170	420	A6	1627	-	7.6	91	50		F		THE PICK:	_			_		_					-
MX-5													Sport FWD	\$46,420	L4T	_	_	_					_	10/16	_
The 1.5L m													Sport AWD	\$50,420	L4T	_	170	420	-		-	8.8 91	_		A
update nov													Touring FWD	\$52,960	L4T	_	170			1845		8.4 91	_	04/18	F
THE PICK: \$35,390	L4	1.5				1021	_	_		_	is griet	R	Touring AWD	\$56,960	L4T	_	170	420	_			8.8 91	_		A
\$35,390	L4	1.5		_		1021	0.3 8.3	_		_		R	GT FWD	\$61,120	L4T	_	170	_	-	1858		8.4 91	_		F
\$40,700	L4 L4	2.0	_	_	-	1038	0.5	_	95 95	_		R	GT AWD	\$65,120	L4T	_	170	_	-	1924	_	8.8 91	_		Α
	_	_		_		_		_	_	_		_	Azami FWD	\$62,760	L4T	_	170	_	-			8.4 91	_		F
\$42,700	L4	2.0	_	205	_	_	- 7.2	_	95	_	00/10	R	Azami AWD	\$66,760	L4T	_	170					8.8 91	_		Α
\$43,320	L4	2.0		_	-	1035	_	_	-	_	09/19	R	Azami LE AWD	\$68,523	L4T	2.5	170	420	A6	2000	8.2	10.1 91	56	12/18	А
\$45,320	L4	2.0		_	_	1061	_	7.0	_	_	OF /17	R		BT-50											
\$47,400	L4	2.0	_	205	-	1087	7.1	_	95	54	05/17	ĸ	0-0-	Developed	l in tande										ab

Resale 9

Fuel col

RON

0-100

lssue tested

Drive

Torque

Irans.

Power

Size

Engine

L4

Price

\$49,400

Kerb weigh

Developed in tandem with Ranger, but hasn't enjoyed the same updates, and also held back by feline exterior styling. Decent, though

HE PICK: R	anger: I	mea	surab	ly be	tter	due to	o ong	oing) dev	/elop	oment	
17,840	L5TD	3.2	147	470	M6	2044	10.0	9.7	D	52		A
19,840	L5TD	3.2	147	470	A6	2061	10.0	10.0	D	52		A
52,950	L5TD	3.2	147	470	М6	2086	10.0	9.7	D	53		Α

G15 Pure sedan G15 Pure sedan G15 Evolve hatch G15 GT hatch G15 GT sedan

G20 Pure sedan G20 Pure sedan G20 Pure hatch G20 Pure hatch G20 Evolve sedan G20 Evolve sedan G20 Evolve hatch G20 Evolve hatch G20 Touring sedan G20 Touring sedan G20 Touring hatch G20 Touring hatch G25 Evolve sedan G25 Evolve sedan G25 Evolve hatch G25 Evolve hatch G25 GT sedan G25 GT sedan G25 GT hatch G25 GT hatch G25 Astina sedan G25 Astina sedan G25 Astina hatch G25 Astina hatch



Sport sedan Sport wagon Touring sedan Touring wagon GT sedan GT wagon Atenza sedan

Atenza wagon

1.5 Roadster 1.5 Roadster 2.0 RF 2.0 RF 2.0 Roadster GT 2.0 Roadster GT 2.0 RF GT 2.0 RF GT



Neo Sport

CX-3 A stunning success in Oz due to great design, huge choice, sporty chassis. Poor side vision and road noise intrusion are only real minuses THE PICK: All manuals are fun, but auto-only AWDs handle even better

2.0 135 205 A6 1112 - 7.2 95 54

ХT \$4 ХT

XTR

XTR

GT

GT

Boss

R

\$22,110	L4	2.0	110	195	MP	1266	9.0	0.0	91	50		t.
\$24,710	L4	2.0	110	195	A6	1297	9.0	6.3	91	50		F
\$24,650	L4	2.0	110	195	M6	1266	9.0	6.6	91	52		F
\$26,650	L4	2.0	110	195	A6	1297	9.2	8.7	91	50	01/20	F
\$28,650	L4	2.0	110	195	A6	1360	9.0	6.3	91	52		Α
\$29,050	L4TD	1.8	85	270	A6	1304	9.5	4.7	D	52		F
\$28,840	L4	2.0	110	195	M6	1266	9.0	6.6	91	52		F
\$30,840	L4	2.0	110	195	A6	1297	9.0	6.3	91	52	02/18	F
\$32,840	L4	2.0	110	195	A6	1360	9.0	6.7	91	54		Α
\$35,240	L4TD	1.8	85	270	A6	1409	9.5	5.1	D	52		Α
\$33,950	L4	2.0	110	195	M6	1278	9.0	6.6	91	54		F
\$35,950	L4	2.0	110	195	A6	1360	9.1	8.4	91	54	05/17	F
\$37,950	L4	2.0	110	195	A6	1371	9.0	6.7	91	54		А
\$40,350	L4TD	1.8	85	270	A6	1421	9.5	5.1	D	52		A





McLaren

3 years/unlimited



TH

\$4

\$5

Least-expensive Macca gets a slightly lower-output twin-turbo V8 than the 570 in a brilliantly accessible and enjoyable package THE PICK: That's done for you; now just wrestle with the options list

	_		_		y	@wh	eels	saus	stra	lia	135	
\$350,000	V8TT	3.8	397	540	D7	1350	3.5	10.7	98	•	R	



Kerb weight 0-100 Huelcons. RoN Resale % Issue tested Drive Torque Trans. Power Engine type Price Size

R

R

R

quick, flexible, and capable, but flat-plane crank V8 note too tame

THE PICK: We're fans of the price and weight of the S, but Spider tasty

3.8 419 600 D7 1450 3.3 10.7 98

3.8 419 600 D7 1503 3.2 10.7 98

V8TT 3.8 419 600 D7 1400 3.2 10.7 98



570

\$395,000

\$415,000

\$435,750

600LT

V8TT

V8TT

S	
GT	

S	Sp	id	e



Coupe



Coupe Spider



5	Malleable ha seal the Lor THE PICK: T	ıgtail as	McL	aren	's det	finit	ive mo	derr	ים איו	۶k			s
	\$455,000	V8TT	3.8	441	620	D7	1356	2.9	12.2	98	-		R
	\$496,000	V8TT	3.8	441	620	D7	1404	2.9	12.2	98	-	07/19	R
	720S				-								
	Superb stee what is the THE PICK: V	thinking	, ma	n's sı	Jperc	ar. I	Jtterly	/ blin	ding) spi	eed		
	\$489,900	V8TT	4.0	530	770	D7	1419	2.9	10.7	98	-	07/18	R
	\$556,000	V8TT	4.0	530	770	D7	1468	2.9	12.2	98	-	05/19	R
2	Senna												
	Furiously ag drive, the S THE PICK: T	enna is	arao	ce ca	r mas	sque	erading	gasi	a roa	ad-I	egal	car	
	\$1,600,000	V8TT	4.0	597	800	D7	1374	2.8	12.4	98	ŀ.	08/18	R

	Mer	°Ce(de	S-	Be	er	١Z		Зу	/ear	s/u	nlimite	ed
	A-Class												
	Cabin bring aided by M THE PICK:	BUX info	otain	ment	; opti	ona	ladap	tive	dam	pers	sam		s,
A180 hatch	\$42,900	L4T	1.3	100	200		1375	8.8	5.7	_	51		F
A180 sedan	\$44,900	L4T	1.3	100	200	D7	1300	8.9	5.7	95	51		F
A200 sedan	\$49,400	L4T	1.3	120	250	D7	1310	8.1	5.7	95	51		F
A250 hatch	\$49,400	L4T	2.0	165	350	D7	1505	6.2	6.6	95	51		F
A250 4Matic hatch	\$55,500	L4T	2.0	165	350	D7	1505	6.2	6.6	95	51		Α
A35 AMG hatch	\$67,200	L4T	2.0	225	400	D7	1480	4.7	7.6	98	•	09/19	А
A35 AMG sedan	\$69,800	L4T	2.0	225	400	D7	1480	4.7	7.4	98	•		А
	GLA												
	Justifies it bigger boo THE PICK:	t and the	eore	tical ł	neighi	tadv	vantag	je in	lum	oy s	ubur	bia	ian
GLA180	\$43,900	L4T	1.6	90	200	_	1435	9.2	_	95	61		F
GLA220d	\$51,200	L4TD	2.1	130	350	D7	1535	7.7	4.5	D	61		F
GLA250	\$60,700	L4T	2.0	155	350	D7	1505	7.1	7.0	95	63		A
GLA45 AMG	\$89,211	L4T	2.0	280	475	D7	1585	4.8	7.5	95	63		Α
A REAL PROPERTY AND A REAL	CLA												
2000	Swoopy, co drive. Rear THE PICK:	headro	om a	bit ti	ght, b	ut o	therw	ise r	oom	iy er	noug		ent
200	\$59,500	L4T	1.3	120	250	D7	1345	8.2	5.7	95	•		F
250 4Matic	\$68,800	L4T	2.0	165	350	-	1475	6.3		95	Ŀ.,	_	Α
35 AMG 4Matic	\$83,400	L4T	2.0	225	400	D7	1515	4.7	7.5	98	•		А
	B-Class Spacious a with family THE PICK:	-focuse	d pa zed e	ckag	ing, b e at oc	ut n dds	ewbie with b	's 1.3 ig sti	3L is ride:	ret s ma	rogr ade e	ade ste	ep
B180 Sports Tourer	\$46,400	L4T	1.3	100	200	D7	1330	9.0	5.7	95	50		F
Concession of the local division of the loca	C-Class												
	Crushes 3 AMG mode THE PICK:	ls aside)	. Am	azing	AMG	flag	gship is	safu	iture	e cla	ssic	, howev	/er
C200	\$64,500	L4T	2.0	150	300	A9	1465	7.1	7.0	95	59		R
C200 Estate	\$66,923	L4T	2.0	150	300	A9	1525	7.1	7.0	95	56		R
C200 Coupe	\$69,200	L4T	2.0	150	300	A7	1505	7.1	7.0	95	57		R
C200 Cabriolet	\$89,842	L4T	2.0	150	300	-	1645	7.1	7.0	95	57		R
C220d	\$66,000	L4TD	2.1	143	400	-	1570	7.5	4.7	_	57		R
C220d Estate	\$68,700	L4TD	2.1	143	400	_	1615	7.5	4.9	_	57		R
C300	\$72,700	L4T	2.0	190	370	_	1530	6.2	_	_	57	04/19	R
C300 Estate	\$75,142	L4T	2.0	190	370	A9	1615	6.1	_	95	57		R
C300 Coupe	\$86,800	L4T	2.0	190	370	A7	1565	6.0	_	95	57		R
C300 Cabriolet	\$103,742	L4T	_	190	370	A9	1690	6.4	7.2	_	57		R
C300e Sedan	\$79,200	L4TH	-	235	700	_	1740	5.4	2.1	95	57		R
C43 AMG	\$109,741	V6TT	3.0	-	520	-	1615	4.7	8.2	-	57	04/17	Α
C43 AMG Estate	\$112,242	V6TT	_	287	520	_	1735	4.8	8.3	_	57		Α
C43 AMG Coupe	\$113,841	V6TT	_	287	520	A9	1660	4.7	_	98	57		A
C43 AMG Cabriolet	\$127,041	V6TT	3.0	287	520	A9	1870	4.8	8.5	98	57	_	Α

		8	£.	L.	BI	÷	Ħ	_	ONS.		e %		í.
	Price	Engine type	Size	Power	Torque	Trans.	Kerb weigh	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
C63 S AMG	\$162,542	V8TT	4.0	375	700	A9	1865	4.2	8.6	98	60	07/19	R
C63 S AMG Estate	\$165,142	V8TT	4.0	375	700	A9	1650	4.1	_	98	60	10/15	R
C63 S AMG Coupe	\$167,642	V8TT	4.0	375	700	A9	1800	4.4	15.7	_	55	08/19	R
C63 S AMG Cabriolet	\$185,941 SLC	V8TT	4.0	375	700	A9	1925	4.1	9.4	98	55		R
	Based on 2	004 R1	71 S	I K (†	he sei	coni	d one)	so di	ated	eve	en w	hen ne	w in
	2011, and i THE PICK: I	now for	gotte	en. W	hy bu	y or	ie ovei	r a Z4	1, Bo	xsti	er, T	T, MX-5	ā
SLC200	\$86,100	L4T	2.0	135	300	A9	1509	6.9	6.2	95	67		R
SLC300	\$102,300	L4T	2.0	180	370	A9	1512	5.8	6.3	95	67		R
SLC 43 AMG	\$137,300	V6TT	3.0	270	520	A9	1591	4.7	7.9	95	67		R
Contrastantina and a second second	E-Class												
8-0 0×	The industr money, esp	y stand ecially f	ard i or o	n inte ur pic	egrati k. the	ng t inti	ech el riauina	egan a AM	itly. l G E 5	_oai 3 oi	ds of r bal	i kit bu listic E	t big 63
0-0-0-	THE PICK:												
E200	\$92,600	L4T		135	300	A9	1530	7.7	6.4		43		R
E220d	\$95,600	L4D	2.0	143	400	A9	1605	7.3	4.1	95	43		R
E220d Coupe	\$96,000	L4TD	2.0	143	400	A9	1735	7.4	4.9	95	43		R
E220d All-Terrain	\$111,200	L4T	2.0	143	400	-	1920	8.0	_	95	43	_	R
E300	\$110,500	L4T	2.0	180	370	A9	1580	6.2	7.1	95	43		R
E300 Coupe	\$110,611	L4T	2.0	180	370	A9	1685	6.4	6.4		43		R
E300 Cabriolet	\$123,500	L4T	2.0	180	370	A9	1780	6.6		95	43		R
E350d	\$136,700	L6TD	3.0	190 210	620 550	A9 A9	1725 1850	<i>5.9</i> 6.2	-	95 95	43	12/10	R
E350e E450	\$133,400 \$144,800	L4TDH V6TT	2.1	245	480	A9 A9	1745	6.Z	_	95 95	43 43	13/18	R
E400 Coupe	\$144,800	V6TT	3.0	245	480	A9 A9	1845	5.2	-	95 95	43	-	R
E400 Coupe E400 Cabrolet	\$157,500	V6TT	3.0	245	480	A9	1935	5.5		95 95	43	-	R
E400 Cabrolet	\$159,611	V6TT	3.0	295	520	A9	1765	4.6	8.4	-	43		A
E53 AMG	\$168,200	L6TH	3.0	320	770	A9	1870	4.4	_	98	43		A
E53 AMG Coupe	\$172,790	L6TH	3.0	320	770	A9	1925	4.3	8.8		43	12/18	A
E53 AMG Cabriolet	\$181,329	L6TH	3.0	320	770	A9	1980	4.4	_	98	43	12,10	A
E63 AMG	\$211,400	V8TT	4.0	420	750	A9	1875	3.5	_	98	43		A
E63 S AMG	\$240,900	V8TT	4.0	450	850	A9	1880	3.3	15.9	98	43	05/18	A
	CLS												
and a	Doesn't rid											g lacks	6
	the present THE PICK: D	ce of pri Ioesn't e	or ve encoi	ersior uraqe	וs. No the tי	tav /pe	/intag of driv	e ger ina tł	nerat ne 53	tion 3 pri	ovide	es. so 4	150
CLS350	\$137,400	L4T	_	220	_		1775	6.1	7.8		44		R
CLS450	\$155,530	L6T	_	270	500	A9	1940	4.8	8.7		44		Α
CLS53 AMG	\$179,529	L6TT	3.0	320	520	A9	1980	4.5	7.8	95	52		А
	S-Class												
A ALDER	Half a centu the finest lu												
a - action	THE PICK:	f you're	not	an Ut	er Bla	ack	driver,	the	S56	0 is	prop	perly lu	ish
S350d	\$199,100	L6TD	3.0	210	600	A9	1970	6.8	5.5	D	48		R
S400d L	\$222,500	L6TD	3.0	250	700	A9	2025	5.4	5.5	D	48		R
S450 L	\$230,600	V6TT	3.0	270	520	A9	1940	5.1	6.6	95	48		R
\$560	\$273,500	V8TT	4.0	345	700	_	2055	4.7	8.5	_	48		R
S560 L	\$298,800	V8TT	4.0	345	700	A9	2075	4.7	8.5	_	48		R
S560 Coupe	\$314,900	V8TT	4.0	345	700	A9	2158	4.6	8.5	_	64		R
S560 Cabriolet	\$336,900	V8TT	_	345	700	A9	2176	4.6	9.9	_	•		R
S63 AMG Coupe	\$370,500	V8TT	4.0	345	700	A9	2046	3.5	9.0	_	53		R
S63 AMG Cabriolet	\$370,500	V8TT	4.0	345	700	A9	2148	3.5	10.2	_	-		R
S63 L AMG	\$379,200	V8TT	4.0	450	900		1970	4.3	9.0	_	67		R
S650 L Maybach	\$429,800	V12TT	6.0	463	1000	Aſ	2360	4.7	12.7	98	45	1000	R
AT	SL Old stager l	ae loet	ite le	oker	a hit k		tho nu	nchv	ona	ino	lino-	un	
	means you'	ll be gor	ne be	efore	too n	nany	/ can p	onde	er th	atfa	act		
CL 400	THE PICK: S		_	_	_		_		_	-	_	oadste	_
SL400	\$220,900	V6TT	_	270		-	1735	-	7.8	-	51		R
SL500	\$280,900	V8TT	4.7	335	700		1795	4.3	9.1	_	51	_	R
SL63 AMG	\$370,900	V8TT	5.5	430	900	AY	1845	4.1	10.2	95	51		R



GT S

GT C

GT R

GT53

GT63 S

GT C Roadster



Roadster renders SL AMG redundant, beautiful coupe is not quite a sports car, not quite grand tourer, but close enough to both. Delicious **THE PICK:** Pony up for the GT R if you want to keep pace with a 911

\$311,142	V8TT	4.0	384	670	D7	1570	3.8	9.5	98	67	09/15	R
\$329,843	V8TT	4.0	410	680	D7	1625	3.8	11.5	98	67	01/20	R
\$355,252	V8TT	4.0	410	680	D7	1660	4.0	14.3	98	67	10/17	R
\$361,042	V8TT	4.0	430	700	D7	1555	4.0	20.6	98	67	03/19	R

GT 4-Door

Much more than just a swoopier E63 or the missing CLS63. If fact, this ballistic sports-sedan/coupe may just be AMG's most resolved model **THE PICK:** The \$100K premium is huge, but you'd be nuts not to pay it

\$249,900	L6TT	3.0	320	520	A9	1970	4.5	9.4	98	67		Α
\$349,900	V8TT	4.0	470	900	A9	2045	3.2	11.3	98	67	09/19	А

McLAREN – MITSUBISHI

YOUR COMPLETE NEW CAR BUYER'S GUIDE

	-						
•	л	/ 🗆		 Л I	I N		
	7.1		AT	 AL		/I E	
			_	 	_		

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

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
	GLC												
(HEADER	Ride would delight. Cor THE PICK:	upe's re	duce	ed he	adroo	mo	nly an	issu	e for	gia	nts		
GLC 200	\$66,100	L4T	2.0	145	320	A9	1760	7.8	7.8	95	61		R
_C 300	\$77,700	L4T	2.0	190	370	A9	1805	6.2	8.1	95	61	13/19	А
C 300 Coupe	\$87,700	L4T	2.0	190	370	A9	1825	6.3	-	95	61		А
C 43 AMG	\$109,900	V6TT	3.0	287	520	A9	1870	4.9	10.4	98	61		А
C 43 AMG Coupe	\$117,400	V6TT	3.0	287	520	A9	1875	4.9	10.4	98	61		А
_C 63 S AMG	\$161,000	V8TT	4.0	375	700	A9	2025	3.8	-	98	61		Α
C 63 S AMG Coupe	\$168,1000	V8TT	4.0	375	700	A9	2030	3.8	•	98	61		А
	GLE												
	All-new mo cabin, and THE PICK :	optional	l thir	d row	. Fina	llyh	as the	cho	ps to	o chi	aller	ige X5	
Od	\$99,900	L4TD		180	_		2090	<u> </u>	10.0	_	61	09/19	A
)	\$111,700	L6T	3.0	270	500	-	2145	_	9.1	_	61	.,	A
) Dd	\$118,500	L6TD	3.0		700	A9	2190	5.8	7.7	-	61		A
	GLE-Cou	_	0.0	210		112	2170	0.0			0.		
	Your chance ride and a h	e to pay									E, wi	th a bu	sy
Protocol and the second	THE PICK:										fres	h Coup	e
E350d	\$126,700	V6TD	3.0	190	620	A9	2175	7.0	7.2	D	61		А
E43 AMG	\$146,200	V6TT	3.0	270	520	A9	2145	5.7	9.4	98	63		А
E63 S AMG	\$204,200	V8TT	5.5	430	760	A7	2275	4.2	11.9	98	63		А
	G-Class												
318_8	The all-nev improved. I THE PICK:	Despite	look	ing lil	кеас	erea	al box,	it's d	levili	shly	/ into	oxicatiı	ng
3	\$247,329	V8TT	_	_	_		2485	_	_	_	_	ignein	А
	GLS	VOTT	4.0	430	050	R)	2403	ч.Ј	13.1	70	34		~
	lt's big, luxi the fact tal	ladults	can l	be co	mfort	tablı	e (and	safe) in t	hirc	Irow	/	dof
.\$450	THE PICK:	L6H	_		,	_	2370				ettio	cient	٨
	\$144,600			243	700	_	_	_	9.2 7.7	_	-		A
S400d	\$151,300 EQC	L6TD	3.0	243	100	A9	2415	0.3	1.1	U			A
	Mercedes- masterpied	ce. Com	forta	able, f	amili	ar, a	nd yet	still	inno	vati	ve. 1	Top ma I can bi	rks Jy
00	\$137,900	E	80	300	760	1R	2480	4.7	21.4	-	•	02/20	Α
COD-	X-Class												
-	Don't call it track, and l THE PICK:	3enz's o	wn ۱	/6 ma	ake th	is a	fair dir	hkum	י Me	rc u	te. Is	sh	ear
220d Pure	\$50,400	L4TD	_	120	_	-	2126	12.9	_	_	56		А
50d Pure	\$52,400	L4TTD	2.2	140	450	M6	2140	11.1	7.7	D	56		А
50d Pure	\$55,300	L4TTD	2.2	140	450	A7	2147	11.8	7.9	D	56		Α
50d Prog	\$54,900	L4TTD	2.2	140	450	M6	2130	11.1	7.7	D	56		A
50d Prog	\$57,800	L4TTD	_	140	450	_	2137	_	10.4	_	57	07/18	A
50d Power	\$61,600	L4TTD	_	140	450	_	2155	11.1	7.7	_	54		А
od Power	\$64,500	L4TTD	_	140	450	_	2161	11.8	7.9	_	57		A
od Prog	\$73,270	V6TD	_	190	550	_	2166	7.9	8.8	_	58		A
Od Power	\$79,415	V6TD	_	190	550	_		7.9	8.8	_	58		A
	V-Class		5.0		500	741	2770		5.0		00		
C.P.T	Transport f safety tech THE PICK :	n allied t	o a d	iesel	donk	wel	l up for	hau	ling	gro			
20d	\$79,627	L4TD	2.1	120	_	-	2135	_		_	53		R
2200 250d Avantgarde	\$93,799	L4TD	2.1	120	440	_		8.0	_	_	53		R
MD	MG						6 ye	ears,	/7 y	'ear	s/ur	nlimite	ed

Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	Issue tested	Unive
\$22,990	L3T	1.0	82	160	A6	1245	13.2	6.7	91	52		F
\$24,990	L3T	1.0	82	160	A6	1245	13.2	6.7	91	52		F
GS												
Flimsy bu could go c THE PICK	on. But it i	sche	eap, s	spacio	ous,	and E	ssen	ce h	as 1	.62k	W	
\$25,990	L4T	1.5	119	250	D7	1432	11.0	7.4	91	56		F
\$27,990	L4T	1.5	119	250	D7	1420	11.0	7.4	91	56		F
\$34,990	L4T	2.0	162	350	D6	1614	8.0	9.6	91	57		A
Mir	ni							Зу	'ear	s/u	nlimite	ed
Hatch												
Famous k and tech t THE PICK	to go with	the '	fun, t	out w ⁱ	nat's	s with	the U	nior	۱Ja	ck lig	ghts?	idi
\$29,900	L3T	1.5	100	220	-	1085	7.9	5.5	-	48	06/14	F
\$32,400	L3T	1.5	100	220	-	1115	7.8	5.3	_	48		F
\$39,900	L4T	2.0	141	280		1160	6.8	6.3		50	06/14	F
\$42,700	L4T	2.0	141	280	-	1175	6.7	5.5		50		F
\$49,900	L4T	2.0	170	320	-	1205	6.3	6.9		61		F
\$52,850	L4T	_	170	320		1220	6.1	6.0	_	61	-	F
5-door												
THE PICK \$31,150 \$33,650	: Cooper L3T L3T	with 1.5 1.5	choic 100 100	ce opt 220 220	M6	inclu 1145 1175	uding 8.2 <i>9.1</i>	ada 5.5 5.4	95	/e da 48 48	ampers 03/16	s] F F
\$41,150	L4T	2.0	141	280		1220	6.9	6.4	_	50	03/10	F
\$43,950	L4T	2.0		280		1240	6.8	5.6		50		F
Cooper	_	_		200	DI	IL-TO	0.0	5.0	75	50		1
Karty han to-use fal THE PICK	Idling equ bric top n	ials ii 1ake	nstar Coop	er ca		summ	er fu	n-m	ach	ine	and eas	
	LOT			n 466	apit	ation	00111			rog	ular ha	
\$40,900	L3T	1.5	100	220	_	ation (1205	8.8	5.6	95	62	ular ha	
\$40,900 \$40,900	L3T	1.5 1.5	100 100	_	M6 D7	1205 1230	_	5.6 5.6	95 95	62 63	ular ha	tc F F
\$40,900 \$47,900	_	1.5 2.0	100 141	220	M6 D7 M6	1205 1230 1275	8.8	5.6 5.6 6.5	95 95 95	62	ular ha	tc F F
\$40,900 \$47,900 \$47,900	L3T L4T L4T	1.5 2.0 2.0	100 141 141	220 220 280 280	M6 D7 M6 D7	1205 1230 1275 1295	8.8 8.7	5.6 5.6 6.5 5.7	95 95 95 95	62 63 64 64	ular ha	tc F F F
\$40,900 \$47,900 \$47,900 \$57,900	L3T L4T L4T L4T	1.5 2.0 2.0 2.0	100 141 141 170	220 220 280 280 320	M6 D7 M6 D7 M6	1205 1230 1275 1295 1410	8.8 8.7 7.2 7.1 6.6	5.6 5.6 6.5 5.7 7.0	95 95 95 95 95	62 63 64 64 51	ular ha	tc F F F F
\$40,900 \$47,900 \$47,900 \$57,900 \$57,900	L3T L4T L4T L4T L4T	1.5 2.0 2.0	100 141 141 170	220 220 280 280	M6 D7 M6 D7 M6	1205 1230 1275 1295	8.8 8.7 7.2 7.1	5.6 5.6 6.5 5.7	95 95 95 95 95	62 63 64 64	ular ha	tc F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK	L3T L4T L4T L4T L4T n /le cloaks / turbos a : Any. Thi	1.5 2.0 2.0 2.0 2.0 3 a pr ind ja s is c	100 141 141 170 170 actic ounty our fa	220 220 280 320 320 320 al pac deme vouri	M6 D7 M6 D7 M6 A8 ckac	1205 1230 1275 1295 1410 1435 e (due bur. Ne f the M	8.8 8.7 7.2 7.1 6.6 6.5 8 to B w va 11ni b	5.6 5.6 5.7 7.0 6.3 MW rian	95 95 95 95 95 95 X1 ts tr	62 63 64 51 51 whe icklies b	elbase	tc F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900	L3T L4T L4T L4T L4T ve cloaks turbos a turbos a tany. Thi L3T	1.5 2.0 2.0 2.0 2.0 3 a pr ind ja s is c 1.5	100 141 141 170 170 actic unty ur fa 100	220 220 280 320 320 al pad dema vouri 220	M6 D7 M6 D7 M6 A8 ckac cand te of	1205 1230 1275 1295 1410 1435 te (due tur. Ne the M 1300	8.8 8.7 7.2 7.1 6.6 6.5 8 to B w va 11ni b 9.1	5.6 5.6 6.5 5.7 7.0 6.3 MW rian	95 95 95 95 95 95 X1 ts tr styli 95	62 63 64 51 51 whe ricklies b	elbase ing in y far	tc F F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900	L3T L4T L4T L4T L4T L4T vle cloaks v turbos a turbos a chny. Thi L3T L3T	1.5 2.0 2.0 2.0 2.0 3 a pr ind ja s is c 1.5 1.5	100 141 141 170 170 actic unty ur fa 100 100	220 280 280 320 320 al pac deme vouri 220 220	M6 D7 M6 D7 M6 A8 ckac eanc te of M6 A6	1205 1230 1275 1295 1410 1435 e (due tur. Ne the M 1300 1320	8.8 8.7 7.2 7.1 6.6 6.5 8 to B w va 11ni b 9.1 9.7	5.6 5.6 6.5 5.7 7.0 6.3 MWW rian odys 5.4 5.4	95 95 95 95 95 95 X1 ts tr style 95 95	62 63 64 51 51 whe ricklies b 53 53	elbase	tc F F F F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900 \$45,900	L3T L4T L4T L4T L4T L4T L4T L4T L4T L3T L3T L3T L4T	1.5 2.0 2.0 2.0 2.0 3 a pr ind ja s is c 1.5 1.5 2.0	100 141 141 170 170 actic unty unty unty 100 100 141	220 280 280 320 320 al pad dema vouri 220 220 280	M6 D7 M6 D7 M6 A8 Ckac can cte of M6 A6 M6	1205 1230 1275 1295 1410 1435 (due the M 1300 1320 1360	8.8 8.7 7.2 7.1 6.6 6.5 4 to B w va 11ni b 9.1 9.7 7.2	5.6 5.6 6.5 5.7 7.0 6.3 MWW rian 0dy: 5.4 5.4 7.1	95 95 95 95 95 95 xx1 xstr 95 95 98	62 63 64 51 51 51 whe cickl es b 53 53 53	elbase ing in y far	tc F F F F F F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900 \$45,900 \$45,900	L3T L4T L4T L4T L4T VIE Cloaks (turbos a turbos a tany. Thi L3T L3T L4T L4T	1.5 2.0 2.0 2.0 2.0 3 a pr nd ja s is c 1.5 1.5 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141	220 280 280 320 320 320 4 0 0 0 0 220 220 280 280	M6 D7 M6 D7 M6 A8 ckac eand te of M6 A6 M6 D7	1205 1230 1275 1295 1410 1435 t410 1435 t410 1320 1360 1390	8.8 8.7 7.2 7.1 6.6 6.5 4 to B w Va 11ni b 9.1 9.1 9.7 7.2 7.3	5.6 5.6 6.5 5.7 7.0 6.3 MW rian 0dys 5.4 5.4 7.1 6.2	95 95 95 95 95 95 85 85 95 95 98 98	62 63 64 51 51 51 whe ickl es b 53 53 53 53	elbase ing in y far	tc F F F F F F F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900 \$45,900 \$45,900	L3T L4T L4T L4T L4T N Clocks Cturbos a Cturbos a Cturbos a L3T L3T L3T L4T L4T L4T	1.5 2.0 2.0 2.0 2.0 3 a pr 1.5 1.5 1.5 2.0 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141 225	220 220 280 320 320 320 220 220 280 280 450	M6 D7 M6 D7 M6 A8 Ckac can cte of M6 A6 M6 D7 D7	1205 1230 1275 1295 1410 1435 te (due bur, Ne f the M 1300 1320 1360 1390 1475	8.8 8.7 7.2 7.1 6.6 6.5 9 11ni b 9.1 9.7 7.2 7.3 4.9	5.6 5.6 6.5 5.7 7.0 6.3 MW rian 5.4 5.4 7.1 6.2 7.7	95 95 95 95 95 95 X1 tstr 95 95 98 98 98	62 63 64 51 51 whe s b 53 53 53 53 53	elbase ing in y far	tc F F F F F F F F F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900 \$45,900 \$45,900	L3T L4T L4T L4T L4T VIE Cloaks (turbos a turbos a tany. Thi L3T L3T L4T L4T	1.5 2.0 2.0 2.0 2.0 3 a pr nd ja s is c 1.5 1.5 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141	220 280 280 320 320 320 4 0 0 0 0 220 220 280 280	M6 D7 M6 D7 M6 A8 Ckac can cte of M6 A6 M6 D7 D7	1205 1230 1275 1295 1410 1435 t410 1435 t410 1320 1360 1390	8.8 8.7 7.2 7.1 6.6 6.5 4 to B w Va 11ni b 9.1 9.1 9.7 7.2 7.3	5.6 5.6 6.5 5.7 7.0 6.3 MW rian 0dys 5.4 5.4 7.1 6.2	95 95 95 95 95 95 85 85 95 95 98 98	62 63 64 51 51 51 whe ickl es b 53 53 53 53	elbase ing in y far	tc F F F F F F F F F F
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Duirky sty with lively THE PICK \$36,900 \$36,900 \$45,900 \$45,900 \$45,900 \$57,900 Country	L3T L4T L4T L4T N Ve cloaks turbos a turbos a tany. Thi L3T L3T L4T L4T L4T L4T L4T L4T	1.5 2.0 2.0 2.0 2.0 2.0 1.5 1.5 2.0 2.0 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141 225 225	220 220 280 320 320 320 280 220 280 280 450	M6 D7 M6 D7 M6 A8 Ckac can cte o M6 A6 M6 D7 D7 D7 D7	1205 1230 1275 1295 1410 1435 e (due 1435 e (due 1435 1300 1320 1320 1320 1360 1390 1475 1490	8.8 8.7 7.2 7.1 6.6 6.5 9.1 9.1 9.7 7.2 7.3 4.9 4.9	5.6 5.6 6.5 5.7 7.0 6.3 MWW rian 5.4 5.4 7.1 6.2 7.7 7.7	95 95 95 95 95 75 95 95 95 98 98 98 98 98	62 63 64 51 51 51 53 53 53 53 53 53 53	elbase ing in y far 08/16	tc F F F F F F F F A A
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively \$36,900 \$36,900 \$45,900 \$45,900 \$57,900 \$62,900	L3T L4T L4T L4T L4T N Clocks Curbos a Curbos a Curbos a Curbos a Curbos a Curbos a Curbos a L4T L4T L4T L4T L4T L4T L4T L4T	1.5 2.0 2.0 2.0 2.0 3 a pr 1.5 1.5 1.5 2.0 2.0 2.0 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141 225 225 er's l extra	220 220 280 320 320 320 280 220 280 280 450 450	M6 D7 M6 D7 M6 A8 Ckac can cte of M6 A6 M6 D7 D7 D7 D7	1205 1230 1275 1295 1410 1435 1435 1435 1435 1435 1435 1300 1320 1320 1360 1390 1475 1490 1475	8.8 8.7 7.2 7.1 6.6 6.5 9.1 9.1 9.7 7.2 7.3 4.9 4.9 4.9	5.6 5.7 7.0 6.3 MWW rian odys 5.4 7.1 6.2 7.7 7.7	95 95 95 95 95 95 95 95 95 98 98 98 98 98 98	62 63 64 51 51 53 53 53 53 53 53 53 53	elbase ing in y far 08/16 tile SU	tc F F F F F F F F A A
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900 \$45,900 \$45,900 \$45,900 \$62,900 Country Somehow ish packa	L3T L4T L4T L4T L4T N Clocks Curbos a Curbos a Curbos a Curbos a Curbos a Curbos a Curbos a L4T L4T L4T L4T L4T L4T L4T L4T	1.5 2.0 2.0 2.0 2.0 3 a pr 1.5 1.5 1.5 2.0 2.0 2.0 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141 225 225 er's l extra	220 220 280 320 320 320 280 220 280 280 450 450	M6 D7 M6 D7 M6 A8 Ckac can chac chac chac chac chac D7 D7 D7 D7 D7 D7 D7	1205 1230 1275 1295 1410 1435 1435 1435 1435 1435 1435 1300 1320 1320 1360 1390 1475 1490 1475	8.8 8.7 7.2 7.1 6.6 6.5 9.1 9.1 9.7 7.2 7.3 4.9 4.9 4.9	5.6 5.7 7.0 6.3 MWW rian odys 5.4 7.1 6.2 7.7 7.7	95 95 95 95 95 75 95 95 95 98 98 98 98 98 98 98	62 63 64 51 51 53 53 53 53 53 53 53 53	elbase ing in y far 08/16 tile SU	tc F F F F F F F F F F A A
\$40,900 \$47,900 \$57,900 \$57,900 Clubma Quirky sty with lively THE PICK \$36,900 \$36,900 \$45,900 \$45,900 \$45,900 \$57,900 \$62,900 Country Somehow ish packa THE PICK	L3T L4T L4T L4T L4T L4T L4T L4T L4	1.5 2.0 2.0 2.0 2.0 3 a pr nd ja s is c 1.5 1.5 2.0 2.0 2.0 2.0 2.0	100 141 141 170 170 actic unty ur fa 100 100 141 141 225 225 225 225 extra cos f 100	220 220 280 320 320 320 220 220 220 220 220 220 22	M6 D7 M6 D7 M6 A8 Ckace and ckace and ckace and A6 D7 D7 D7 D7 D7 D7 A6	1205 1230 1275 1295 1410 1435 (445) 1435 (445) 1300 1320 1360 1320 1360 1390 1475 1490 1475	8.8 8.7 7.2 7.1 6.6 6.5 9.1 9.1 9.7 7.2 7.3 4.9 4.9 4.9	5.6 5.7 7.0 6.3 5.7 5.4 5.4 7.1 6.2 7.7 7.7 7.7 6.2 6.0	95 95 95 95 95 95 95 95 95 98 98 98 98 98 98 98 98 98 98 98 98 98	62 63 64 51 51 53 53 53 53 53 53 53 53 53 53 53 53 53	elbase ing in y far 08/16 tile SU	tc F F F F F F F F F F F F A A A V



Core



Finally gets auto-only range, but it's a four-speed dunger. New design looks good, but do not be confused by the badge. It's Chinese THE PICK: Have you considered a Suzuki Swift?

1.5 82 150 A4 1170 12.5 6.7 91 46

1.5 82 150 A4 1170 12.5 6.7 91 47

1.5 84 150 A4 1255 **13.2** 7.1 91 50

Excite

MG6 Plus

L4

L4

L4

MG3

\$15,990

\$17,490

\$20,990



Distinctive design and pricing are attractive, but lacklustre turbo engine and resale concerns mean it's a bit of a risky option **THE PICK:** Please test drive a Honda Civic first before deciding

Core Excite Essence



Excite

											2
\$21,990	L4T	1.8	118	215	D6	1534	9.9	7.8	91	42	
\$23,990	L4T	1.8	118	215	D6	1534	9.9	7.8	91	43	
\$25,990	L4T	1.8	118	215	D6	1534	9.9	7.8	91	44	
ZS											

Might get up hills with a run-up, but kW truly lacking. Seven-year warranty will attract some to take the risk, and three-pot frugal THE PICK: New Hyundai Venue or demo Mazda CX-3

Cooper SD All4 PHEV JCW F

> ES ES

LS

F

F

F

F

Cooper D

Cooper S



2.0 141 280 A8 1460 7.4 6.5 95 56



Mitsubishi

L4T

5 years/100,000km

F

Mirage

\$47,200

Once-proud Mirage looks dowdy and dull and has a bouncy ride, tight rear seat and wheezy power. Still, it's well equipped for the price THE PICK: Forget it. Keep saving up for a Suzuki Swift or Kia Picanto

\$13,490	L3	1.2	57	100	М5	865	14.5	4.6	91	41	04/13	F
\$14,990	L3	1.2	57	100	С	895	14.5	4.6	91	41		F
\$15,990	L3	1.2	57	100	С	895	14.5	4.9	91	41		F

🖸 🖬 🖌 @wheelsaustralia 137





ES

ES

MR

ASX

\$24,990

\$26,740

\$27,490

\$29,240

\$30,240

\$30,490

\$35,740

\$29,990

\$31,990

\$34,490

\$36,690

\$39,190

\$31,690

\$29,490

\$33,290

\$31,790

\$34,290

\$35,790

\$34,290

\$36,790

\$40,290

\$43,290

\$46,790

\$46,990

\$47,990

\$55,990

\$46,000

\$49,000

\$54,200

Pajero

\$53,990

\$58,990

Triton

\$37,490

\$39,990

\$38,290

\$40,790

\$40,990

\$43,490

\$45,140

\$47,640

\$52,490

eaf

Pajero Sport

Outlander

Eclipse Cross

L4

L4

L4

L4

L4

L4

L4

L4T

L4T

L4T

L4T

L4T

L4T

L4

L4

L4

L4

L4

L4

L4

L4

L4TD

L4TD

L4H

L4H

L4H

L4TD

14TD

2.0 110

2.0 110

2.0 110

2.0 110

2.4 123

2.4 123

197

197

197

197

222

1.5 110 250 C

250

250

250

250 C

250 C

THE PICK: PHEV since it brings an intriguing point of difference

2.0 110 190 M5 1410

220

220 С

220 C

220 C

220 С

220 С

220

199 С

199

199 C

Rugged and capable, but it looks like a troll, and old-school chassis

2.5 133 430 A8 2045 10.0 8.0 D

A proper off-roader that's also a capable, very roomy family car, but is feeling old inside. Updated for 2019; still worth a look as a value bus

New styling and added safety are welcome, but the old chassis and

workmanlike 2.4L diesel remain unchanged. Keen pricing a real plus

3.2 147 441 A5 2263 10.5 8.6 D

2.4 133 430 M6 1950 10.0 7.9 D

430 A6 1955

430 M6 1951

430 A6 1956

430 M6 1944

430 A6 1949

430 A6 2000

L4TD 2.4 133 430 A6 2041 10.0 8.6 D 47

2.4 133 430 M6 1994

3.2 147 441 A5 2314 10.5 8.6 D 51

THE PICK: Haggle hard as she's about to turn the big 2-0 soon

THE PICK: GLX ADAS upwards balances value with spec well

430 A8 2060 10.0 8.0 D

430 A8 2070 10.0 8.0 D

compromises road dynamics. Facelifted model arrives next year THE PICK: Tough GLS the best value given its spec, or go Big Pajero

110

110

1.5 110

1.5 110

1.5 110

2.4 124

2.4 124

2.4 124

2.4 124

2.4 124

2.4 124

2.2 110

2.4 124

2.2 110

2.4 94

2.4 94

2.4 94

2.5 133

2.5 133

2.4 133

2.4 133

2.4 133

2.4 133

2.4 133

2.4 133

1.5

1.5

222 C

Modern compared to closely related ASX, especially the interior, with gutsy turbo performance, but ride and handling off the pace

THE PICK: Exceed AWD drives best but, 1.5L aside, it's old underneath

С

С

С

Clever and roomy SUV that squeezes in seven seats (if you avoid frugal

PHEV). Facelift is quieter, smoother, but infotainment suffers. Ageing

С

360 A6 1630

360 A6 1635

С

С

1375

1490

1555

1490 9.5

1555

1555

1430

1430

1430 9.5

1500

1500

1500

1535

1880

1880

ES ADAS LS GSR Exceed ES LS 2WD LS 4WD Exceed 2WD Exceed 4WD **Black Edition** ES 2WD ES ADAS 2WD ES 2WD 7 Seat ES AWD 7 Seat

ES ADAS AWD LS 2WD LS AWD LS AWD Exceed AWD Exceed AWD ES PHEV ES PHEV ADAS Exceed PHEV

GLX GLS Exceed



GLX GLS



GLX GLX GLX ADAS GLX ADAS GLX+ GLX+ GLS

Resale⁰ Drive Price Size

Mitsubishi plays its power card, upping the Exceed from 2.0 litres to 2.4 litres. Broad style and tech tweaks keep an old offering youthful THE PICK: Exceed or sporty 2.4-litre GSR

1490 9.5 7.3 91 48

9.5

9.5 7.3 91

9.5 7.3 91

9.5 7.3 91

10.0 7.0 91 48

6.7 91

6.7 91

6.2 D

6.7 91

6.2 D

10.5 1.9 91

10.5 1.9 91

9.5 6.7 91

9.5 6.7 91

9.5 6.7 91

9.5 6.7 91

9.5

9.5

9.5

9.5

1880 10.5 1.9 91

7.3 91

7.3 91



9.5 7.9 91 46 13/19 F

48

48

50

50

48

48

48

48

48

48

50

51

51

52

53

51

47

47

47

47

47

47

47

D 47

10.0 8.6 D

10.0 7.9 D

10.0 8.6 D

10.0 7.9 D

10.0 8.6 D

10.0 7.9 D

10.0 8.6

53 03/16 A

F

А

F

A

F

А

A

F

А

A

A

А

А

А

А

Α

A

А

A

Α

A

А

А

А

А

А

A

Ti

Ti-L

SL

SL

ST

ST

ST-X ST-X N-Trek

Premium Luxury Track Edition

Nismo

Roadster

Roadster

Nismo



ST Ti-S Ti-S Nismo RS



ST ST ST+ ST-L Ti ST



ST Hybrid 4WD ST+2WD ST+ 4WD ST-L 2WD ST-L 4WD ST-L Hybrid 4WD Ti 2WD Ti 4WD Ti Hybrid 4WD



Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons	RON	Resale %	lssue tested	Drive
\$61,490	V6	3.7	245	363	М6	1570	5.7	11.2	95	64	01/10	R
\$63,490	V6	3.7	245	363	A7	1582	5.7	10.9	95	64		R
\$61,990	V6	3.7	253	371	M6	1528	5.3	10.6	95	51		R
\$63,990	V6	3.7	253	371	A7	1538	5.3	10.4	95	52		R
GT-R												

Manga-styled, twin-turbo V6 coupe with rear-biased AWD a fast blast that delivers supercar pace and unique attitude for Boxster GTS bucks THE PICK: Not the Nismo

			0									
\$193,800	V6TT	3.8	419	632	D6	1765	3.2	11.7	98	55		А
\$199,800	V6TT	3.8	419	632	D6	1765	3.2	11.7	98	55	5	Α
\$235,000	V6TT	3.8	419	632	D6	1760	3.2	11.7	98	55		А
\$378,000	V6TT	3.8	441	652	D6	1706	2.7	11.7	98	53	1	А
	\$199,800 \$235,000	\$199,800 V6TT \$235,000 V6TT	\$199,800 V6TT 3.8 \$235,000 V6TT 3.8	\$199,800 V6TT 3.8 419 \$235,000 V6TT 3.8 419	\$199,800 V6TT 3.8 419 632 \$235,000 V6TT 3.8 419 632	\$199,800 V6TT 3.8 419 632 D6 \$235,000 V6TT 3.8 419 632 D6	\$199,800 V6TT 3.8 419 632 D6 1765 \$235,000 V6TT 3.8 419 632 D6 1765	\$199,800 V6TT 3.8 419 632 D6 1765 3.2 \$235,000 V6TT 3.8 419 632 D6 1760 3.2	\$199,800 V6TT 3.8 419 632 D6 1765 3.2 11.7 \$235,000 V6TT 3.8 419 632 D6 1765 3.2 11.7	\$199,800 V6TT 3.8 419 632 D6 1765 3.2 11.7 98 \$235,000 V6TT 3.8 419 632 D6 1760 3.2 11.7 98	\$199,800 V6TT 3.8 419 632 D6 1765 3.2 11.7 98 55 \$235,000 V6TT 3.8 419 632 D6 1765 3.2 11.7 98 55	\$199,800 V6TT 3.8 419 632 D6 1765 3.2 11.7 98 55 \$235,000 V6TT 3.8 419 632 D6 1760 3.2 11.7 98 55

Baby British crossover runs all the way from practical, value-priced curiosity to Nismo RS's weirdly unfocused no-man's land THE PICK: Spring for the Ti-S manual

THETTOR	spring r	51 (11	0 11 0	Jinai	iuui							
\$23,490	L4T	1.2	85	190	М5	1251	-	5.6	95	52	06/13	F
\$30,190	L4T	1.6	140	240	M6	1308	-	6.0	95	50		F
\$33,840	L4T	1.6	140	240	С	1421	-	6.5	95	52		А
\$37,790	L4T	1.6	160	280	M6	1309	-	7.2	95	52		А
\$41,490	L4T	1.6	157	250	С	1451	-	7.3	95	52		А
Oscherai												

Practical and sharp-priced package, with an update due 01 2020 Firm ride and lacks grunt, but great for undemanding users THE PICK: ST is all the Qashqai you'll ever need

\$27,990	L4	2.0	106	200	M6	1343	9.9	7.7	91	50		F
\$29,490	L4	2.0	106	200	С	1375	10.5	8.6	91	50	01/20	F
\$30,790	L4	2.0	106	200	С	1384	10.1	6.9	91	50		F
\$33,290	L4	2.0	106	200	С	1392	10.1	6.9	91	50		F
\$37,990	L4	2.0	106	200	С	1429	11.0	11.1	91	54	09/18	F
V Tuell												

It's not the best SUV out there, but it's reliable and Japanese, with seven-seat availability, handsome styling and keen pricing THE PICK: The less you spend, the better, as ST represents good value

THE FIOR.	1101033	yuu	Sheu	u, the	DEL		011	chig	5361	nto y	uuu va	nuc
\$29,890	L4	2.0	106	200	M6	1464	8.0	8.2	91	48		F
\$31,890	L4	2.5	126	226	С	1497	8.0	7.9	91	48		F
\$33,490	L4	2.5	126	226	С	1547	8.0	8.1	91	52		F
\$33,890	L4	2.5	126	226	С	1553	8.0	8.3	91	48		Α
\$36,690	L4TD	2.0	130	380	С	1656	8.0	6.0	D	52		А
\$35,990	L4TD	2.0	130	380	С	1706	8.0	6.1	D	52		F
\$37,700	L4	2.5	126	226	С	1532	8.0	7.9	91	52		F
\$39,300	L4	2.5	126	226	С	1573	8.0	8.1	91	52	07/19	F
\$39,700	L4	2.5	126	226	С	1588	8.0	8.3	91	52		Α
\$45,340	L4	2.5	126	226	С	1601	8.0	8.3	91	47		Α
\$48,340	L4TD	2.0	130	380	С	1706	8.0	6.1	D	47		А
Pathfinde	: :											

US-made mid-sizer delivers space, V6 grunt and go-most-places ability, but is a bit ponderous and unrewarding for keener drivers

THE PICK: N	lotterri	ole p	iut ma	JStriv	/ais	like a l	Mazo	a C.	x-9	outs	snine it	
\$43,390	V6	3.5	202	340	С	1970	9.0	9.9	91	54		F
\$46,890	V6	3.5	202	340	С	2034	9.0	10.1	91	55		А
\$46,390	L4SH	2.5	188	330	С	2151	9.0	8.6	91	54		А
\$44,590	V6	3.5	202	340	С	1970	9.0	9.9	91	56		F
\$48,090	V6	3.5	202	340	С	2034	9.0	10.1	91	56		А
\$54,890	V6	3.5	202	340	С	2012	9.0	9.9	91	56		F
\$58,390	V6	3.5	202	340	С	2075	9.0	10.1	91	56		А
\$61,390	L4SH	2.5	188	330	С	2176	9.0	8.7	91	56		А
\$62,890	V6	3.5	202	340	С	2055	9.0	9.9	91	56	09/15	F
\$66,390	V6	3.5	202	340	С	2119	9.0	10.1	91	57		Α
\$69,390	L4SH	2.5	188	330	С	2219	9.0	8.7	91	57		А
Patrol												

Powerhouse engine now gets handsome looks to match the grunt.

GLS	
GLS Pr	emium



Nissan

Ε



5 years/unlimited



One of the most affordable EVs in the country, the Leaf makes the most sense due to large battery and range. Gains five-star safety, too THE PICK: This - from a series that is now the best-selling EV in history

40 110 320 1R 1580 8.4 16.5 - 51 02/20 F



Little has changed in its eleventeen years - the 370Z's still a coarse,
hard, loud blast from the rear-drive coupe past. We like it. A lot
THE PICK: Nismo manual – the additions really enhance it

\$50,490	V6	3.7	245	363	M6	1515	5.6	10.6 95	51	R
\$52,490	V6	3.7	245	363	A7	1526	5.7	10.4 95	52	R

138 whichcar.com.au/wheels

Remains a great choice for outback tourers and heavy towers THE PICK: Cheaper model leaves more cash for fuel. You'll need it

\$75,990	V8	5.6	298	560	A7	2815	8.5	14.4 95	-	А
\$91,990	V8	5.6	298	560	A7	2850	8.5	14.4 95	-	А

Navara

Coil-sprung rear end has been improved: twin-turbo engine strong, but missing final ride and handling polish. Haggle hard if you must **THE PICK:** ST-X for kit but D23 has never matched the previous D40

\$44,600	L4TD	2.3	120	403	M6	1923	10.0	6.5	D	53		А
\$47,100	L4TD	2.3	140	450	A7	1928	10.0	7.0	D	53		А
\$47,450	L4TTD	2.3	140	450	M6	1862	10.0	6.3	D	53		А
\$49,950	L4TTD	2.3	140	450	A7	1865	10.0	6.8	D	53		А
\$52,750	L4TTD	2.3	140	450	M6	1917	10.0	6.3	D	53		Α
\$55,250	L4TTD	2.3	140	450	A7	1921	9.7	11.0	D	53	07/18	Α
\$56,450	L4TTD	2.3	140	450	M6	1917	10.0	6.3	D	53		Α

MITSUBISHI – RAM

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

	Price	Engine type	Size	Power	Torque	Irans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
N-Trek	\$58,950	L4TTD	2.3	140	450	A7	1921	10.0	6.8	D	53		A
N-Trek Warrior	\$62,990	L4TTD	2.3	140	150	M6	2180	10.0		-	-		Α
N-Trek Warrior	\$65,490	L4TTD	2.3	140	150	A7	2186	10.0	6.8	D	-	02/20	Α
	Pel	Igel	ct						5 y	′ear	rs∕u	nlimite	ed
STR.	208 Clearly the three-pot t THE PICK:	urbo is	also	a cha	irmer.	The	e drivir	ng po	sitic	n is	pola	arising	
Active	\$21,990	L3T	1.2	81	205	-	1070	10.9	_	_	45		F
Allure	\$24,990	L3T	1.2	81	205	-	1070	10.9	4.5	95	42		F
GT-Line	\$26,990	L3T	1.2	81	205	-	1070	11.0	_	_	43	03/16	F
GTi	\$29,990	L4T	1.6	153	300	M6	1160	6.5	8.8	95	47	12/18	F
CE CON	308 Blessed wi style, the b THE PICK:	ig surpr They're	ise is all gi	s how reat b	/ muc out th	h fui e GT	n the e 'i is sp	entry ecial	1.2	trip	le ca	an be	_
Active Allure	\$26,990	L3T	1.2	96 96	230		1150	10.2	_	95 95	50 50	01/17	F
Allure HDi	\$31,990 \$35,990	L3T L4TD	1.2	-	230 370		1150 1310	10.2 9.6	5.I 4.4		50		F
GT	\$39,990	L4TD	1.6	165	285	-	1204	7.0	4.4 6.0	_	51		F
GTi	\$45,990	L4T	1.6	200	330	_	1204	-	6.0	_	52	04/18	
	508		1.0	200	000	me	IL UU	0.0	0.0	70	UL	0 1/10	
	French ran stylish Fre THE PICK:	nch mid	-size	er. Tw	o bod	ies s	shares	same	spe	ec le	evel		
Fastback	\$53,990	L4T	1.6	165	_	-	1430	7.7	8.9	_	58	02/20	_
Sportswagon	\$55,990	L4T	1.6	165	300	A8	1470	8.2	6.3	95	58	02/20	F
-0-0	2008 With its ter package th THE PICK:	at only '	falls	dowr	n whe	n co	mpare	ed wit	th a	new	/er 3	3008	fun
Active	\$25,490	L3T	1.2	81	205	A6	1188	11.3	4.8	95	53		F
Allure	\$29,490	L3T	1.2	81	205	A6	1188	11.1	8.4	95	53	05/17	F
GT-Line	\$31,500	L3T	1.2	81	205	A6	1188	11.3	4.8	95	52		F
	3008 Built on ext alternative THE PICK:	to more From Al	e con lure	nmor up, pr	i CX-8 remiu	5 far mne	e. Pler ess ca	nty of n eml	f cal barr	oin f ass	lair, pos	too sh Germ	nans
Active	\$37,490	L4T	1.6	121	_		1371	9.3	_	_	48		_
Allure	\$40,990	L4T	1.6	121	240	_	1371		7.0	_	48		F
GT-Line	\$44,990	L4T	1.6	121	_	_	1371		7.0	_	49	13/17	F
GT	\$51,490	L4TD	2.0	133	400	A8	1433	8.9	5.0	D	49		F
*****	5008 Brings Fre than previo THE PICK:	ous gen, GT-Line	but is th	1.6T e bes	works st valu	s hai ie	rd load	ded a	nd r	ide	stilla		m
Allure	\$44,490	L4T	1.6		_	_	1473	10.5	_	95	52		F
GT-Line	\$48,490	L4T	1.6	121	240		1473	10.0			53	04/18	_
GT	\$54,990	L4TD	2.0	133	400	A8	1575	9.5	7.7	D	54	09/18	F
	Por 718	scł	e						Зу	'ear	∙s∕u	nlimite	ed
	Stuttgart g mid-enging	, ed Spyd	er ca	briol	etano	dan	d Cayr	nan G	GT4	cou	pe. S	Sigh	
Cayman	\$116,000	F4T	_		380	_	_	-	7.4	_	_		R
0	¢110 (00	E 4T	2.0	220	200	D7	10/5	47	10	00	(1	00/10	D

	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
Carrera Cabriolet	\$251,000	F6TT	3.0	283	450	D8	1575	4.4	9.6	98	•		R
Carrera 4	\$245,600	F6TT	3.0	283	450	D8	•	4.	-	98	•		А
Carrera 4 Cabriolet	\$267,100	F6TT	3.0	283	450	D8	-		-	98	· .		А
Carrera S	\$264,600	F6TT	3.0	331	530	D8	1515	3.5	8.9	98	57	02/20	R
Carrera S Cabriolet	\$286,100	F6TT	3.0	331	530	D8	-		-	98	•		R
Carrera 4S	\$280,700	F6TT	3.0	331	530	D8	1565	3.4	12.7	98	57	08/19	А
Carrera 4S Cabriolet	\$302,200	F6TT	3.0	331	530	D8	•		•	98	÷ .		А
- ATTON	911 991.2												
0 0	991.2 is so so you can THE PICK: A	drool ov	er th	iose s	specs	and	l fill yo	ur fa	ntas				۱d
GT3	\$326,400	F6	4.0	368	460	M6	1488	4.3	15.9	98	•	03/19	R
GT3	\$326,400	F6	4.0	368	460	D7	1505	3.4	12.7	98	•		R
GT3 RS	\$416,500	F6	4.0	383	470	D7	1430	3.2	12.8	98	-	09/19	R
Turbo	\$389,600	F6TT	3.8	397	710	D7	1595	3.0	9.1	98	•		Α
Turbo S	\$461,200	F6TT	3.8	427	750	D7	1600	2.9	9.1	98	-		Α
Turbo Cabriolet	\$411,100	F6TT	3.8	397	710	D7	1665	3.1	9.3	98	•		Α
Turbo S Cabriolet	\$482,700	F6TT	3.8	427	750	D7	1670	3.0	9.3	98	•	1	Α
GT2 RS	\$645,000	F6TT	3.8	515	750	D7	1470	2.8	11.8	98	•	04/19	R
Speedster	\$604,800	F6	4.0	375	470	M6	1350	4.0	13.8	98	•	07/19	R
100 m	Panamer	a											
E.P	Big and clev curiously c THE PICK :	ovetable	e. All	truly	gorg	eou	s insid	le, br	illiar	nt be	ehind	d the w	heel
	\$219,000	V6T	3.0	243	450	D8	1815	5.5	7.6	98	57		R
4	\$229,400	V6T	3.0	243	450	D8	1850	5.3	7.8	98	57		А
4 Sport Turismo	\$236,700	V6T	3.0	243	450	D8	1880	5.3	7.8	98	57		А
4 E-Hybrid	\$252,400	V6TTH	2.9	340	700	D8	2170	4.6	2.5	98	57		A
4 E-Hybrid S'Turismo	\$259,700	V6TTH	2.9	340	700	D8	2200	4.6	2.5	98	57		A
4S	\$316,500	V6TT	2.9	324	550	D8	1870	4.2	8.2	98	57		А
4S Sport Turismo	\$323,800	V6TT	2.9	324	550	D8	1900	4.2	8.2	98	57		Α
GTS	\$367,100	V8TT	4.0	338	620	D8	2070	4.2	10.9	98	•		А
GTS Sport Turismo	\$374,400	V8TT	4.0	338	620	D8	2100	4.2	10.9	98	•		А
Turbo	\$391,700	V8TT	4.0	404	770	D8	1995	3.6	9.4	98	57		А
Turbo Sport Turismo	\$397,900	V8TT	4.0	404	770	D8	2025	3.6	9.4	98	57		А
Turbo S E-Hybrid	\$467,200	V8TTH	4.0	500	850	D8	2310	3.4	2.9	98	57		А
Turbo S E-Hybrid ST	\$473,500	V8TTH	4.0	500	850	D8	2340	3.4	2.9	98	57		А
ALTER	Macan												
-022	Hot hatch r dynamics, l THE PICK: (but inter	ior i	s still	cram	ped	comp	arec	l to r	ival	S		е
	\$81,800	L4T	2.0	185	370	D7	1795	6.7	8.9	95	63		А
S	\$98,200	V6T	3.0	260	480	D7	1865	5.3	8.9	98	63		Α
Turbo	\$142,000	V6T	2.9	324	550	D7	1925	4.3	9.8	98	63		А
	Cayenne												
Za	The reason cars. Brillia THE PICK: B	ntly exe	cute	ed, bu	t no s	eve	n-sea	t opt	ion h (ar	nd p		·	
	\$116,600	V6T	3.0	250		-	1985	6.2	9.0	-	63		А
Coupe	\$128,000	V6TT	3.0	250	450	A8	2030	6.0	9.9		-		Α
E-Hybrid	\$136,700	V6TH	3.0	340	700	-	2295	5.0	3.4	-	63	07/19	Α
S	\$156,200	V6TT	2.9	324	550	-	2020	5.2	9.2	_	63		А
S Coupe	\$166,200	V6TT	3.0	324	550		2050	5.0	10.0		-		Α
Turbo	\$241,600	V8TT	4.0	404	-	A8	2175	4.1	11.7	-	63		А
Turbo Coupe	\$253,600	V8TT	4.0	404	770	A8	2200	3.9	12.3	_	-	02/20	Α
Turbo S E-Hybrid	\$288,000	V8TTH	4.0	500	900	A8		4.0	3.8		•		А
Turbo S E-Hybrid Coupe	\$292,700	V8TTH	4.0	500	900	A8	2535	3.8	4.4	98	-		Α

Cayman S
Cayman S
Boxster S
Boxster S
Cayman GTS
Cayman GTS
Boxster GTS
Boxster GTS
Spyder
Cavman GT4

Cayman

Boxster

Boxster



2.0 220 380 D7 1365 4.7 10.4 98 61 08/19 R

2.0 220 380 M6 1335 5.1 7.4 98 61

2.0 220 380 D7 1365 4.9 6.9 98 61

911 992

\$229,500

F6TT

\$118,690

\$118,800

\$121,490

F4T

F4T

F4T

The Porsche 911 992 is a triumph, and that's just the S variant. Base Carrera now in Oz bringing down entry costs, but still rapidly quick THE PICK: Carrera 4S is the go, for now

3.0 283 450 D8 1505 4.2 9.6 98

Carrera





3.21

3.92

R

R

R



1500

Rides the middle ground between the regular dual-cab and oversized 2500 models. Variants split by final-drive ratios THE PICK: Depends what your towing needs are, we guess

3 years/100,000

\$99,950	V8	5.6	291	556	A8	2650	-	9.9	95	58	А
\$99,950	V8	5.6	291	556	A8	2650	-	12.2	95	58	А

2500

Torque, weight and towing ability are mind-boggling. Makes the Hilux and Ranger look and feel like kids' toys. We miss out on next-gen model THE PICK: The biggest caravan/boat/horse float you can throw at it

	_		_	o f	y	@wh	eels	austra	alia	13	9
\$139,950	L6TD	6.7	276	1084	A6	3577	-	15.0 D	•		A

	ata
ba	ank

$\langle \rangle$	Ren	aul	t						5 y	′ear	s/ur	nlimite	ed
	Price	Engine Lype	Size	Power	orque	lrans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
	Zoe		-		-				×				
	Slow-to-ch pitched at t THE PICK:	he price	eofa	a top-	spec	hot	hatch	. Tou	gh s	ell, t	out a	charm	
Intens	\$49,490	E	40	68	220	_	1480	13.5	_		53		F
SNMB:	Clio												
	Stylish and versions ar THE PICK: I	e ball-te	eare	rs. Ne	w ma	del	comin	g, ba	rgai	ns a	bour	nd	port
Life	\$18,990	L4T	1.2	88	190	D6	1019	9.4	5.2	95	47		F
Zen	\$20,990	L4T	1.2	88	190	D6	1104	9.4	5.2	95	47		F
Intens	\$23,990	L4T	1.2	88	190	D6	1104	9.4	5.2	95	49		F
	Megane												
Lat	Broad appe RS280 hot THE PICK: (hatch, l	but c	abint	finish	anc	Irefin	emer	nt co	uld	step		
GT-Line hatch	\$32,990	L4T	1.2	97	205	D7	1265	10.3	5.6	95	51		F
GT hatch	\$38,990	L4T	1.6	151	280	D7	1392	7.1	6.0	95	51		F
RS 280 Sport	\$45,990	L4T	1.8	205	390		1427	5.8		98	52		F
RS 280 Sport	\$50,490	L4T	1.8	205	390		1450	5.8	7.5	98	53		F
RS 280 Cup	\$48,990	L4T	1.8	205	390	-	1427	5.8	7.4	98	52		F
RS 280 Cup	\$51,990	L4T	1.8	205	390		1450	5.8	7.5	98	53		F
RS Trophy	\$52,990	L4T	1.8	221	400		1419	-	8.3	-	•		F
RS Trophy	\$55.990	L4T L4T	1.8 1.8	221 221	420 400		1452 1306	- 5.4	8.0 8.0	-		_	F
RS Trophy-R	\$74,990 Captur	L41	1.8	221	400	D6	1306	5.4	8.0	98	-		r
	Sliding rear squeezy ba	by SUV	clas	s. Ha	ndso	me r	eplac	emer	ht he	ere n	nid-2	2020	3
Zen	\$25,990	L4T	1.3	110	250	_	1284	9.2	5.4		46		F
Intens	\$29,990	L4T	1.3	110	250	D6	1284	11.1	5.4	95	47	05/15	F
	Kadjar Intended to perilously o THE PICK:	close to f you re	its e: eally v	xistin want	g sib a Fre	lings nch	s, part mid-s	icula ize S	rly la UV, g	arge get a	r Ko	leos	
Life	\$29,990	L4T	1.3	117	260	_	1362	9.6	6.3	_	•		F
Zen	\$32,990	L4T	1.3	117	260	_	1362	9.6	6.3	_	•		F
Intens	\$37,990 Koleos	L4T	1.3	117	260	DT	1362	9.6	6.3	95			F
	Space and polish here	, or muc	ch in '	the w	ay of	Fre	nch ch	narm	. Or r	resid	dual	value	
Life	\$32,490	L4		126	226		1552	9.4		91	50		F
Zen	\$35,990	L4	2.5	126	226	С	1611	9.5	8.1	91	51		F
Intens	\$43,990	L4	2.5	126	226	С	1608	9.8	8.3	91	52		F
Intens	\$45,490	L4	2.5	126	226	С	1608-	9.8	8.3	91	52		Α
N.B	Roll	s-F	<u>`</u> 0	УC	е				4 y	/ear	s/ur	nlimite	ed
*	Touches of majestic V2 THE PICK :	12 mon: Any will	ster. suff	Suici ice, b	de do ut Bla	iors ack (are a j Badge	oy to	use		nder		
	\$595,000	V12TT	_	-	_	-	2435		13.6		•	08/10	_
EWB	\$675,000	V12TT	_		820		2525	5.0	14.4	-	•		R
Black Badge	\$695,000	V12TT	6.6	450	840	A8	2498	4.8	14.6	95	•		R
	Wraith Effortless 2.4-tonne THE PICK:	weight t	aket	the ea	dge o'	ffdý	nami	c cre	dent	tials			
	\$645,000	V12TT	_	465	_	-	2440		_	_	•		R
Plack Padge	\$74E 000	VIOTT	11	465	070	4.0	2440	4.5	_	OF	_		D



SsangYong

L4T

L4T

L4T

L4TD

L4TD

L4TD

L4TD

L4TD

L4TD

14T

L4TD

Skoda

1.6 94

1.6 94

1.6 94

1.6 85

1.6 85

1.6 85

1.6 85

THE PICK: Enjoy the effortless torque of the diesel

2.2 133

2.2 133

2.2 133

2.2 133

2.2 133

2.2 133

Price

\$25,490*

\$27,490*

\$29,990*

\$33,990*

\$31,990*

\$34,990*

\$32,990*

\$39,990*

Rexton

\$39,990*

\$46,990*

\$52,990*

Musso

\$30,490

\$32,490

\$35,990

\$39,990

\$33,990*

\$35,990*

\$39,990*

\$43,990*

Korando

7 years/unlimited Torque iuel cor Irans. Kerb veigh Resale Engini type -100 Drive Size RON

6.6 91 51

7.2 91 51

6.6 91 51

51

51

51

7.2 D

5.5 D

5.9 D

5.5 D

6.4 D

10.4 91 53

53

53

46

46

46

46

46

46

46

8.3 D

8.3 D

10.0 8.2 D

10.0 8.9 D

10.0 8.9 D

10.0 8.9 D

10.0 8.2 D

10.0 8.9 D

10.0 8.9 D

10.0 8.9 D 46

5.9 D 51

А

А

Α

А

А

А

Α

F

А

F

А

А

Α

А

А

Α

А

А

Α

А

160 M6 1230

160 A6 1300

160 M6 1300

300 A6 1390

300 A6 1480

300 A6

300 A6 ·

Newest mid-sized SUV from SsangYong advances in design, safety and quality. 1.5-turbo petrols almost here, starting from \$27K THE PICK: A massive step forward on paper; we're driving it soon

1.6 100 324 A6 1506

1.6 100 324 A6 1596

2.0 165 350 A7 2010

2.2 133 420 A7 2230

2.2 133 420 M6

2.2 133 420 A6

2.2 133 420 A6

THE PICK: 81TSI wagon a unique and likeable proposition

For those wanting 1262 litres of cargo space on a budget, look no further than XLV variants that add 310mm of length to the trav THE PICK: XLV for size queens but near-new Japanese ute a better bet

420 A6

420 A6

420 M6

420 A6

420 A6

Surprisingly competent take on the 4x4 wagon. Handsome interior, inoffensive exterior and keen pricing means they should shift a few

420 A7 2230



ЕΧ ELX ELX Ultimate XLV ELX **XLV Ultimate**



ELX LE Ultimate LE



ЕΧ ELX

Ultimate

ЕX ЕΧ ELX Ultimate ELX XLV

ELX LXV Ultimate XLV Ultimate Plus XLV



5	years/	unl	imi	teo
0	years,	ann		

Fabia Packed with personality, practicality too if you're wise enough to choose a wagon, but feel outclassed by newer-gen VW Polo

70TSI 70TSI wagon 81TSI

81TSI wagon 81TSI Monte Carlo

110TSI wagon

110TSI sedan

162TSI

140TDI

162TSI wagon

K

R

R

R

95







C E fc Tł \$2 110TSI sedan

60

\$16,890	L3T	1.0	70	160	М5	1043	10.6	4.5	95	46		F											
\$18,040	L3T	1.0	70	160	М5	1107	10.8	4.5	95	46		F											
\$19,890	L3T	1.0	81	200	D7	1097	9.8	4.7	95	47		F											
\$21,040	L3T	1.0	81	200	D7	1161	9.9	4.7	95	47		F											
\$23,990	L3T	1.0	81	200	D7	1097	10.5	4.7	95	48	05/18	F											
\$25,140	L3T	1.0	81	200	D7	1087	9.4	4.7	95	48		F											
Rapid Spa	acebad	:k																					
this clever i	rework	ofth	e Polo	o plat	forn	n. A lõt	ofc	ar fo	or th	e m	oney	A sniff of old-school tech and a drab, budget interior only slightly spoil this clever rework of the Polo platform. A lot of car for the money THE PICK: Easy to like, but coming Scala will be a lot more modern											
		_			_	_		_		_													
\$23,990	L4T	1.4	92	200	D7	1210	9.4	6.0	95	41		F											
\$23,990 Octavia	L4T	1.4	92	200	D7	1210	9.4	6.0	95	41		F											
	uggage nake yo	cap iu wo	acity, onder	eage	er an you'	d effic d choo	ient ise V	eng W. C	ines)h. F	and lesa	le	F											
Octavia Enormous I for money r	uggage nake yo	cap iu wo	acity, onder	eage	er an you' as v	d effic d choo	ient ise V	eng W. C	ines)h. R nan	and lesa	le	F											

Black Badge



V12TT 6.6 465 870 A8 2440 4.5 \$745,000

Dawn

Feels like an actual land yacht, but less likely to sink. Vision challenging with roof up, so just drive it on sunny days. A majestic land cruiser THE PICK: Our second-favourite type of dawn service



\$749,000 Phantom

\$950,000

\$1,100,000



V12TT 6.5 420 900 A8 2560 5.3 13.9 95

V12TT 6.5 420 900 A8 2610 5.4 13.9 95

V12TT 6.6 420 820 A8 2560 4.9 14.2 95





Cullinan

Luxury has reached a new level. May seem expensive, but it's cheaper than a helicopter. But whatever you do, just don't call it an SUV THE PICK: The one with the darkest possible window tinting A

\$685,000 V12TT 6.6 420 850 A8 2660 5.2 15.0 95

140 whichcar.com.au/wheels

IIUI SI Seudii	\$20,390	L41	1.4	110	200	וט	1234	0.1	0.4	90	44	Г
110TSI wagon	\$27,890	L4T	1.4	110	250	D7	1266	8.2	6.4	98	44	F
110TSI Sport	\$30,390	L4T	1.4	110	250	D7	1234	8.3	6.4	98	44	F
110TSI Sport wagon	\$31,890	L4T	1.4	110	250	D7	1266	8.3	6.4	98	44	F
RS sedan	\$39,990	L4T	2.0	180	370	D7	1391	6.6	6.4	98	44	F
RS245 sedan	\$45,490	L4T	2.0	180	370	D7	1391	6.6	6.4	98	44	F
RS wagon	\$41, 490	L4T	2.0	180	370	D7	1458	6.6	6.4	98	44	F
RS245 wagon	\$46,990	L4T	2.0	180	370	D7	1462	6.6	6.4	98	44	F

Superb

Not quite as poised as a Passat but Superb has more personality, impressive space and quality feel. Facelifted model arriving Q1 2020 **THE PICK:** Spend the least amount to justify this over superior Passat

\$40,690	L4T	2.0	162	350	D6	1463	6.6	6.4	95	39	09/16	F
\$42,390	L4T	2.0	162	350	D6	1490	7.1	6.4	95	39		F
\$44,690	L4TD	2.0	140	400	D6	1513	7.7	4.8	D	39	05/16	F



RENAULT – TESLA

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
BRZ						1	-					
Toyota 86 c balance and THE PICK: t	power	train	, but	witha	a dal	b less	over	stee	er, m	iore	exclus	ivity
\$34,990	F4	2.0	147	205	M6	1282	7.8	9.0	95	50	05/17	R
\$36,280	F4	2.0	147	205	A6	1304	8.2	7.1	95	51		R

2.0 147

2.0 147

\$36,280 r4 \$35,790 F4 Premium F4 \$37,790 Premium F4 \$40,194 F4 \$42,194 Foreste Spa flat

ace, refinement, value, practicality and driver appeal, with decent -four and CVT combo. Still looks a little boxy, no bad thing to some E PICK: 2.5i incredibly complete and one of the best buys out there													
1,690	F4	2.5	136	239	С	1563	9.1	7.4	91	55		А	
5,940	F4	2.5	136	239	С	1565	9.1	7.4	91	55		А	
9,940	F4	2.5	136	239	С	1586	9.1	7.4	91	55		А	
2,990	F4	2.5	136	239	С	1617	9.2	10.1	91	55	06/19	A	

Suzul

Swift

(i	5 years/unlimit

chintzy. Sport well worth the added outlay. You can thank us later **THE PICK:** GL manual or Sport manual – both represent great fun L4 1.2 66 120 M5 870 *10.8 6.5* 91 55 08/19 F

\$16,990 С \$17,990 L4 1.2 66 120 900 4.8 91 44 \$18,990 L4 1.2 66 120 900 4.8 91 47 С 1.0 82 \$22,990 L3T 160 A6 915 10.2 5.1 91 55 05/18 7.6 8.1 95 55 12/18 \$25,490 L4T 1.4 103 230 M6 970 \$27,490 L4T 1.4 103 230 A6 990 6.1 95 55

GLX



Turbo





-	-	10	
-	-	10	_
_	_	0	_

GL GL

GLX

Turbo Turbo AWD

A



2.0 147 205 A6 1317 8.2 7.1 95 51

205 A6 1304 8.2 7.1 95 51

7.6

7.8 95 51

2.0 147 205 M6 1282 7.6 7.8 95 51

M6 1295

R

R

R

R

ed

THE \$34 \$36 \$39 \$42

205

Appealing and effervescent tot. Interior well equipped, if a little

Baleno

\$1

\$1

\$1

TH

Doesn't offer too much to convince us that a Swift isn't a wiser pick. Better than you'd think but that's not saying much. A triumph in space THE PICK: GLX for some turbo three-pot thrills

15,990	L4	1.4	68	130	M5	895	-	5.1	91	45	F
16,990	L4	1.4	68	130	A4	915	-	5.4	91	44	F
18,990	L3T	1.0	82	160	A6	935	-	5.2	91	46	F
Cross											

S Cut-down range seems to have only delivered Australia the S-Cross Ca

ast-offs. No AWD, no manual = no interest, though turbo) is a flyer	
HE PICK: Easy. Go Vitara Turbo instead		

\$27,990	L4T	1.4	103	220	A6	1170	8.5	7.8	95	46	05/17	F
\$29,490	L4T	1.4	103	220	A6	1170	-	5.9	95	46		F

limny

Pint-size off-roader can't be stopped by terrain, though you'll risk your sanity on prolonged highway stints. We're talking 20th-century tech **THE PICK:** Farmers, 4x4 drivers need only apply

						,		,			
\$23,990	L4	1.5	75	130	М5	1075	-	6.4	91	52	А
\$25,990	L4	1.5	75	130	A4	1090	-	6.9	91	52	А
Innia											

gnis



Delightful baby SUV marred by the lack of a 1.0-litre turbo triple. Pricing is sharp, steering, ride less so. A hit-and-miss affair, then THE PICK: GL manual or - much better still - any Swift

\$15,990	L4	1.2	66	120	М5	820	-	4.7	91	44		F
\$16,990	L4	1.2	66	120	С	865	-	4.9	91	45	08/17	F
\$18,990	L4	1.2	66	120	С	865	-	4.9	91	45		F

Vitara







2.5i 2.5i Premium 3.6R Premium

Premium





Outba Liberty wagon appeal and practicality with a light off-roading slant, the Outback is a better bet than its sedan sibling in every spec

С

2.5 221 407 M6 1537 4.9 10.4 98 67

1568

1542 9.6 7.3 91 55 03/15 A

1645 7.3 9.9 91 57 02/15 A

9.2 7.3 91 57 09/16 A



Resale % lssue tested

39

Drive

F

A

A

Α

tS

tS

2.5i

2.5i-L

2.5i-S

2.5i- Premium

GL Navigator

GL Navigator

GLX Turbo

Sport

Sport

GL Navigator safety

03/18

Fuel con

NO

0-100

2.0 206 350 D6 1600 5.8 7.3 95 40 05/16 A

In ans. Kerb weigh

2.0 140 400 D6 1540 7.8 4.8 D

2.0 206 350 D6 1573 5.8 7.3 95 40

2.0 206 350 D6 1600 5.4 7.3 95 41

2.0 206 350 D6 1600 5.8 7.3 95 41

Less quirky-cool than the Yeti it replaces, the Karoq still tempts on

price and has plenty of handy features, space and efficiency on its side

Engin type

L4TD

L4T

L4T

L4T

L4T

Size

Price

\$46,390

\$51,790

\$53,490

\$56,790

\$58,490

Karoq

140TDI wagon

206TSI 4x4 wagon

Sportline wagon

206TSI 4x4

Sportline

110TSI

110TSI

132TSI 4x4

140TDI 4x4

2.0i sedan

2.0i hatch

2.0i-L sedan

2.0i-L hatch

2.0i-S sedan

2.0i-S hatch







2.5i
2.5i Premium
2.0D
2.0D Premium
3 6R Premium



1.6 GT 1.6 GT Premium 2.0 GT-S 2.0 STI Sport

1000	THE PICK: S	Spend as	s litt	e as p	oossil	ole a	as all-r	newo	one j	ust	arou	ind cor	ner
	\$36,240	F4	2.5	129	2 <mark>3</mark> 5	С	1597	10.2	7.3	91	54	03/15	А
	\$42,640	F4	2.5	129	235	С	1628	10.2	7.3	91	55		A
	\$38,740	F4TD	2.0	110	350	С	1685	9.9	6.3	D	55		А
	\$45,640	F4TD	2.0	110	350	С	1724	9.9	6.3	D	56	07/15	А
	\$49,140	F6	3.6	191	350	С	1702	7.6	9.9	91	56	02/15	А

2.5 129 235 C

235

350 C

2.5 129

3.6 191

Levorg

\$36,640

\$43,140

F4T

F4

F4

F6

Levorg seems to have it all - sharp price (in low grades), practical wagon body and turbo boxer pace. But CVT and dull dynamics THE PICK: Previous Impreza wagon in disguise, so go sub-WRX GT-S





Well backaged, but ageing. Facelift has improved interior quality, but we'd still avoid the base atmo engine if you drive over hilly terrain THE PICK: Turbo AWD, thanks to that pearler blown 1.4L gem

\$22,490	L4	1.6	86	156	M5	1075	-	5.8	91	49	02/16	F	
\$24,490	L4	1.6	86	156	A6	1120	10.5	9.1	91	50	01/20	F	
\$29,990	L4T	1.4	103	220	A6	1160	-	5.9	95	50		F	
\$33,990	L4T	1.4	103	220	A6	1235	8.3	6.2	95	52	08/16	А	





Standard Plus

4 years	1801	$\neg \cap \cap$	km
4 years	100,1	000	KIII

Model 3

Finally in Australia, the Model 3 promises to change the EV game. Prices aren't as cheap as touted, but still competitive **THE PICK:** Performance promises to be a real M3/C63 rival for cheap

\$67,900





	Price	Engine type	Size	Power	Torque	Trans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue tested	Drive
Long Range	\$89,011	E	75	307	510	R1	1847	4.6	132	-	57		А
erformance	\$99,412	E	75	353	639	R1	1847	3.4	18.0	-	58	02/20	А
Lin Cliff	Model S												
B- 8	Surprising												
6 G 11	mega-table												
tandard Range	\$123,982	Ε	75	245	659	R1	2090		17.5	-	55		А
ong Range	\$144,002	E	100	311	660	R1	2200	3.8	18.1	-	55		А
erformance	\$156,352	Ε	100	451	931	R1	2250	3.2	19.8	-	55		А
erf w/ Ludicrous	\$168,442	Ε	100	451	931	R1	2250	2.6	19.8	-	55		А
	Model X												
-	Falcon Win												is
	always an e												
andard Range	\$132,822	E	75	245	659	_	2330		_	_	61	1040	A
ong Range	\$152,842	E	100		660	R1	2459	4.6	20.7	-	63		A
erformance	\$164,802	E	100		931	R1	2509	3.6	22.4	-	63		A
erf w/ Ludicrous	\$175,852	E	_	451	931	R1	2509	2.9	22.4	_	63	13/18	A
		_								_			
A15-	Τογι	nta						Б.,		~ /	مانم	itadk	200
A MA	ιυγι	Jla						5 у	ear	s/u	r i i i r i	ited k	m
	Yaris												
	Embarrass	inalv da	ted	with	reliah	ilitv	and In	יח אי	vner	shir	1 0 0 5	st the o	nlv
A 0. A	virtues. Cor	mparati	velv	slow.	. thirs	tv. u	incom	forta	ble	and			
- Andrews and a state of the st	THE PICK:		_		_	_	_	ears	_	_			-
scent	\$15,390	L4	1.3	63	120		1025	-	5.8		53	00/45	F
scent	\$16,920	L4	1.3	63	120	_	1035	13.7	6.4	_	55	03/15	F
X	\$18,080	L4	1.5	80	141	-	1045	•	5.9		56		F
X	\$19,610	L4	1.5	80	141	_	1055	•	6.4	_	55		F
R	\$22,670	L4	1.5	80	141	A4	1055	•	6.4	91	57		F
2 second	Prius C				الريام ا	el un		a n al	+/				
A. 0	Overlook th non-diesel												
	THE PICK: E		_		_			so go	_			rid inst	ead
	\$24,040	L4H	_	74	169	С	1120	-	3.9	_	57	_	F
Tech	\$26,540	L4H	1.5	74	169	С	1140	•	3.9	91	58		F
	Corolla												
0 0 0	'Rolla range atmo hatch										utpu	ts for it	S
State of Street	THE PICK: A										owes	st spen	d
scent Sport	\$23,335	L4	2.0	125	200	M6	1320	9.2	6.3	91	54		F
scent Sport sedan	\$23,335	L4	2.0	125	200	M6	1350	9.5	6.3	91	54		F
scent Sport	\$24,835	L4	2.0	125	200	С	1340	8.9	6.0	91	54	12/18	F
scent Sport sedan	\$24,835	L4	2.0	125	200	С	1390	9.2	6.0	91	54		F
scent Sport hybrid	\$26,335	L4H	1.8	90	142	С	1360	10.0	3.5	91	49		F
scent Sport hybrid sedan	\$26,335	L4H	1.8	90	142	С	1410	10.5	3.5	91	54		F
X	\$28,235	L4	2.0	125	200	С	1360	9.2	6.0	91	49		F
X sedan	\$28,235	L4	_	125	200	С	1285	9.5	_	_	54		F
X Hybrid	\$29,735	L4H	1.8	90	142	С	1360	10.0		_	50		F
X Hybrid sedan	\$29,735	L4H	1.8	90	142	С	1410	10.5			50		F
R	\$32,135	L4	_	125	200	C	1360	_	6.0	_	56	05/19	F
R Hybrid	\$33,635	L4H	1.8	90	142	C	1360	10.0	_	_	51	.,	F
Rsedan	\$33,635	L4		103	173	C	1410	10.5	_	_	50		F
and and a second s	Camry							.0.5	5.1	21	50		
	Dynamics a	and look	s joir	ı peri	forma	ance	e, value	e and	der	ena	labil	ity in a	
	Japanese-I		mry t	hat's	s at its	s bes	st in A	scen	t Hy	bric	l or S	3L [´] form	1
		A											
	THE PICK: A		_						_	_	_	IVY	E.
	THE PICK: A \$28,290	L4	2.5	133	231	A6	1495	9.4	7.8	91	43		F
scent scent Sport	THE PICK: A \$28,290 \$30,590	L4 L4	2.5 2.5	133 135	231 235	A6 A6	1495 1560	9.4 9.6	7.8 8.3	91 91	43 44	13/17	F
	THE PICK: A \$28,290	L4	2.5 2.5 2.5	133	231 235 423	A6	1495	9.4 9.6 9.4	7.8	91 91 95	43		-

	Price	Engine type	Size	Power	lorque	lrans.	Kerb weight	0-100	Fuel cons.	RON	Resale %	lssue test ed	Drive
1000	86		05		-	-			-		-		
	Pure rear-c Go the man THE PICK: (ual for ii	nvol	veme	ent (ar	nd th	ne full	152	(W)				er.
GT	\$31,440	F4	-	152	212	_	1234	7.4	8.4	-	60	5	R
GT	\$33,740	F4	2.0	_	205		1257	8.2	7.1	95	60		R
GTS	\$36,640	F4	2.0	152	212	-	1252	7.4	_	95	61		R
GTS	\$38,940	F4	2.0	147	205	A6	1272	8.2	7.1	95	51		R
	Supra												
Morio.	Enright say pedal than THE PICK: S	the M2"	Jus	st dor	n't exp	pect	the sa	ame t	aler	nt at	the		٦
GT	\$84,900	L6T	3.0	250	500	A8	1495	4.4	7.7	91	67		R
GTS	\$94,900	L6T	3.0	250	500	A8	1495	4.6	14.4	91	67	02/20	R
	C-HR												
600	Hybrid joins phone mirro THE PICK: k	oring and	d 8.0)-incl	h disp	layt	o fine	SUV	with	cap	bable	e dynar	
	\$29,540	L4T	1.2	85	185	С	1385	10.3	8.4	95	52	01/20	F
	\$31,540	L4T	1.2	85	185	С	1460	-	6.5		52		Α
Koba	\$33,940	L4T	1.2	85	185	С	1385	10.9	8.0	-	54	05/17	F
Koba	\$35,940	L4T	1.2	85	185	С	1460	•	6.5	-	54		Α
Koba Hybrid	\$36,440	L4H	1.8	90	142	С	1420	-	4.3	91	•	02/20	F
	RAV4												
50_0	RAV4 Mk4 s of the year												
and an added	THE PICK:		Hyb	rid A\		fers	s intrig	Juing	eng	ine	ering		ons
GX 2.0 FWD	\$30,990	L4	2.0	127	203		1515	9.8	6.8		50		F
GX 2.0 FWD	\$32,990	L4	2.0	127	203	С	1515	9.4	8.2	_	51	02/20	_
GX 2.5 FWD Hybrid	\$35,490	L4H	2.5	155	221	С	1650	7.9	4.7	_	51	_	F
GX 2.5 AWD Hybrid	\$38,490	L4H	2.5	155	221	С	1705	8.0	4.8		51	07/10	A
GXL 2.0 FWD	\$35,990	L4	2.0	127	203	С	1545	9.6	6.5		52	07/19	F
GXL 2.5 FWD Hybrid	\$38,490	L4H	2.5	155	221	C	1650	7.9	4.7		52	-	F
GXL 2.5 AWD Hybrid	\$41,490	L4H	2.5	155	221	C	1705	8.0	4.8		52	_	A
Cruiser 2.0 FWD	\$39,490	L4		127	203	C	1515		6.5		52		F
Cruiser 2.5 FWD Hybrid	\$41,990	L4H	2.5	155	221	C	1650	7.9	4.7	_	53	02/20	F
Cruiser 2.5 AWD Hybrid Edge 2.5 AWD	\$44,990 \$47,490	L4H L4H	2.5	155 155	221 221	C C	1705 1645	8.0 7.9	<i>8.</i> 7 4.8	-	53 54	02/20	_
Euge 2.5 AWD	S47,490 Kluger	L4II	2.5	155	221	L	1045	1.9	4.0	91	54	02/20	A
C	Strong (if the appeal. Now THE PICK: N	v is time	to c	Irive	a harc	bai	rgain,	as ne	ew m	node	el co	ming	
GX	\$44,500	V6	_	218				8.1	9.1	_	54		F
GX	\$48,500	V6	3.5	_	350		2045	-	_	-	55	-	A
GXL	\$54,950	V6	3.5	218	350	-	1980	8.1	9.1	91	55	-	F
GXL	\$58,950	V6	3.5	218	350		2045	8.5	9.5		56		A
Grande	\$65,519	V6	3.5	218	350		2025	8.1	9.3		56		F
Grande	\$69,246	V6	3.5	_	350		2100	_	8.5		57	12/18	A
Contraction of the local division of the loc	Fortuner												
	All the rugg vague stee THE PICK: F	ring, cha	орру	' ride	and s	lugo	jish six	x-spi	eed	auto	o. Wa	ay off p	
GX	\$45,965	L4TD	2.8	130	450	A6	2110	-	8.6	D	60		Α
GXL	\$50,790	L4TD	2.8	130	450	A6	2105	-	8.6	D	60		Α
Crusade	\$58,290	L4TD	2.8	130	450	A6	2135	-	8.6	D	61		А
A III	Prado												
	Genuine off yep, there's THE PICK: (plenty	to lik	e abo	out Pr	ado	, just n	iot or	n the	: scł	loor	run	ity
GX	\$54,090	L4TD	2.8	130	420	M6	2230	-	7.9	D	61		А
GX	\$56,990	L4TD	2.8	130	450	A6	2240	-	8.0	D	61		А
GXL	\$60,690	L4TD	2.8	130	420	M6	2315	-	7.9	D	61	1	А
GXL	\$63,690	L4TD	_	130	450		2325	-	8.0		61		Α
VX	\$73,990	L4TD	2.8	130	450	A6	2385	-	8.0	D	61		Α

37	VO
SL	
SL	Hybrid

SY VA

SX

SL V6



Ascent Sport Hybrid

3.5 224 362 A8 1620 6.8 8.9 95 45 \$37,890 V6 \$40,590 2.5 135 235 A6 1560 9.7 8.3 91 45 L4F \$41,590 L4H 2.5 160 423 C 1635 9.7 4.5 95 45 08/18 F \$44,590 V6 3.5 224 362 A8 1630 6.8 8.7 95 46 13/17 F

Prius Hatch

L4H

L4

\$32,590

\$33,890

No longer dull – way better to drive, with expected frugality, surprising cabin polish, and rear headroom compromised by aero teardrop profile THE PICK: i-Tech for the added tech

2.5 160 423 C 1635 9.6 4.2 95 44

2.5 135 235 A6 1555 9.6 8.3 91 44 13/17 F





\$36,440	L4H	1.8	90	142	С	1375	-	3.4	91	48	07/12	F
\$43,900	L4H	1.8	90	142	С	1400	-	3.4	91	50		F
Drine V												

V is all about maximum seating, minimum consumption and reliability, not enjoyment, especially with such low outputs. Resale is very high **THE PICK:** i-Tech has more desirable gear thrown in

i-Tech



Kakadu

WorkMate GXL

GX

GXL VX

Sahara

F



LandCruiser 70

\$84,590

Huge bush-bashing capability and monster diesel V8 make this '80s $\,$ survivor useful, but you've gotta get right outta town. A dated relic **THE PICK:** Awful to ride in, live with and drive back in civilisation

8.0 D 61 А

L4TD 2.8 130 450 A6 2455

\$68,990	V8TD	4.5	151	430	М5	2295	-	10.7	D	58	Α
\$72,190	V8TD	4.5	151	430	M5	2295	-	10.7	D	69	Α

LandCruiser

Touring comfort and go-anywhere ability make pensioner 'Cruiser great for the bush but a barge in the city. Surely a new one's coming? THE PICK: GLX diesel seems the right balance, but the 200's getting on

\$80,190	V8TTD	4.5	200	650	A6	2635	-	9.5	D	61	А
\$91,890	V8TTD	4.5	200	650	A6	2630	-	9.5	D	69	Α
\$102,590	V8TTD	4.5	200	650	A6	2705	-	9.5	D	61	А
\$123,590	V8TTD	4.5	200	650	A6	2705	-	9.5	D	61	А

TESLA – VOLVO

YOUR COMPLETE NEW CAR BUYER'S GUIDE

WHAT IT ALL MEANS

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

Jnive

Α

А

А

А

А

А

А

58 02/20 A

54 07/18 A

- 465	refinement												
100	THE PICK:		_		_	_	_	IUX C	_	_	_	tt sure	÷.
	\$43,990	L4TD	2.8	130	420	_	2045	-		D	52		A
	\$45,990	L4TD	2.8	130	450	A6	2045	-	8.6	D	54		A
	\$46,640	L4TD	2.8	130	420	M6	2080	-	8.1	D	55		A
	\$48,640	L4TD	2.8	130	450	A6	2080	11.2	10.9	D	56	07/18	A
	\$54,440	L4TD	2.8	130	420	M6	2075	-	7.7	D	56		A
	\$56,440	L4TD	2.8	130	450	A6	2075	-	8.4	D	57		Α
	\$54,990	L4TD	2.8	130	420	M6	2238	-	7.8	D	57		Α
	\$56,990	L4TD	2.8	130	450	A6	2238	-	8.5	D	57		Α
	\$61,690	L4TD	2.8	130	420	M6	2252	-	7.8	D	58		Α
	\$63,690	L4TD	2.8	130	450	A6	2252	-	8.5	D	58		А
	\$61,690	L4TD	2.8	130	450	A6	2174	-	8.4	D	58		Α
	Granvia												
	Replacing t you haul pe THE PICK:	ople en	mas	se, th	is wil	l do	the jol	o wit	heas	se			
	\$62,990	L4D	2.8	130	450	A6	2605	-	8.0	D	66		R
	\$64,990	L4D	2.8	130	450	A6	2660	-	8.0	D	66		R
	\$74,990	L4D	2.8	130	450	A6	2605	-	8.0	D	66		R
	\$74,990	L4D	2.8	130	450	A6	2660	-	8.0	D	66		R

Torque

lrans.

Kerb weight 0-100

Engine type Size Power

Price

Hilux

(FPA)

Workmate

Workmate SR

SR

SR5

SR5

Rugged

Rugged Rugged X

Rugged X Rogue

6-seat

8-seat

VX 6-seat

VX 8-seat

Fuel cons RON Resale %

lssue tested

Drive

-00	Volk	sw	a	ge	n				5 y	′ear	s/u	nlimite	ed
	Polo												
	Biggest-ev and superb THE PICK: N	dynami	ics b	ut ba	se is l	barr	en ins	ide a	nd E)SG	hate	es hills	S
70TSI Trendline	\$18,790	L3T	1.0	70	175	M5	1111	10.8	4.8	95	47		F
70TSI Trendline	\$21,290	L3T	1.0	70	175	D7	1147	10.8	5.0	95	46		F
85TSI Comfortline	\$20,290	L3T	1.0	85	200	M6	1116	9.5	5.1	95	47		F
85TSI Comfortline	\$22,790	L3T	1.0	85	200	D7	1152	9.5	5.0	95	46		F
Style	\$24,990	L3T	1.0	85	200	D7	1152	9.5	5.0	95	47		F
	Golf												
Ea.s	The R finall across the THE PICK: N	range. N	1k8 i s he	s wai	ting i	n thi	e wing	s, ex	pec	ted	to ar	rive 20	020
110TSI Trendline	\$25,290	L4T	1.4	110	250	D7	1233	9.1	5.1	95	58		F
110 T'line Wagon	\$29,290	L4T	1.4	110	250	D7	1312	9.5	5.2	95	58		F
110TSI Comfortline	\$30,190	L4T	1.4	110	250	D7	1233	9.1	5.1	95	58		F
110TSI C'line Wagon	\$31,690	L4T	1.4	110	250	D7	1312	9.5	5.2	_	58		F
110TSI Highline	\$36,490	L4T	1.4	110	250	D7	1233	8.3	8.2	95	58	05/19	F
110TSI H'line Wagon	\$37,990	L4T	1.4	110	250	D7	1312	9.5	5.2	95	58		F
132TSI Alltrack	\$35,750	L4T	1.8	132	280	D6	1491	7.8	6.8	95	58		Α
132TSI Alltrack Prm	\$39,990	L4T	1.8	132	280	D6	1491	7.8	6.8	95	58		Α
GTI	\$46,190	L4T	2.0	180	370	D7	1326	6.4	6.6	95	58		F
R	\$57,190	L4T	2.0	213	380	D7	1495	5.0	6.9	95	61		Α
R Wagon	\$59,190	L4T	2.0	213	380	D7	1476	5.2	7.1	95	62		А
	Passat Volkswage Needs a vel THE PICK: 2	rsion wi	th m	ore g	runt t	o ro	und ol	utthe	e rar	nge			
132TSI	\$36,790	L4T	1.8	132	250	D7	1450	7.9	6.0	95	48		F
132TSI wagon	\$38,790	L4T	1.8	132	250	D7	1483	8.1	6.0	95	48	02/16	F
132TSI Comfortline	\$42,790	L4T	1.8	132	250	D7	1450	7.7	6.0	95	49	09/16	F
132TSI C'line wagon	\$44,790	L4T	1.8	132	250	D7	1483	8.1	6.0	95	49		F
206TSI R-line wagon	\$61,290	L4T	2.0	206	350	D6	1639	5.7	7.4	95	51		А
140TDI Alltrack	\$51,290	L4TD	2.0	140	400	D6	1671	8.0	5.4	D	50		А
and the second	Tiguan												
	Tiguan now	more s	paci	ous b	uttoo	so	ber in l	owe	r-lin	e ve	rsio	ns, is	

uan now more spacious but too sober in lower-line versions, is	

	Ъ	ĘŢ	Si	PC	무	Ē	3X X	Ċ	코	B	æ	ls te
In the second se	Touareg											
E0-0-	VW's large S undercuts r THE PICK: P	ivals on	pric	e. Mc	ore af	forc	lable v	ariar	ntsł	nere		
190TDI	\$79,490	V6TD	3.0	190	600	A8	2086	6.5	7.4	D	58	
190TDI Premium	\$85,490	V6TD	3.0	190	600	A8	2086	6.5	7.4	D	58	02/20
	Amarok											
	The thinking ratios, cons THE PICK: A	tant AW	/D, a	nd ur	mato	hec	Irefine					eight
TDI400 Core	\$44,590	L4TD	2.0	132	400	M6	1873	10.5	8.0	D	54	
TDI420 Core	\$47,590	L4TD	2.0	132	420	A8	1873	10.5	8.4	D	54	
TDI420 Core Plus	\$51,590	L4TD	2.0	132	420	A8	1978	10.5	8.4	D	54	

TDI550 Core

Sportline 550

Highline 550

Ultimate 580

А

А

\$19,490	VOID	3.0	190	600	Αð	2086	6.5	1.4	D	20	
\$85,490	V6TD	3.0	190	600	A8	2086	6.5	7.4	D	58	02/20
 Amarok											
The thinking ratios, cons THE PICK: A	tant AW	/D, a	nd un	mate	hec	Irefine					eight
\$44,590	L4TD	2.0	132	400	M6	1873	10.5	8.0	D	54	
\$47,590	L4TD	2.0	132	420	A8	1873	10.5	8.4	D	54	
\$51,590	L4TD	2.0	132	420	A8	1978	10.5	8.4	D	54	
\$52,590	V6TD	3.0	165	550	A8	2091	7.9	9.0	D	54	
\$56,590	V6TD	3.0	165	550	A8	2078	7.9	11.2	D	54	07/18
\$61,090	V6TD	3.0	165	550	A8	2169	7.9	9.0	D	54	
\$72,790	V6TD	3.0	190	580	A8	2196	7.9	8.9	D	54	

	Volv	/0							Зу	'ear	s/ui	nlimite	ed
Constant of the local division of the local	S60												
8-2-2	A true sleeper, particularly in T8 form, the S60 is Sweden's suave C-Class and 3 Series rival, packing some serious hybrid heat THE PICK: Hybrid if you can stretch to it												
T5 Momentum	\$54,990	L4T	2.0	187	350	A8	1802	6.7	10.1	95	49	02/20	А
T5 Inscription	\$60,990	L4T	2.0	187	350	A8	1767	6.4	6.6	95	49		A
T5 R-Design	\$64,990	L4T	2.0	192	400	A8	1767	6.3	6.6	95	50	11/19	A
T8 R-Design	\$84,990	L4STH	2.0	311	670	A8	2006	4.3	2.1	95	50	02/20	A
(TENES)	V60												
1 12	The Volvo for the discerning enthusiast, with size and practicality of a wagon, and driving dynamics of a sedan THE PICK: S60 in wagon drag most impressive as a hybrid, so T8												
T5 Momentum	\$56,990	L4T	2.0	187	350	A8	1797	6.5	6.6	95	49	02/20	Α
T5 Inscription	\$62,990	L4T	2.0	187	350	A8	1797	6.5	6.6	95	50	02/20	А
T5 R-Design	\$66,990	L4T	2.0	192	400	A8	1797	6.4	6.6	95	50		А
T8 R-Design	\$86,990	L4STH	2.0	311	670	A8	2036	4.5	2.1	95	50		А
	V90 Stands comparison with the very best of Volvo's wagon back catalogue. Choose the smallest wheels and air suspension, though THE PICK: We'd go for the hybrid if a T8 were available												
D5 Cross Country	\$101,400	L4TTD	2.0	173	480	A8	1894	7.5	5.7	D	•		А
	XC40	(0.11	(_]			
	2019 COTY feels like a l THE PICK: 1	hot hato	h on	stilt	s. Lov	ely,	thoug	h rid	e ca	n be	a ta	d stiff	
T4 Momentum	\$46,990	L4T	2.0	140	300	A8	1631	8.4	8.8	95	56	1	F
T4 Inscription	\$51,990	L4T	2.0	140	300	A8	1705	8.5	8.8	95	56		А
T5 R-Design	\$56,990	L4T	2.0	185	350	A8	1710	7.2	7.7	95	57	07/18	А
	XC60												
1923	2018 COTY handsomel THE PICK: 1	y presei	nted	, spa	cious	and	ultra-	com	fyb	ody		othed ii	па
D4 Momentum	\$62,990	L4TD	2.0	140	400	A8	1865	8.4	5.4	D	60		Α
T5 Momentum	\$64,990	L4T	2.0	187	350	-	1857	6.8	7.8		56		Α
D4 Inscription	\$69,990	L4TD	2.0	140	400	-	1865	8.4	5.4	-	61		Α
T5 Inscription	\$71,990	L4T	2.0	187	350	A8	1857	6.8	7.8	95	63		Α



getting pricey and tempered by a hard ride without adaptive dampers

110TSI Trendline 110TSI Comfortline 132TSI Comfortline 162TSI Highline 162TSI Wolfsburg



132TSI Comfortline 162TSI Highline

THE PICK: 1	.32TSI (Com	fortliı	ne wit	tha	fewlu	xury	opti	ions			
\$34,150	L4T	1.4	110	250	D6	1500	9.5	6.6	95	58		F
\$38,650	L4T	1.4	110	250	D6	1500	9.5	6.6	95	58		F
\$43,150	L4T	2.0	132	320	D7	1600	7.9	8.5	95	58	11/18	А
\$50,150	L4T	2.0	162	350	D7	1637	6.6	10.7	95	58	06/19	А
\$55,490	L4T	2.0	162	350	D7	-	6.5	8.1	95	58		А

Tiguan Allspace

L4T

L4T

\$45,490

\$52,990

Big boot, small third row in stretched Tiguan seven-seater, the Mexican-made Allspace is overshadowed by related Skoda Kodiaq THE PICK: 132TSI AWD

2.0 132 320 S7 1735 8.2 7.9 95 58

2.0 162 350 S7 1769 6.8 8.3 95 58



D5 R-Design

T6 Inscription

T6 R-Design

T8 R-Design

D5 R-Design



\$78,990	L4ST	2.0	246	440	A8	1911	5.8	8.0	95	63	A
\$98,990	L4STH	2.0	311	670	A8	2105	5.2	2.1	95	•	А

L4TTD 2.0 177 500 A8 1918 7.6 10.5 D 63 10/18 A

XC90

\$76,990

The seven-seat XC90 offers a gentle, considered take on the premium large SUV. As with XC60, optional air springs are a must THE PICK: Again, go T8, but all models present a compelling case

L4TTD	2.0	173	480	8A	1970	7.8	5.9	D	63		Α
L4ST	2.0	235	400	A8	1965	6.5	8.5	95	63		Α
L4TTD	2.0	173	480	A8	1970	7.8	5.9	D	63		Α
L4TTD	2.0	177	500	A8	1970	7.7	5.9	D	63	09/19	А
L4ST	2.0	235	400	A8	1965	6.5	8.5	95	63		Α
L4ST	2.0	246	440	A8	1965	6.4	8.5	95	63		Α
L4STH	2.0	311	680	A8	2296	5.5	2.1	95	63		Α
	L4ST L4TTD L4TTD L4ST L4ST	L4ST 2.0 L4TTD 2.0 L4TTD 2.0 L4TTD 2.0 L4ST 2.0 L4ST 2.0 L4ST 2.0	L4ST 2.0 235 L4TTD 2.0 173 L4TTD 2.0 177 L4ST 2.0 235 L4TTD 2.0 177 L4ST 2.0 235 L4ST 2.0 235	L4ST 2.0 235 400 L4TTD 2.0 173 480 L4TTD 2.0 177 500 L4ST 2.0 235 400 L4ST 2.0 235 400 L4ST 2.0 235 400	L4ST 2.0 235 400 A8 L4TD 2.0 173 480 A8 L4TTD 2.0 177 500 A8 L4TT 2.0 235 400 A8 L4TT 2.0 177 500 A8 L4ST 2.0 235 400 A8	L4ST 2.0 235 400 A8 1965 L4TD 2.0 173 480 A8 1970 L4TTD 2.0 177 500 A8 1970 L4TTD 2.0 177 500 A8 1970 L4ST 2.0 235 400 A8 1965 L4ST 2.0 246 440 A8 1965	L4ST 2.0 235 400 A8 1965 6.5 L4TTD 2.0 173 480 A8 1970 7.8 L4TTD 2.0 177 500 A8 1970 7.7 L4ST 2.0 235 400 A8 1965 6.5 L4ST 2.0 235 400 A8 1965 6.5 L4ST 2.0 246 440 A8 1965 6.4	L4ST 2.0 235 400 A8 1965 6.5 8.5 L4TTD 2.0 173 480 A8 1970 7.8 5.9 L4TTD 2.0 177 500 A8 1970 7.7 5.9 L4TTD 2.0 177 500 A8 1965 6.5 8.5 L4ST 2.0 235 400 A8 1965 6.5 8.5 L4ST 2.0 235 400 A8 1965 6.4 8.5	L4ST 2.0 235 400 A8 1965 6.5 8.5 95 L4TTD 2.0 173 480 A8 1970 7.8 5.9 D L4TTD 2.0 177 500 A8 1970 7.7 5.9 D L4TTD 2.0 177 500 A8 1970 7.7 5.9 D L4ST 2.0 235 400 A8 1965 6.5 8.5 95 L4ST 2.0 235 400 A8 1965 6.4 8.5 95	L4ST 2.0 235 400 A8 1965 6.5 8.5 95 63 L4TD 2.0 173 480 A8 1970 7.8 5.9 D 63 L4TTD 2.0 177 500 A8 1970 7.7 5.9 D 63 L4TTD 2.0 177 500 A8 1970 7.7 5.9 D 63 L4ST 2.0 235 400 A8 1965 6.5 8.5 95 63 L4ST 2.0 246 440 A8 1965 6.4 8.5 95 63	L4ST 2.0 235 400 A8 1965 6.5 8.5 95 63 L4TD 2.0 173 480 A8 1970 7.8 5.9 D 63 L4TTD 2.0 177 500 A8 1970 7.7 5.9 D 63 L4TTD 2.0 177 500 A8 1970 7.7 5.9 D 63 09/19 L4ST 2.0 235 400 A8 1965 6.5 8.5 95 63 L4ST 2.0 235 400 A8 1965 6.4 8.5 95 63

🖸 🖪 🕊 @wheelsaustralia 143

RETRO SERIES





WORDS MICHAEL STAHL



Kremlin's cruiser

MOSCOW LOOKED TO THE UNITED STATES FOR THE CAR TO CARRY ITS ELITE

IN ROUGHLY 30 YEARS as leader of the Soviet Union, Joseph Stalin showed the world just what communism can do; most notably the deaths of around 20 million citizens through imprisonment, famine and state-sanctioned murder. Odd, then, that super-commie Stalin was a fan of American limousines.

The Soviet Union's ZiL state automotive concern began in 1916, with the founding of the AMO factory near Moscow to produce licensed Fiat trucks. However, the Russian Revolution stalled production until 1925 - around the same time that Stalin began engineering his dictatorship.

The ZiS-110 (and armoured 115) was Stalin's favourite ride until his death in 1953, which led to the succession (after a few months) of Nikita Khrushchev. The ZiS plant was soon renamed ZiL in honour of long-serving factory manager Ivan Likhachov, and in 1956, under ZiL passenger-vehicle design head Andrei Ostrovtsev, produced the prototype for a new limousine, the ZiL-111.

The ZiL works had acquired a trio of current-model Packard cars. The 111 relied heavily on the 1955 Packard Caribbean, copying not only much of the styling, but the chassis and, it's believed, new V8 engine. It was far from a straightforward translation, the 111 being longer and wider than the American. In production from 1958 to 1963, the ZiL-111 appeared in two sedan versions - 111 and 111A, the latter with air-conditioning and a smaller rear window. A dozen special state-parade '111V' four-door convertible phaetons, pictured here, were also built, bringing the total for this series to 112 units.

In 1931, Stalin renamed the car and truck maker Zavod imeni Stalina (ZiS) after himself. From 1936-1941 the ZiS factory produced around 9000 ZiS-101 state limousines, taxis and ambulances, until the German invasion forced a switch to decentralised, military production.

Just as the pre-war ZiS-101 had echoed 1930s American cars (its body was even sourced from the US), the successor ZiS-110 of 1946 was 'interpreted' from a 1942 Packard 180 - one of five American cars reportedly sent as post-war goodwill gifts from US President Franklin Roosevelt. Like the 101 before it, the 110's engine was a Packard-copy, in-line eight-cylinder.

In 1963 a thorough restyle produced the 111G, with a '61 Cadillac-inspired four-headlamp frontal styling and less severe tailfins. ZiL passenger-car production continued only sporadically after the 1991 fall of the Soviet Union, ceasing in 2002. The final ZiL truck was built in 2016.



COPY THAT, CHIEF

The 111's cast-iron, 5980cc ohv V8 has misty origins, but the single-carb V8 claimed 149kW/441Nm and drove through a twospeed, push-button automatic, evidently copied from Chrysler's PowerFlite. The ladder-frame chassis carried independent coil-spring front suspension, a leaf-sprung de Dion axle at the rear, and boosted all-drum brakes.



POSITION OF POWER

Z L's 111V convertible phaeton was the full monty for communism's more-equal-thanothers. The dash housed an array of push-pull controls and the novel four-button panel for the auto. Power windows and the huge canvas softtop were hydraulically operated. Rear passengers had softer cloth upholstery, a parade handle, and controls for radio and heat/vent/air-con.



A MILITARY FLOP, THE BARE-BOX MINI MOKE CAME TO OZ AND FOUND SUN, SAND, SURF, AND EXPORT SUCCESS

🖸 🖬 🕑 @wheelsaustralia 145

HORACIO PAGANI

Three wishes

THE ACCLAIMED DESIGNER MAKES SOME OF THE MOST DESIRABLE METAL ON THE PLANET, SO FILLING HIS DREAM GARAGE PROMPTED PLENTY OF CHIN SCRATCHING



JAGUAR E-TYPE

Funnily enough, Horacio already owns an E-Type and all because of a man named Enrico, a wealthy member of the Argentine community where Pagani grew up. Enrico's '63 E-Type captured Horacio's imagination with its red body and cream roof. As soon as he had the means, he bought one of his own.

PORSCHE 917

"This is my all-time favourite," Horacio says bluntly. It's not hard to see why, with those stunning lines, the fabled history, and that incredible flat-12 engine. Just 25 of the original design were built, with an asking price around £16,000 in 1969. Horacio could expect to stump up \$15m or so today.

MERCEDES-BENZ W196

An other classic racer, but this time there is a personal connection. Horacio chose the W196 because it was raced by his close friend, and motorsport legend, Juan Manuel Fangio. The W196 was steered to victory in 10 grands prix en route to back-to-back world drivers' championships in '54 and '55.





recommends Castrol EDGE

RENAULT

EDGE

DANIEL

IN OCK THE VERY EDGE

UNLOCK THE VERY EDGE OF PERFORMANCE



STRONGER UNDER PRESSURE ADVANCED FULL SYNTHETIC ENGINE OIL

GET THE RIGHT OIL FOR YOUR VEHICLE INSTANTLY

0452111222

TEXT YOUR LICENCE PLATE & STATE* WWW.REGO20IL.COM.AU *STANDARD SMS COSTS APPLY CASTROL EDGE WITH FLUID TITANIUM. STRONGER UNDER PRESSURE AND TESTED TO THE LIMIT.

www.castrol.com.au/edge

IT'S MORE THAN JUST OIL. IT'S LIQUID ENGINEERING.

5L

