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THE 3

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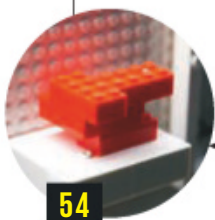
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"THE FIRST CORNER REQUIRES INSTANT LEFT LOCK, EVEN THOUGH I'M SURE IT'S A RIGHT"

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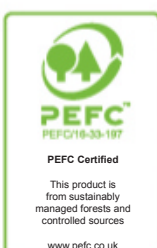
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COMMENT



FOR A MASTERCLASS IN HOW TO DO IT, LOOK NO FURTHER THAN THE GOLF



TO CREATE A new car that's going to sell in great numbers requires the work of hundreds if not thousands of people and it costs millions if not billions of pounds.

Those people will develop the car to meet increasingly strict safety and emissions laws that differ in the key markets where it will be sold around the world. All this while ensuring the car is better than any car it replaces – and better than rivals made by firms also employing huge numbers of people and spending vast sums of money. Develop the car and then suppliers have to be sourced and production sites geared up to make it. That huge logistical operation is a precursor to another: distributing it to dealers, who must sell it to customers, who have better cars and more choice than ever before and more marketing across more channels vying for their attention. You've got to ensure the car stays relevant and appealing for a typical seven-year life-cycle, too.

To do this – and get it right – over many generations and tens of millions of units packed with constant improvement and evolution is what all car makers aspire to. Thirty-five million units over 45 years shows Volkswagen has this most difficult of formulas licked with the Golf, the eighth generation of which we drive this week (p24).

Mark Tisshaw Editor

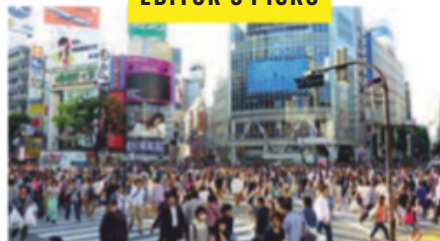
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EDITOR'S PICKS



THE V8 LIVES ON

There's no V6 in the overhauled F-Type, but the V8 is back, p6



FUTURE OF JAPAN

We assess the state of the Japanese car industry and its makers, p47



10 MILLION LATER...

It's not just the Golf that's built in big numbers, as this Mini shows, p54



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NEWS

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New Jag F-Type ditches V6 but doubles down on V8

Newly revised sports car will arrive in early 2020 with 296bhp four-pot and V8s in 567bhp and 444bhp guises, but no V6. Prices start at £54k



EXCLUSIVE PICTURES

Jaguar has overhauled the F-Type sports car with new styling and technology to take on the latest Porsche 911.

The targets were to give it a “more assertive” look, to improve key elements like the infotainment system and to lift materials quality to the level of more recently launched models, such as the I-Pace.

One major surprise is the disappearance of the F-Type V6. From 2020, the Jag sports car will come with a choice of either two 5.0-litre supercharged V8 power levels (retaining the 567bhp at 6500rpm version, and a new unit with 444bhp at

6000rpm) or the continuing entry-level 2.0-litre turbocharged Ingenium four-cylinder engine producing 296bhp at 5500rpm.

In a reorganisation at the top of the F-Type’s three-tier range, the 567bhp performance versions of the coupé and convertible are available with only all-wheel drive and the plushest, sportiest R specification – which also gets a complete rethink of spring and damper settings. This flagship can cover 0-60mph in just 3.5sec and has a top speed of 186mph.

The 444bhp and 296bhp versions are available in either middle-level R-Dynamic trim

or entry-level guise. The lower-powered V8 can turn a 4.4sec 0-60mph time and hit 177mph, while the 2.0-litre’s 0-60mph time is a respectable 5.4sec and its top speed is 155mph.

The 444bhp V8 buyer gets to choose between rear-wheel and four-wheel drive systems, while the 2.0-litre customer is offered rear drive only.

One major advantage of the smallest-engined model is its 120kg-lower kerb weight (it weighs 1520kg against 1640kg for the rear-drive V8), which lightens the nose and improves steering response. The heaviest F-Type is the full-house R convertible equipped with four-wheel

drive, weighing 1760kg.

For the first year, the F-Type will be offered in First Edition guise with either 444bhp or 296bhp engines. They will be based on R-Dynamic equipment levels but with a collection of special colours, unique trim details and First Edition branding.

All F-Types have active exhausts and the V8s have a special ‘quiet mode’ to help prevent neighbourhood disturbances when owners leave home early or arrive late.

Jaguar design director Julian Thomson, who was heavily involved in the 2011 concept that introduced the first production F-Type, said the original mission was to

“design the most beautiful sports car, with purity, proportion and presence that’s unmistakably Jaguar”. He described the latest model as “more dramatic than ever, with even greater clarity of purpose”.

The most important exterior changes are ahead of the windscreen, with the aim of giving the body a greater apparent length (it’s no longer) and giving the car an even wider, more planted stance (it’s no wider). A new clamshell bonnet keeps its central bulge but now has a softer, “liquid metal” appearance. Each of the three models now gets a unique lower bumper shape – clean and sculptural for the →

“
The new flagship F-Type can
cover 0-60mph in just 3.5sec and
has a top speed of 186mph
”



Slimmer headlights,
a wider grille and a
new bonnet feature

“
Prices start at £54,060 and rise
to £97,280 for the quickest coupé
or £102,370 for the convertible
”



R cars get a mean-looking diffuser and bespoke quad pipes

← entry model, bolder with aero blades for the R-Dynamic and with black bezels for the large and sporty-looking lower air scoops on R models.

That new treatment allows the introduction of slimmer LED headlights framed by ribbon-like daytime-running lights for which Jaguar claims a “calligraphy” effect. The running lights are slim along their horizontal element but widen as they sweep upward and outward.

There are also various subtle changes to badges and textures on trim parts, which, like the rest of the new F-Type’s changes, add neat touches of modernity.

The new headlights leave room for a wider and deeper

grille, still very much in the F-Type Jaguar idiom. “Everyone’s shouting louder these days,” said exterior design boss Adam Hatton, “and we need to do the same. We don’t want to be brash, but we don’t want to shrink from the opposition, either.”

The haunchy rear shape remains intact, partly because of the F-Type’s mission to be a timeless design and partly because Jaguar’s design team (along with buyers) continue to like the original shape.

The tail-lights have adopted a slimmer, ‘chicane’ design introduced on the I-Pace and there are adjustments to the numberplate recess and the diffuser shapes.

The three F-Type models

continue with powertrain-specific exhaust tailpipes. The 296bhp version retains a handsome central quadrilateral-shaped outlet and the V8s have quad systems that differ slightly in detail.

Inside, the F-Type catches up with other Jaguar models, notably with materials of more obvious quality, and adds some unique details. There’s now a 12.3in driver display, with unique F-Type graphics, that can be configured as a large central tachometer.

Jaguar Land Rover’s familiar 10.0in Touch Pro system is in the centre fascia, now with refinements like Apple CarPlay compatibility, but the 2020 model retains the three rotary heating and ventilation

controllers Jaguar regards as essential to a good driving machine.

The 2020 F-Type also incorporates new, subtle details the designers believe owners will enjoy: there is now ‘Jaguar est 1935’ lettering on the seatbelt guides, repeated on the glovebox release surround, to mark the year in which the company’s founder, Sir William Lyons, first used the Jaguar name on his cars.

Two seat designs, Sport and Performance, are offered, both described as “lightweight and slimline”. The base and R-Dynamic models come with Sport seats as standard, while the Performance seating – with more pronounced support around shoulder height – is

standard on R and First Edition.

The F-Type interior keeps its snug, occupant-friendly character: low supportive seat locations, relatively high window sills and a particularly stirring view over a carefully improved instrument layout, down the shapely new bonnet.

Prices start at £54,060 for the entry F-Type (or £5500 more for the convertible) and rise to £97,280 for the quickest coupé (£102,370 for the convertible). In the middle of the mix, the rear-drive 444bhp V8 coupé is £69,990 and the four-wheel-drive version just under £5000 more. Orders are being taken now and deliveries should begin in the first quarter of 2020.

STEVE CROPLEY



Jaguar has sought to improve cabin quality and infotainment

WHAT NEXT FOR THE F-TYPE?

The 2020 F-Type looks increasingly likely to be a swansong – not just for the V8, but for the combustion-engined Jaguar sports car altogether.

JLR is mulling a radical revision for the second-generation Porsche 911 rival, not due until 2022 at the earliest. It will include either an electrified or fully electric powertrain, with a possible engine layout change too. It is understood that two

design approaches are being progressed – one with a short-nosed body and mid-mounted electric powertrain and another with a front-mounted and hybridised internal combustion engine.

Details have yet to be finalised, but bosses are believed to be watching the market closely and will have to make a decision soon in order to progress with development.



Flagship R version has black bezels on its big air intakes

Q&A ALAN VOLKAERTS, VEHICLE LINE DIRECTOR, JAGUAR F-TYPE

Why have you dropped the V6 F-Type?

"The decision not to offer the V6 in the UK and Europe follows a sales review showing demand is by far the heaviest for the four-cylinder engine. Also, we believe the introduction of a new 444bhp V8 in both AWD and RWD forms still offers customers a strong range."

Why didn't you use the new Ingenium straight six?

"It's a simple question of packaging. With demand for the four-cylinder so strong, we simply couldn't justify the significant investment needed."

How are F-Type sales doing?

"Last year, we sold around 7900 cars, mostly in the UK, US and Germany. Our record of 12,000 sales was set in 2015. The most popular F-Type derivative is the four-cylinder R-Dynamic, which is why we're offering a First Edition based on this model as well as on the new 444bhp V8."



Has the F-Type production process at the Castle Bromwich factory changed much in six years?

"The core processes at Castle Bromwich are largely unchanged but we've recently updated our rolling road, calibration and paint validation facilities, with special emphasis on quality. We're very pleased with the results."

Will Jaguar continue making sports cars?

"At heart, we're a sports car company. The market has diversified over the years and we've had to do the same, but I think we're stronger for it. For me, Jaguar just wouldn't be Jaguar without a sports car in the line-up."

Mini mulls supersize Clubman

Design rethink could convert next-gen estate into an SUV and shrink 3dr hatchback

Mini is considering an increase in the size of the Clubman for its next generation, turning it into an SUV.

But the firm is also working on ways to reduce the external bulkiness of its three-door hatchback model.

In the US, Mini is losing sales because it has only one SUV – the Countryman – which many Americans perceive to be too small to justify its purchase price. The shift towards SUVs has triggered a steep decline in hatchback and saloon sales, necessitating a dealer retrenchment.

Chief designer Oliver Heilmer hinted to Autocar

that the next Clubman could move towards an SUV format. Currently, the six-door estate is only slightly shorter (4.26m) and wider (1.82m) than its Countryman sibling, and both occupy the same market pricing level.

It's unclear at this stage whether the Clubman will become substantially bigger to differentiate it from the Countryman, or whether the latter will grow to provide two SUVs of distinctly different sizes. Heilmer refused to comment on Autocar's report (14 August) on the return of the Traveller name as an electric MPV sharing parts with the BMW i3.

He did talk about the efforts being made to improve the space efficiency of Mini's next three-door hatchback. Heilmer said: "For future architecture, we're having weekly discussions to improve interior space and reduce the car's

footprint. But it's not solved yet. Maybe next year." He also noted that the "development cost is also an issue".

"It's not necessarily the internal combustion engine that needs the space – even with an EV (which has a smaller motor)

you still need a crash box," Heilmer continued, referring to the progressively deformable and substantial structure around the powertrain. "Crash performance is the bigger issue."

Another challenge is dealing



Mini is working to improve 3dr's space efficiency



The Countryman, Mini's sole SUV, might get bigger

“Small may not be helpful for sales,’
Mini’s design boss admitted – hence
the possibility of a larger Clubman
”



AUTOCAR
IMAGE

MOKKA X OFF SALE AFTER SEVEN YEARS

Vauxhall has taken the Mokka X off sale. The successor will feature an electric variant, but it's around 12 months away. The Astra and the Insignia Grand Sport are now the only Vauxhall models on sale developed solely by former owner GM.



ONE RAPTOR YOU DON'T WANT A RIDE IN

Ford has made a police version of its Ranger Raptor. The truck has Fox shock absorbers and a Baja desert race mode to track down suspects on rural terrain. For the roads, the police are also testing Ford's Focus ST estate.



with “an electric motor that might keep running”. This is a post-crash circumstance that does not usually affect cars with internal combustion engines.

Heilmer was able to provide a bit of detail on how the next hatchback’s space efficiency – and proportions – might improve, with the news that Mini is considering a new type of energy-absorbent foam between the front bumper skin and the crash bar that could potentially reduce the hatch’s much criticised and excessive front overhang.

That the foam is more expensive is an issue, but Heilmer said “everyone is pushing to improve space efficiency”. Of the five-door hatch, which is the bigger seller of the pair, he says that the design team is working to improve its aesthetics “quite a lot”.

“The footprint is most crucial with the hatch,” he said. “Size is less of a problem with the other models.”

“I want each model to be the smallest in the segment, or visually the smallest. But small may not be helpful for sales,” he admitted – hence the possibility of a larger Clubman.

Heilmer said that the design team has also been reconsidering the Mini’s “iconic features”, adding: “The face recognition is very important, but the tail-lights may not stay iconic. We’ve got to be proactive, not reactive.”

The clamshell bonnet is not necessarily a must-have and, inside, the toggle switches are being re-evaluated. “They’re good on the hatch, less so on the others perhaps,” Heilmer said, suggesting that future larger models could ditch the retro cabin touches.

RICHARD BREMNER



Clubman SUV could attract more buyers in the US

Bentayga shows off new look

BENTLEY WILL ALIGN the Bentayga with its latest models – the Continental GT and Flying Spur – with a raft of updates, and new prototype shots offer a closer look at the design changes.

Although the test mule appears undisguised, hidden camo masks that the SUV will receive a front-end revamp inspired by the Flying Spur.

At the rear, expect minor bodywork alterations and reshaped tail-lights.

More significant upgrades are anticipated inside, particularly given the far newer cabin tech of Bentley’s latest cars. A substantial overhaul to the dashboard design is on the cards, though whether the Bentayga will get its siblings’ option of the swivelling

dash panel to hide the touchscreen is unknown.

The flagship W12 engine could receive minor efficiency-boosting upgrades, but the V8 and V6 hybrid powertrains are still relatively new. It is unclear if Bentley will emulate sister brand Audi and return the V8 diesel to the range for 2020. Expect to see the updated SUV in the second half of next year.



SPY SHOT
BENTLEY BENTAYGA

Redesigned front end to echo the new Flying Spur’s

AUDI PUMPS UP ELECTRIC RANGE OF EVERY NEW E-TRON

Audi has boosted the range of its E-tron SUV by 15.5 miles with a raft of technical updates – the same as those applied to the recently revealed E-tron Sportback. All models of the Mercedes EQC rival ordered now will receive the updates, allowing the 55 quattro version to travel up to 271 miles on a charge. A more efficient thermal management system and improved coasting recuperation are among the myriad changes to increase the electric model’s range.



RENAULT SCRAPS ZOE BATTERY HIRE

Renault no longer offers a monthly battery-leasing option for its electric Zoe car. Accounting for 60% of overall Zoe sales, it made Renault the only mainstream brand to offer battery leasing and the option to buy outright.



MG HS PLUG-IN HYBRID COMING TO UK

MG will launch a plug-in hybrid version of the HS SUV in the UK towards the end of next year. A spokesperson has confirmed that parent company SAIC will export the petrol-electric HS, which went on sale in China last month.



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VAUXHALL

Fuel economy[#] and CO₂^{*} results for the New Astra range: Combined mpg (l/100km): 46.3 (6.1) – 65.7 (4.3). CO₂ emissions: 115 – 90 g/km.

Model shown is New Astra SRi 1.2 110PS. Reduced fuel consumption and reduced CO₂ in comparison to previous model. #Fuel consumption figures are determined according to the WLTP test cycle. *CO₂ emissions figures are determined according to the WLTP test cycle however, a Government formula is then applied to translate these figures back to what they would have been under the outgoing NEDC test cycle, which WLTP replaces. Figures are intended for comparability purposes only. The fuel consumption you achieve under real life driving conditions and CO₂ produced will depend upon a number of factors, including the accessories fitted after registration, variations in driving styles, weather conditions and vehicle load. Only compare fuel consumption and CO₂ with other vehicles tested using the same technical procedures. For more information contact your local Vauxhall Retailer.

SPY SHOT
VOLKSWAGEN GOLF GTI



GTI has twin tailpipes, lower ride and extra body addenda



VW plots four go-fast Golfs

New Mk8 Golf will gain GTI, GTD, GTE and flagship R models next year

Volkswagen will have four hot new Mk8 Golf models in dealers before the end of next year – with the R going on sale a few months after the GTI, diesel GTD and plug-in hybrid GTE.

Sources at the firm suggest that the GTI, caught testing with limited disguise, will be launched at the Geneva motor show in March and go on sale soon after. They also claim the R version will be shown in July, possibly in the UK at the Goodwood Festival of Speed.

The transformation from regular Golf to GTI appears to be subtle, but tell-tale signs

such as the dual-exit tailpipes and red brake calipers give it away as the Ford Focus ST rival.

There is also bodykit that extends around the lower portion of the car, along with a large air intake. The car appears to sit slightly lower to the ground than the standard Mk8 Golf, suggesting a reduced ride height is part of the suspension upgrades. The wheels of this prototype aren't expected to be offered on the GTI, though.

As Autocar has previously reported, a reversal of plans means the new GTI will ditch hybrid power in favour of an updated version of the Audi-

developed EA888 2.0-litre turbocharged petrol engine used in the outgoing model. Two power outputs will again be offered: 242bhp and 287bhp. The latter will be dubbed Clubsport, not TCR as first thought, because VW will leave the TCR racing series as part of its plans to end all combustion-engined motorsport.

A performance increase is necessary to ensure the GTI occupies a performance level above the GTE, which, although significantly heavier, puts out 242bhp with a 1.4-litre turbo petrol and an electric motor.

Details of the 2020 Golf R,

on the other hand, have been kept tightly under wraps, as have those of the GTD. The latter is expected to make use of a 2.0-litre diesel with mild-hybrid tech, but a power output is unconfirmed.

The R is again likely to use a heavily boosted EA888 motor with at least 300bhp in entry-level form mated to all-wheel drive. Insiders suggest that a range-topping R Plus is on the cards with anything up to 350bhp to offer a cheaper alternative to the Mercedes-AMG A45, but that has yet to be confirmed.

LAWRENCE ALLAN

CONFIDENTIAL

DESPITE THE SECOND-gen Renault Captur offering a plug-in hybrid, the same can't be said for the new Nissan Juke, which is built on the same platform thanks to the Renault-Nissan-Mitsubishi Alliance. Nissan bosses refused to confirm a plug-in hybrid variant, questioning whether Juke customers would be willing to pay for the technology. The car is engineered to accept electrification, so a parallel hybrid system could be brought in from Japan.

AUDI DESIGN BOSS Marc Lichte would pick the E-tron Sportback over the E-tron. He said: "I have a big respect for BMW for coming up with the idea to combine a coupé with an SUV but, honestly, I don't like it. We thought 'how can we do this in a very attractive way?' and you will see the E-tron Sportback [is the result]. I love it. We took the bottom part of the E-tron, cut the roofline and add the A7 roof. Very simple."



HENRIK GREEN, VOLVO's technical chief, "would not be surprised" if demand for the new XC40 Recharge EV exceeds the firm's battery supply capacity "even though we have sourced more than we could dream about three years ago". Green said Volvo has a production plan to meet its target of 50% of sales being EVs by 2025.

MERCEDES REMAINS committed to its alliance with Renault, Nissan and Mitsubishi. Its decision to sell a stake in Smart to Geely has signalled an eventual end of the joint venture to develop Smart cars and the Renault Twingo. But CEO Ola Källenius said: "The plan remains to co-operate wherever we see win-win situations for both sides."

Aston DBS marks flight of the Concorde

ASTON MARTIN HAS launched an ultra-exclusive DBS Superleggera Concorde Edition. It's available to order through Aston Martin Bristol, close to where the aeroplane was built, and just 10 examples will be produced. The car is being built in association with British Airways to mark 50 years since the supersonic passenger jet first flew.

Exterior changes include British Airways livery on the roof strakes, spoiler and rear diffuser. A black carbonfibre roof has a Concorde silhouette and the side strakes are milled from solid aluminium.

Inspection plates signed by Aston CEO Andy Palmer and British Airways chairman Alex Cruz also feature, as does the aircraft identifier number of the flagship Concorde.

Inside, there are Concorde logos on the seats, 'Mach Meter' graphics on the driver's sun visor and special Alcantara headlining. Another feature is titanium paddle shifters made from the jet's compressor blades.

The car is priced from £321,350, a hefty £96,000 more than the standard car, but some of the proceeds go to the non-profit Air League Trust.



Concorde Edition of the DBS Superleggera is priced from £321k

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PEUGEOT RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the all-new PEUGEOT 508 SW range are: Combined 37.4 (7.6) – 235 (1.2) and CO₂ 128 – 39 g/km.

The fuel consumption or electric range you achieve, and CO₂ produced, in real world conditions will depend upon a number of factors: including the accessories fitted (post registration), variations in weather, driving styles and vehicle load. There is a new test (WLTP*) for fuel consumption, CO₂ and electric range figures. However, the CO₂ figures shown are NEDC equivalent, calculated using EC correlation tool which converts WLTP figures to NEDCeq** figures and will be used to calculate tax for first registration. Figures shown are for comparability purposes; you should only compare fuel consumption, CO₂ and electric range with other vehicles tested using the same technical standard. The all-new 508 SW HYBRID is a plug-in hybrid vehicle requiring mains electricity for charging. The figures displayed for this vehicle were obtained using a combination of battery power and fuel. *WLTP - Worldwide harmonised Light vehicles Test Procedure. **NEDCeq - New European Driving Cycle. °Model and figures shown are for the all-new 508 SW GT Hybrid 225 EAT8 S&S with optional Night Vision. Information correct at time of going to print. ^According to version: standard or cost option.

Motorist's eye view of election

With the general election just a week away, we outline car-related manifesto pledges

The UK will stage its third general election in four years on Thursday, 12 December – and the results could have a major

impact on motorists and the car industry.

Brexit is a key issue in the election and Britain's ongoing relationship with the European

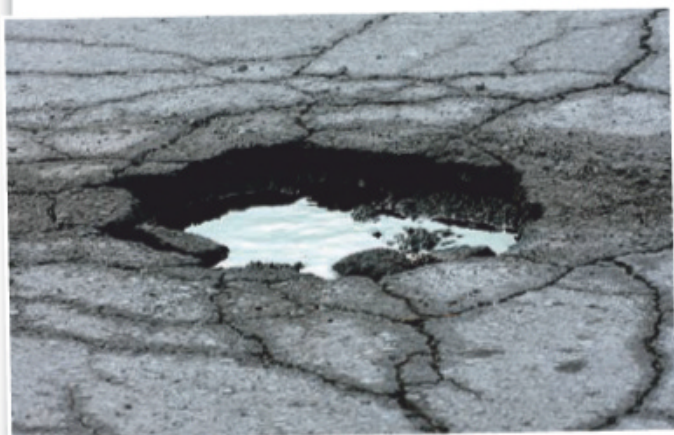
Union could greatly affect the motor industry in this country. And the leading parties have all unveiled other policies that are significant

to car owners, including pledges to phase out the sales of combustion-engined cars and to cut carbon emissions.

These are the main car-related policies in the manifestos of the three main parties that have candidates standing across the UK.

CONSERVATIVE PARTY

- Leave the EU by 31 January and keep the UK out of the EU single market and customs union. Negotiate a new EU trade deal but the implementation period won't extend beyond December 2020.
- £38.8 billion investment in 'strategic and local roads'.
- £1bn investment in a fast-charging network, with the aim for everyone to be within 30 miles of a rapid charging station.
- Reach net zero greenhouse gas emissions by 2050.
- Consult to determine the earliest date for phasing out the sale of new petrol and diesel cars.
- Launch the biggest pothole filling programme yet.



LABOUR PARTY

- Secure a new Brexit agreement within six months, including 'close alignment with the EU single market and UK-wide customs union'. It will then be voted on in a referendum.
- Invest in three automotive gigafactories and four metal reprocessing plants. Promote the development and manufacture of ultra-low-emission vehicles.
- Invest in electric vehicle charging infrastructure and in electric community car clubs.
- Target to cut deaths and serious injuries on UK roads to zero. Investment to make local roads 'safer for everyday journeys' and review all tolled crossings.
- Put the UK 'on track' for a net zero carbon energy system 'within the 2030s'.
- Aim by 2030 to end sales of new combustion-engine vehicles.
- Establish a £400bn 'national transformation fund', with £250bn focused on renewable and low-carbon energy and transport.
- New Clean Air Act to include vehicle scrappage scheme.



Bank to increase funding in zero-carbon and environmental objectives.

LIBERAL DEMOCRATS

- Revoke article 50 and remain in the EU.
- Develop a national skills strategy and innovation centres to develop zero-carbon technologies, including batteries and hydrogen fuel cells.
- Cut VAT on EVs to 5%. Increase the rate of installation of on-street and ultra-fast EV charging points.
- Establish ultra-low-emission zones in 10 more towns and cities in England.
- Reduce the number of single-occupancy cars used for commuting. Push the development of car-sharing schemes and autonomous vehicles.
- Set a legally binding target to reach net zero greenhouse gas emissions by 2045.
- Ensure all new cars are electric by 2030.
- Green Investment



SMMT: TARIFF-FREE EU TRADE IS ESSENTIAL AFTER BREXIT

UK car industry chiefs have said a tariff-free post-Brexit trade deal with the EU is vital for the UK to lead the way in electrified and autonomous technology.

George Gillespie, president of the Society of Motor Manufacturers and Traders, said the industry is "in the fight of our generation"

because of a transformation sparked by future technology.

He said industry investment had fallen from £2.5 billion per year before 2016 to just £90 million in the first half of 2019, adding that a tariff-free trade deal is key to reversing that trend.

"We need frictionless, tariff-free trade, access to

the best talent, preferential access to markets across the world," said Gillespie (right). "If we can secure a European trading arrangement that gives us frictionless and tariff-free trade, this industry is committed enough, passionate enough, driven enough to make it work."





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Insignia gains a wider grille and adaptive LED headlights

New looks, fresh tech spruce up Insignia

VAUXHALL HAS UPDATED its Insignia large hatch with a refreshed exterior and a raft of tech upgrades. Visual tweaks are focused on the front end, with a wider chrome-edged grille design and new Intellilux adaptive beam LED headlights that have a claimed industry-leading 84 LEDs in each unit.

The Ford Mondeo rival also receives a more extensive list of driver assistance functions, such as a new rear-view camera and optional rear cross-traffic alert. The navigation system's graphics have been updated, too, and wireless smartphone charging has been added.

Vauxhall has not listed any engine changes. Currently, the model is available with a 1.5-litre turbocharged petrol engine in two states of tune, a

1.6-litre diesel with two choices of output and a range-topping 2.0-litre unit, which in flagship Biturbo guise puts out 207bhp.

The recently updated Astra gained a new range of engines first developed under the brand's General Motors ownership, so similar units could be brought to the Insignia line-up later in 2020.

The revised Insignia goes on sale next month, with first deliveries due in May.



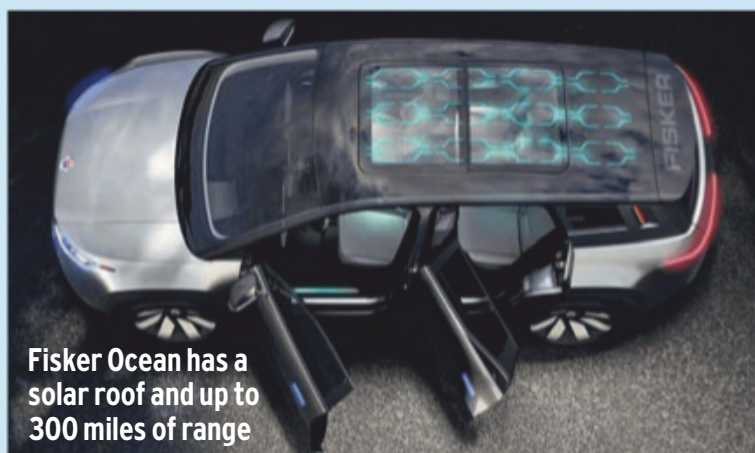
Revised Insignia: on sale January

Fisker SUV in wings

AMERICAN START-UP Fisker's new Ocean electric SUV will be unveiled in production guise next month. It will be offered primarily through a leasing programme, with US prices starting from the equivalent of £295 a month with a

deposit of £2335. Potential customers can pay a fully refundable £194 deposit.

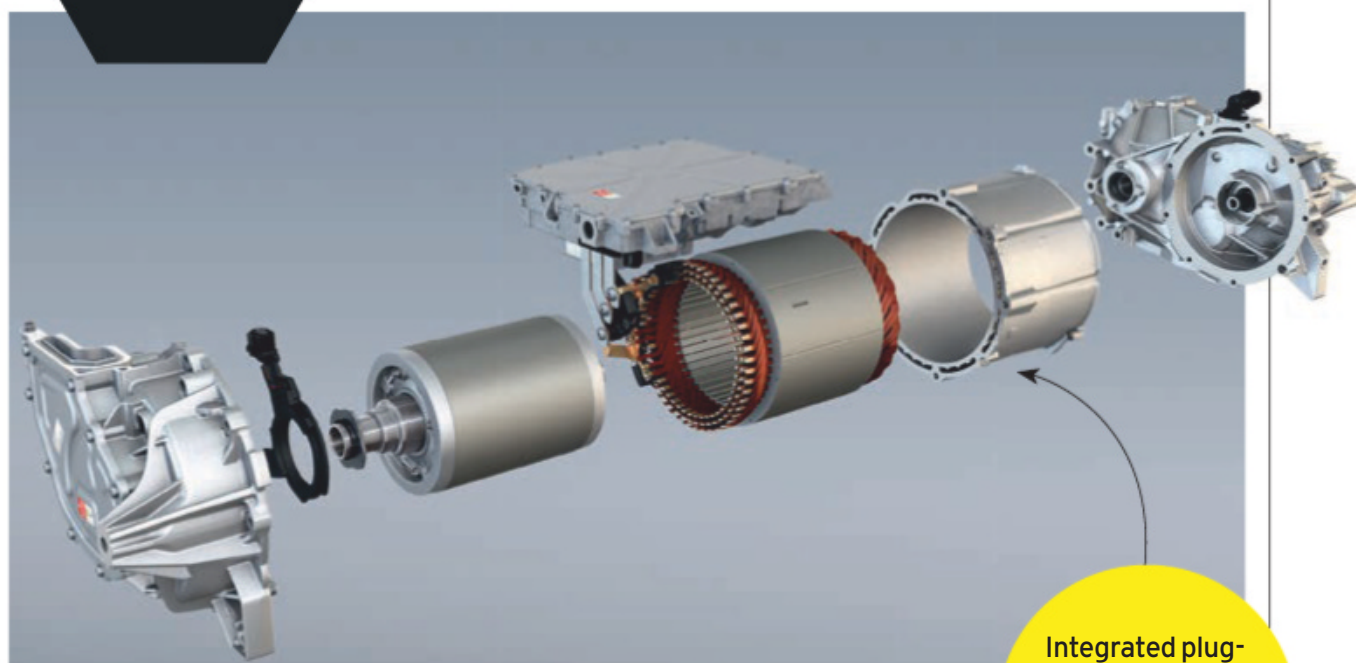
It's claimed to be the world's most sustainable vehicle, with recycled, vegan and other natural products used, a solar roof and a range of up to 300 miles.



Fisker Ocean has a solar roof and up to 300 miles of range

UNDER THE SKIN JESSE CROSSE

WHY MIX AND MATCH IS A GOOD IDEA FOR ELECTRIC POWERTRAINS



Integrated plug-and-play electric drivetrains should help make EVs more affordable.

TURN A PROFIT on electric cars yet still offer them at a price more people can afford: that's one of the major challenges facing the car industry. As things stand, it's difficult to make inroads into the cost of the battery, but in most other areas, such as the architecture and powertrain, there are savings to be made by integrating components into modular units that can be used in different applications. Volkswagen's modular electric drive matrix (MEB) describes not just the body and chassis architecture but the entire platform, including the drivetrain.

The forthcoming ID 3, the first of Volkswagen's new EV range to go on sale, will be powered by an integrated drive module called APP310. APP describes the way it's installed across the rear axle and 310 refers to its torque of 310Nm (229lb ft). In the ID 3, it will develop 201bhp and is a complete plug-and-play bolt-in powertrain.

Traditional, combustion-engine powertrains consist of an engine, gearbox and final drive with differential. On front-wheel-drive cars, the final drive unit is usually integral with the gearbox, but in a rear-wheel-drive car, it's located in the rear axle.

Although the components can be mixed and matched to an extent (same engine, different gearboxes and final drives) to suit the model derivative, they're not integrated in the same way as an electric drive unit can be. The petrol or diesel engine is normally made by the car manufacturer, while the gearbox may come from a supplier like ZF, Getrag or Aisin AW. The APP310 will be manufactured at Kassel for European and North American markets and Tianjin for China and Volkswagen plans to make up to half a million units a year.

The AC motor/generator (electric machine) is a synchronous permanent magnet brushless machine consisting of a rotor (which rotates to produce the drive) embedded with permanent powerful magnets and a stator (static) that surrounds it. Labelled 'hairpin technology' by Volkswagen, the stator is made of copper wire windings laid in a laminated frame, which generates a rotating magnetic field. The opposite poles of the rotor and stator are attracted to one another and the rotor spins in sync with the rotating field rather

than lagging behind it like an asynchronous machine. The preformed flat copper coils produce greater torque density than conventional coils wound using copper wire. Both the rotor and stator are produced in-house at Volkswagen's component plant at Salzgitter.

The rotor drives the integral single-speed reduction gearbox, which is all that's needed for high-torque, lower-speed motors like this one. Smaller high-speed motors generally require a multi-speed gearbox. The other major component of an electric drive – the inverter, which converts DC current from the battery to AC for the electric machine and vice versa – is also integrated with the unit and sits on top of the motor.

Apart from the relative simplicity of assembling the integrated drive unit into the car, it's small and light, too. The combined weight of only 90kg is likely to be substantially less than if the electric machine, inverter and transmission were all built as separate units.

ONE CAR'S RUBBISH...

Renault has developed a new textile product made from old seatbelts, scraps of textiles and recycled plastic bottle tops. The 'carded yarn' will be used to cover eight square metres of the Renault Zoe interior and is claimed to reduce the carbon footprint by 60% compared with conventional materials.



Nio nets key deal, needs cash

EV maker Nio is poised to make a self-driving car but is on the hunt for new funding

Chinese EV start-up Nio has secured a key deal to build an advanced self-driving car using technology developed by Intel's Mobileye division – but the firm is still searching for new funding to meet its ambitious growth plans.

Nio, which currently offers a range of electric SUVs in China, has agreed to construct a new car featuring level four autonomous systems – which

allow for hands-off driving – designed by Mobileye. The Israeli firm, which tech giant Intel bought for £11.8 billion in 2017, has developed a range of sensors, radar and software systems for self-driving cars.

Nio wants to use the Mobileye system in its next-generation battery-electric vehicle platform and has begun initial engineering work on the project – with crash simulation work being

undertaken at Nio's Oxford engineering centre.

But the firm is unlikely to be able to begin detailed design work and production engineering until it has secured new funding. Nio, founded in 2014 by Chinese entrepreneur William Li, is listed on the New York Stock Exchange. In the run-up to flotation in mid-2018, Nio lost £385 million, and after a recall hit sales of the ES6 and ES8

SUVs this summer, it recorded a further £355m loss.

Its share price has fallen sharply this year – although it rose after the Mobileye deal was announced. A refinancing package earlier this year raised £154m in extra funding.

Speaking exclusively to Autocar, Nio's Europe boss, Hui Zhang, said: "We definitely need more finance and we are still working on the new fundraising."

Zhang believes the new platform – called NP 2.0 – could be key in securing Nio's future. Although there are no specific technical details, it is set to feature motors, a battery pack and power electronics that are more efficient than those of the existing NP1.0 architecture, along with Mobileye's system.

Zhang said: "The focus is on an advanced electrical powertrain system and ADAS

“
The new platform – called
NP 2.0 – could be key in
securing Nio's future
”



Nio sells EVs in China and races in Formula E

Price of nearly new petrol cars falls due to oversupply

A LARGE INCREASE in nearly new petrol cars has sparked a fall in used prices, according to valuation specialist Cazana. The company, which tracks the used car market, reported that the average value of a sub-12-month, sub-12,000-mile petrol car fell from 76% to 68% of its original cost new between October 2018 and October 2019.

Prices dropped gradually throughout the year but plummeted to a low of 62% in September. The fall has been attributed to the UK's rapid swing to petrol cars, along with a spike in pre-registrations and the recent spate of new-car price rises.

"This is a direct reflection of too many petrol cars coming into the marketplace," said Rupert Pontin, Cazana's

director of insight. "The sub-12-month, sub-12,000-mile market has been significantly affected by pre-registered vehicles. Those prices needed to be readjusted because the manufacturers decided that the UK wanted lots of petrol cars, and they didn't sell as many as they expected to."

"There are about 20% more cars in that marketplace [than a year ago] and the average new cost of those vehicles has gone up."

Pontin said the introduction of WLTP emissions testing in September 2018 had also contributed to the recent fall in used petrol values. He claimed the rise in registrations during the derogation period – where manufacturers were permitted to sell a portion of

non-WLTP-compliant vehicles built before 1 June 2018 – had led to significant numbers pouring into the market.

"WLTP has had an impact, because these are petrol cars that had to be priced and sold before the derogation period ran out and they're disappearing into the used

car market as pre-registered cars," he said.

Despite the dramatic fall in new diesel car sales – down 28.3% for the year to date – and speculation that used diesels had dropped in value, nearly new examples are worth almost exactly the same as a year ago. Cazana's

figures show that, on average, sub-12-month, sub-12,000-mile diesels retained 71% of their cost new in October 2018 and 70% a year later.

At the start of that period, nearly new diesels were 5% below equivalent petrols, but they were 2% higher in October this year.



Nearly new petrol prices fall but diesel stable



Damien Smith

RACING LINES

Andrew Jordan won six times in 2019 but could lose his drive



TWO POINTS. THAT'S all that stood between Andrew Jordan and a second British Touring Car title. Instead, his BMW team-mate, Colin Turkington, won a record-equalling fourth crown and Jordan is contemplating "50-50" odds that his BTCC career might be over.

"Do I think I deserved to win it this year?" says the 2013 champion. "Yes, I do. But I didn't and it's pointless looking back. I put up a really good season, had more wins than anyone" – six compared with Turkington's five – "and I really enjoyed it, which I can't say for every year."

Jordan won a race at the Brands Hatch season opener in April, despite having just one day of testing under his belt in West Surrey Racing's new BMW UK-backed 3 Series. "That was down to [WSR boss] Dick Bennetts and the engineering team," says Jordan. "I felt lucky every time I went to a race."

But next time out, at Donington Park, the 30-year-old was hit broadside through no fault of his own and ended up in hospital with bruised ribs. Meanwhile, Turkington took his first two victories of the campaign. "To come back from that and win two races [at Thruxton], then another two at Croft showed where I'm at mentally," Jordan says. "That was a big thing for me, not just in terms of the title."

Then two more big things happened. First, WSR was 'punished' for its success, as

is the way in the BTCC. "At the halfway point, there was some 'equalisation', as they call it," says Jordan. "We had our boost turned down and others got theirs turned up. I was frustrated."

Then word came from Jordan's long-time primary sponsor, Pirtek, that it was pulling its funding at season's end following a management change. "The uncertainty of not knowing what's happening next year made the season easier to enjoy because it might well have been my last," says Jordan. "That's business. Things change. Without Pirtek, I wouldn't have been in touring cars, never mind having won a title. I'll always be grateful."

So what now? "I haven't approached any other team," he says. "It's either BMW or I go and do something else. I've been in the BTCC since 2008. I love it, but I don't have to do it. The appeal of just being on the grid does nothing for me. I want to win races and titles."

WSR and BMW want to retain Jordan, but in racing, finance usually rules.

"As you can imagine, West Surrey have had a long line of drivers knocking on the door with big bags of cash," says Jordan. "It's really nice they are saying 'look what he did for us this year'. They are trying to put talent before the funding, which I really appreciate. But it's coming up to deadline..."

That's the reality of motor racing, even for proven BTCC champions.

“It's either BMW for 2020 or I go and do something else”

GET IN TOUCH

✉ damien.smith@haymarket.com



Zhang: "We need more finance"

[advanced driver assistance systems] and the motor will be definitely different."

Although Zhang won't commit to a launch date for the new NP 2.0 platform, it is likely to arrive around 2023/24, based on the 36-month development cycle of Nio's first platform – but

that date depends on the firm securing investment.

Nio's financial problems led to it delaying the launch of the ET7 saloon, a Tesla Model S rival, that it showcased at the Shanghai motor show earlier this year.

The NP 1.0 platform features an induction motor on the rear axle and a more conventional electric motor at the front. It is likely to be used for a model Nio is planning to unveil in December. The model is likely to be a smaller SUV or a coupé version of the ES6.

If funding can be found, Zhang said Nio still has ambitions to expand to the UK and mainland Europe. He said: "We are working internally

on market and execution strategies for the start of sales but it might be before the arrival of the new platform."

Nio is expected to initially focus on countries where it believes buyers will pay a premium price – likely to be around £50,000 – for the ES6 and ES8. "You have wealthy customers in the UK, Germany, Austria and Switzerland who can afford our cars and are ready to go green," said Zhang.

He added that Nio's plans for Europe would be based on using contract manufacturing. In China, its cars are assembled by state-owned JAC at a bespoke Nio facility.

JULIAN RENDELL



RETRO-STYLE V6-POWERED SPORTS CAR HITS THE UK

Jannarely Automotive, a Dubai-based sports car maker, has launched its first production model in the UK. Priced from £86,000, the Design-1 is inspired by "classic Le Mans racers" and will be offered in Roadster, Coupe and 'Aero' body styles. It's powered by a Nissan-sourced 296bhp 3.5-litre V6 petrol engine, with a light composite or optional carbon composite body allowing a 0-60mph time of less than 4.0sec. Jannarely told Autocar it expects to shift volumes "in the low hundreds".



1960s Le Mans racers inspired the Jannarely



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Steve Cropley

MY WEEK IN CARS



Citigo-e iV made a good case for itself on an Amsterdam test drive

MONDAY

Stone the crows, it's almost Christmas! Next week we'll be launching our time-honoured double issue – the biggest, most expensive and best-read mag of the Autocar year. Also the one we enjoy constructing most. This year's is chock-full of stuff you've suggested, stuff that worked last year and stuff we hope no one could possibly have anticipated. I'm already casting my mind forward to those weirdly different driving days of the Yuletide break. On what always seem to be alternating days, our roads are either deserted or clogged with snaking queues of traffic. It's almost an art form, predicting which will be which.

This year for the break, our house will see a shifting population of sons, girlfriends, friends and venerable relatives, and I've been offered a seven-seat Citroën Berlingo auto to run errands, collect people from the station, pick up last-minute presents and deliver stray visitors to continuing festivities. I already know it's going to make me happy.

TUESDAY

The best fun is usually the simplest. Day trip to Amsterdam to try two Skodas, the iV plug-in hybrid version of the Superb (a car that has always lived up to its name) and a battery-powered Citigo, Skoda's version of the Volkswagen e-Up. My preoccupation was with the second of these, mostly because the big men of motoring, from PSA Group boss Carlos Tavares down, keep threatening the future of the simple car – and this was the epitome of a simple car.

Colin Goodwin and I had an hour's fun tooling the little thing about in Amsterdam's traffic, revelling in its tautness and agility. It seemed better over cobbles than the petrol version. Perhaps the battery is a noise insulator. Anyway, the appeal of the £17k base car is powerful,

“Land Rover has lost its bid. This strikes me as an outrage”

especially given that it is under threat. Buy it now, said the message in my head. Buy it now.

WEDNESDAY

My fascination with what Sir Jim Ratcliffe's forthcoming Ineos Grenadier 4x4 will look like (when it reaches reveal stage next year) has received a tweak now we know Jaguar Land Rover – which was still making the Defender when it went off sale a couple of years ago – has lost a bid to copyright the design. This strikes me as an outrage, by the way, given Land Rover made the damn vehicle for nearly 70 years. But it also makes crystal clear what Ratcliffe had been telling us all along; hiding in plain sight, as it were. The Grenadier will be “like a Defender” in styling, too.

THURSDAY

This seems the right moment to draw to a close our 10-year-old careers competition, the

AND ANOTHER THING...

Labels. Fact of life nowadays. When done with them, I chuck them in a box. This is the last of the year, my 52nd. Thus one a week, on average. Not much chance to forget who you are...



Ian Warhurst, the man who revived the Bloodhound project

Autocar-Courland Next Generation Award.

From next year, we're moving on to a rethought competition with a wider remit – Autocar's Drivers of Change – open to people of all ages, perhaps with established careers and in a wide range of disciplines. We have a new partner, too: Ennis & Co, the UK's leading automotive people search company. For more details and the rules of entry, go to autocar.co.uk

We'll always look back with pride on NextGen and what it achieved. Our partner, Courland Automotive, did us proud. Our sponsors were unfailingly generous and together we put automotive careers on the wavelength of hundreds of young people. Truth to tell, it worked out better than we could have hoped.

FRIDAY

Fascinating chat with Bloodhound's Ian Warhurst about achieving 628mph in the South African desert and what comes next. All targets have been met and 800mph-plus is the new mark but that'll be the year after next. For now, it's a matter of raising £5m to £10m (not much in motorsport terms) then equipping the car with the rocket motor it needs. Interestingly, that new Nammo rocket is entirely green. Suggestions that it pollutes don't hold water: it develops all thrust by blowing nothing but steam out the back.

GET IN TOUCH

✉ steve.cropley@haymarket.com [@StvCr](https://twitter.com/StvCr)

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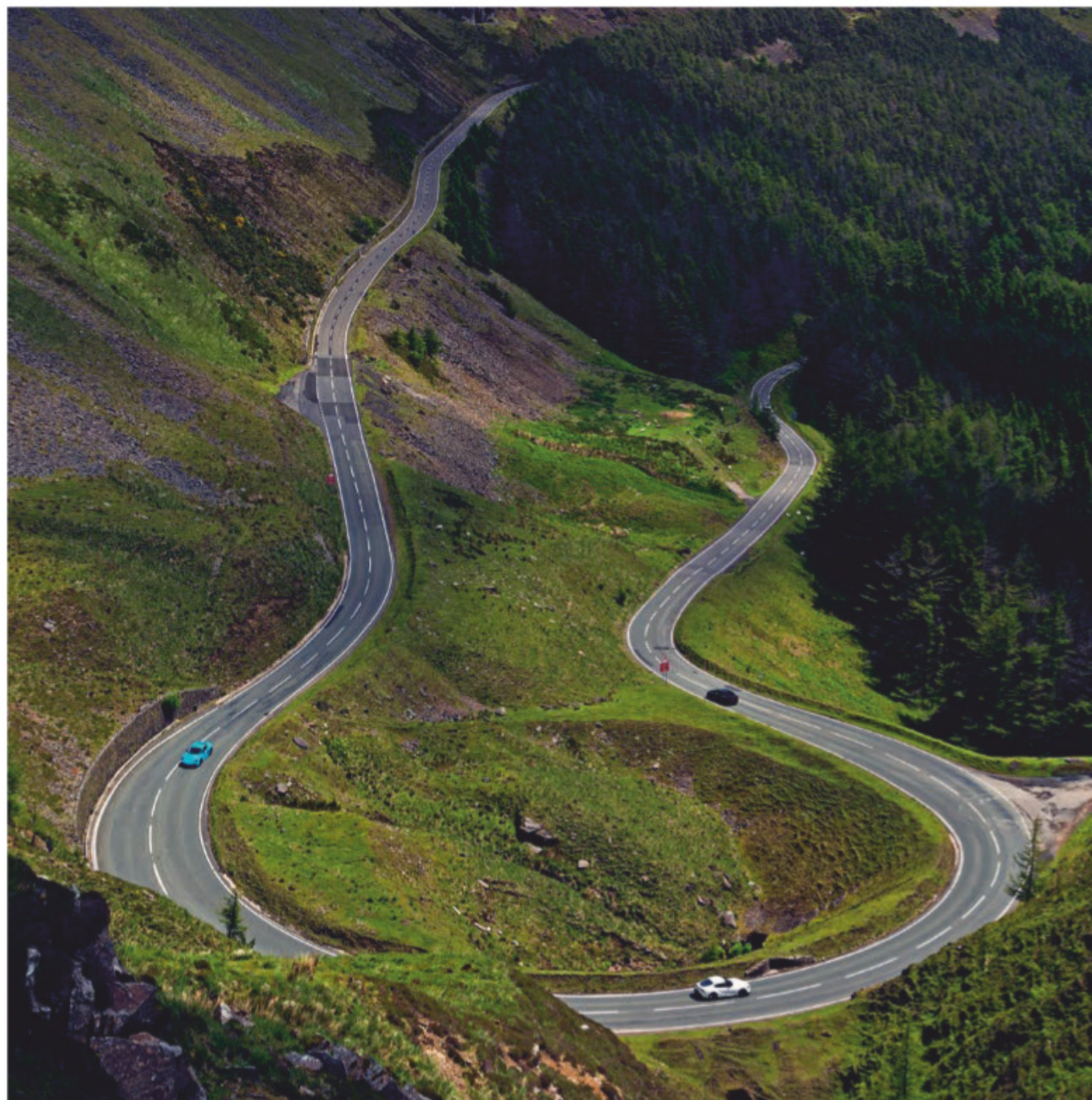
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FIRST DRIVES

NEW CARS TESTED AND RATED

TESTED 26.11.19, PORTUGAL ON SALE MARCH 2020 PRICE £23,000 (EST)

VOLKSWAGEN GOLF

The new generation of Volkswagen's family hatch is more refined, efficient, responsive, high-tech, agile... In short: better than ever



The story of the Volkswagen Golf began in 1974. Back then, few would have imagined just what sort of a success the practical hatchback would become. Forty-five years later, the Golf has firmly established itself as the world's best-selling car, with more than 35 million sold globally.

Predictably, then, Volkswagen takes the development of each and every Golf generation very seriously indeed, carefully preserving what is cherished while diligently updating elements considered old or flawed.

As a result of this step-by-step approach, the Golf has managed to

remain relevant and competitive in Europe's hardest-fought market segment without resorting to any radical or contrived changes for seven complete model cycles – something that no hatchback rival can claim.

In its engineering, this new, eighth-generation model is more of a revision than a replacement. The Mk8 Golf retains the same front-wheel-drive MQB platform as its predecessor, albeit updated to offer greater structural rigidity. Its chassis draws heavily on the car it replaces, without any significant changes in geometry or hardware.

The exterior is more individual looking than the previous Golf. The flamboyant design of the LED headlights is particularly out of character for Volkswagen's family hatchback and the most controversial design element in a front end that is distinctly lower. There's also a more defined swage line running from the leading edge of the front doors through to the tail-lights.

In a development that helps to bring it into line with some rivals, buyers can specify Volkswagen's IQ light package as an option. This includes automatic main beam and

strobe-like indicators and it gives the tail-lights a distinctive LED graphic.

The new Golf is 29mm longer, 10mm wider and 4mm taller than before, with the same wheelbase. Yet Volkswagen has managed to improve aerodynamic efficiency: the standard model has a Cd of 0.27 compared with the 0.30 of the outgoing version.

The new Golf won't be available in three-door form so is five-door only, a production simplification that should benefit VW's bottom line. Talking of which, we did spot some cost-cutting measures. The new ➔

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“
It's now more direct in its
reactions. For enthusiasts, that
makes for a more compelling car
”

Minimalist dashboard is a bold departure for the Golf but the driving position feels very familiar

← Golf eschews gas struts for the bonnet, relying on a simple manual strut. Volkswagen says this is because the new model adopts two bonnet latches instead of a single latch. The underside of the bonnet is also finished in black undercoat rather than body colour, a move claimed to streamline assembly.

The new Golf's engine line-up includes three new turbocharged petrol-based eTSI mild hybrids, which use a 48V electric drive system, and a revised petrol-electric plug-in hybrid drivetrain offered in two states of tune.

The mild-hybrid eTSI units are a 1.0-litre three-cylinder petrol engine developing 89bhp and a 1.5-litre four-cylinder petrol powerplant making 129bhp and 148bhp. All offer a claimed 10% improvement in fuel economy over the non-electrified powertrains they replace.

The plug-in hybrid drivetrains combine Volkswagen's 1.5-litre four-cylinder petrol engine with

a gearbox-mounted electric motor, offering 148bhp and, in a performance-focused GTE model, 242bhp – although only the higher-powered version will be offered in the UK when it goes on sale next year. Both use a 13kWh lithium battery, claimed to provide a 50% increase in electric range of more than 37 miles.

The launch range also has a 2.0-litre four-cylinder TDI diesel engine tuned for 113bhp and 148bhp.

Gearboxes include six-speed manual and seven-speed dual-clutch units, depending on the engine they are mated to. Alongside standard front-wheel drive, selected Golf models will also be available with optional 4Motion four-wheel drive.

Volkswagen will launch new GTI, GTD and R variants of the new Golf in 2020 (see p15). The new Golf R is expected to run an updated version of its predecessor's turbocharged 2.0-litre four-cylinder petrol engine developing up to 320bhp.

Over time, Volkswagen has

perfected the Golf and every new model faces a tough task to improve on the version it replaces. Does the new Golf succeed?

The answer comes the moment you step inside. It's the eminently practical interior where arguably the biggest changes have taken place and which will help to extend the appeal of Volkswagen's enduring hatchback. The so-called Innovision cockpit features a fully digital dashboard. Compared with the relatively conservative interiors of previous Golfs, it's a revolution and clearly aimed at younger buyers.

The area ahead of the driver is dominated by a 10.3in digital instrument cluster with either a 8.25in or optional 10.0in central touchscreen for the infotainment functions. Together with a new multi-function steering wheel, they form a vastly different driving environment than that of any previous Golf – one that is appealingly functional the moment you begin to poke around.

It's similar to Volkswagen's new electric ID 3, with the controls positioned higher and closer to the steering wheel than before, giving the dashboard a more top-heavy nature. The centre console is wider and, in models featuring a dual-clutch gearbox, houses a stubby shift-by-wire gear selector in combination with a starter button and the electric handbrake and hill holder.

There are very few physical buttons. All the major controls, including for the ventilation and driving modes, are housed within a touch-sensitive panel below the central display. A 'slider' is used to regulate various functions, including the volume. It's clearly meant to mimic the swipe of a smartphone but is a bit hit and miss. As an alternative, Volkswagen offers a voice control system.

Perceived quality, always one of the Golf's biggest strengths, has improved. Some might argue there is too much hard black plastic, but

**TESTER'S NOTE**

You can't fail to notice that it is more agile than the car it replaces: the balance is finely struck, making the new VW hugely satisfying to drive. **GK**

I suspect most prospective buyers will be taken with how well the dashboard is assembled and how expensive the materials used within the interior feel. The haptic feedback generated by the centre display and the response speed are further plus points.

Continuing the modern look are ambient lighting strips within the dashboard and door trims as well as a host of other new optional features, such as an excellent new head-up display, which is available on the Golf for the first time and a highly recommended addition.

The new Golf features the latest third-generation version of Volkswagen's MIB infotainment system. It is permanently connected to the internet via an embedded eSIM, thereby enabling online music streaming and real-time traffic information, among other online features.

Volkswagen has also upgraded the Golf's driver assistance systems, including optional Travel Assist, which combines adaptive cruise control and lane assist to enable "assisted hand-off driving" at speeds of up to 130mph.

The new Golf is the first Volkswagen model to feature Car2X (car-to-everything) technology, based on the harmonised EU standard. It uses information generated by other vehicles and the road infrastructure to warn of issues such as tailbacks.

Although the dashboard represents a major departure from that of past models, the driving position and overall interior packaging are familiar. The front seats provide a good amount of lateral support and the driver benefits from a wide range of steering wheel and seat adjustment.

The most powerful of the new Golf's mild-hybrid drivetrains, the 1.5 eTSI driven here, distinguishes itself with inherently effective →



Angles of the tail-lights aim to make the car's appearance more dynamic



Integrated touch-activated controls are part of a bid for a clean-lined look



New Golf's 8.25in or optional 10.0in touchscreen will be worked hard



Three-door model has been ditched from the line-up for this new-generation Golf, which is 29mm longer and 10mm wider than before

“
It has the dynamic ability
to firmly challenge the Ford
Focus, Seat Leon and Mazda 3
”



Cruising refinement is impressive, not least because of the hushed powertrain, high-speed stability and low wind noise

← properties that should ensure it finds favour among traditional petrol-engine car buyers and diesel stalwarts.

With 148bhp at 5000rpm, the turbocharged 1.5-litre four-cylinder unit isn't exactly brimming with energy. However, it is remarkably smooth and revs freely to the 6400rpm cut-out, endowing the new Golf with a moderately sporting performance when you dial up the Sport mode. In everyday driving, though, there's no need to work it hard because there's good mid-range urge, with 184lb ft of torque available from 1500rpm.

The seven-speed dual-clutch gearbox has improved step-off qualities, and the latest petrol-

electric powerplant propels the new Golf from a standstill to 62mph in a claimed 8.5sec, with a top speed of 139mph. By comparison, the non-electrified 1.5 TSI model it replaces had figures of 8.7sec and 135mph. The 48V belt-driven starter motor brings additional functions, including brake energy recuperation, coasting and a more immediate stop/start system.

There's a persuasive maturity to the on-road characteristics of the latest Golf, whose handling is distinguished by its progressiveness, balance and accuracy. The new model is noticeably more direct in its reactions than before. This might surprise those coming from the comparatively relaxed confines of

the seventh-generation model, but for enthusiast drivers, it makes for a more compelling car – one with the dynamic ability to firmly challenge the likes of the Ford Focus, Seat Leon and Mazda 3 in the driving stakes.

We have yet to sample the standard fixed-ratio steering, but the progressive steering of our test car proved nicely weighted, wonderfully precise and quite predictable in its actions. The new Golf communicates with greater feel and has faster reactions than before, especially in the initial degrees of lock.

It might not deliver the overall feedback of some key competitors but it is meticulously accurate and always dependable, allowing you to confidently place it at the entry to

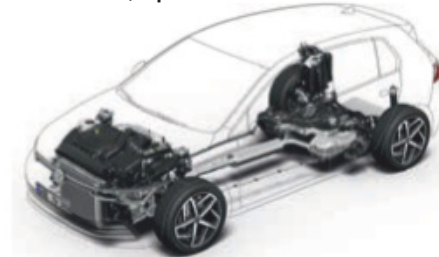
corners. Turn in on a trailing throttle and you discover excellent body control, with progressive movement as lateral forces build before the fast-acting steering allows you to feed off the lock at the exit. On the right road, it is never less than entertaining.

When fitted with the optional continuously variable dampers, the ride is brilliantly controlled. Quick reactions and excellent absorption help to moderate bump shock and quell vertical movement before it has a chance to build on more challenging road surfaces. There is genuine compliance and subtlety to the way the suspension soaks up bumps and maintains its ride height, leading to a relaxed and settled feel in Comfort mode.

JUST HOW NEW IS IT BENEATH THE SKIN?

Volkswagen would have you believe the Mk8 Golf is all new underneath. However, the latest Golf is based around a carried-over platform and chassis. Lower-end models continue to receive a MacPherson strut (front) and torsion beam (rear) suspension, while upper-end models, including this 1.5 eTSI, run a more sophisticated combination of MacPherson struts (front) and multi-links (rear).

All models have passive dampers as standard, although, as with its predecessor, the new Golf works best with the optional continuously variable dampers, which come as part of the Dynamic Chassis Control (DCC). That also features a driver preference system with four modes: Eco, Comfort, Sport and Individual.



Well-shaped boot has an adjustable floor. Folding rear seat backs split 60:40



Behind here lie MacPherson struts. Rear uses a torsion beam or multi-links



Lower-arched nose and more expressive LED headlights are two ways to tell a Mk8 from a Mk7

The springs and damping set-up is a touch firmer than that of its predecessor in Sport mode, giving the new car greater immediacy in its most sporting setting, although it is never abrupt under an unloaded wheel. Hit a sharp-edged rut mid-corner with the outside wheel loaded, though, and some inevitable thump does arise.

The new Golf also has excellent directional stability. As a result, it feels right at home at higher speeds on the motorway, with long gearing ensuring a hushed driveline and the car's improved aerodynamics bringing about a noticeable reduction in wind buffeting.

As for the Golf's superiority over its volume-market hatchback rivals,

this new model has managed to raise the game and distance itself from the competition.

It better its predecessor in a number of key areas, delivering a familiar range of qualities bundled together with new-found dynamic attributes and new-age digital and connectivity functions.

The attention to detail in its engineering gives the new Volkswagen an immediate feeling of deep-seated integrity from the very first mile. The added performance and refinement from the electrified drivetrain and inherent maturity and resolved qualities of its chassis make it a highly gratifying car to drive on just about any road and in any environment.

If Volkswagen's claims are to be believed, it is also now significantly more efficient, with improved fuel economy and fewer emissions than ever before, no matter which model you choose.

And the interior? Although it is highly contemporary in appearance and a clear advance in ergonomics, I suspect it might prove a step too far down the digital road for many potential customers. It will no doubt appeal to younger buyers, but the execution and design run counter to the simple and straightforward traits that have traditionally made the Golf so popular. But that's something that can only be judged over time.

GREG KABLE
@gregkable

VOLKSWAGEN GOLF 1.5 eTSI

The bar has been raised again in the family hatchback segment



Price	£23,000 (est)
Engine	4 cyls, 1498cc, turbocharged, petrol
Power	148bhp at 5000rpm
Torque	184lb ft at 1500rpm
Gearbox	7-spd dual-clutch automatic
Kerb weight	1380kg
Top speed	139mph
0-62mph	8.5sec
Economy	WLTP figures tbc
CO₂, tax band	WLTP figures tbc
RIVALS	Ford Focus, Peugeot 308, Vauxhall Astra



TESTER'S NOTE

The '3D' bit of the i-Cockpit means dials are projected from below via mirrors onto separate sheets. Like a head-up display, it means less refocusing from the road. I didn't notice that, but I did notice it looks very cool. **MP**



TESTED 27.11.19, FRANCE ON SALE JANUARY

PEUGEOT 2008

Peugeot's new compact SUV gives its many rivals something to think about

Another week, another story that opens with the line 'another week, another compact crossover'. A further opportunity will come in January. This week, it's the Peugeot 2008, the taller small Peugeot that is not quite as small as the last one. At 4.3m long, it's 15cm longer than the 2008 it replaces and about the same length as a new Volkswagen Golf.

It sits on the PSA Group's CMP (Common Modular Platform) small car architecture, which means it comes internally combusted or as a battery electric vehicle, with plug-in hybridisation saved for bigger Peugeots, Citroëns and DSs now and Vauxhalls later.

The idea is that, instead of Peugeot making a stand-alone EV, you choose a regular Peugeot and then select a powertrain – 'thermal' or electric – to suit you. Which seems a pragmatic long-term approach.

In the UK, most 2008s will have a 1.2-litre turbocharged three-cylinder

petrol engine in 99bhp (manual only), 129bhp (manual or automatic) and 153bhp (auto only) flavours. The 134bhp EV will make up a double-digit percentage of sales, considerably more than the 99bhp manual-only diesel, which, thanks to VW, will be just one in every 20

2008s. You can try to make the case for a clean modern diesel, Peugeot CEO Jean-Philippe Imparato tells me, but "nobody's listening".

Prices for combusted 2008s are from £20,000 to £31,000, with the EV £28,000 to £34,000 after the government grant, although

lower servicing and refuelling costs should keep overall ownership costs equivalent to a 129bhp petrol's.

The 129bhp model we tried was in GT Line trim, three-quarters of the way up the 2008 ladder and classy inside, with some faux leather, funky contrast stitching and silvered plastics used sparingly enough that you can almost be convinced they're metal.

Adults can get seated behind adults easily – you'd hope so, too, in a car 4.3m long – and behind there's a 360-litre boot, a very strong load space for the class, depending on which class you pop the car in.

At this trim grade, the 2008 gets a large central touchscreen that's nice to look at but sometimes fiddly to use. The temperature control, at least, ought to be separated from it. And there's a new, fancier 3D take on Peugeot's i-Cockpit, which, as usual, features a small steering wheel that'll probably still obscure part of the instrument pack, which is a shame because it looks great.



Peugeot's new compact SUV is 15cm longer than its predecessor, at 4.3m

TESTED 27.11.19, FRANCE ON SALE APRIL

PEUGEOT e-2008



Balance between ride comfort and handling control is judged pretty well



GT Line, an upper-level trim, provides a classy ambience and large touchscreen

The engine is quiet (I drove the 153bhp auto briefly, too), making only a muted thrum when you work it hard. Both transmissions are easy-going, the manual much more so than is usual in Peugeots. The eight-speed auto, meanwhile, is smooth and fuss-free.

The rest of the driving experience is mostly as easy. The steering is light, but adding cornering force or speed adds weight convincingly naturally. And the ride quality on 17in wheels (215/60 R17 Michelin Primacy tyres) is pliant enough. Inevitably, given the 2008 is taller than regular hatchbacks, there's a ride quality/body control trade-off, but Peugeot has pitched the 2008 pretty well on 17s. On 18in rims, it's more brittle.

Either way, there's roll and pitch, but that's preferable to tying it down and making it rock hard. If you want dynamism, a 2008 isn't for you, but if you cared that much, you probably wouldn't be looking at a compact SUV.

Hence I still prefer regular hatchbacks because, with a lower centre of gravity, they tend to be

nicer to drive and more efficient, but the 2008 does leap above the abilities of most of the compact SUV competition. A true bar raiser? Still waiting for that one.

MATT PRIOR

@matty_prior

PEUGEOT 2008 1.2 PURETECH 130 GT LINE

The 2008 compact crossover has most rivals licked but the class is still waiting for a true game changer



Price	£26,100
Engine	3 cyls, 1199cc, turbocharged, petrol
Power	129bhp at 5500rpm
Torque	170lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1192kg
0-62mph	9.1sec
Top speed	123mph
Economy	43.7-50.6mpg
CO₂, tax band	102-109g/km, 24-25%
RIVALS	Nissan Juke, VW Golf

The e-2008 is meant to be as straightforward a proposition as any combusted model. The motor is in the front, a 50kWh battery (less than a Kia e-Niro's or Hyundai Kona Electric's 64kWh unit) sits where the gearbox would otherwise be, down the centre line, and in an H-shape beneath the seats, so it doesn't impinge on passenger space. It gives a WLTP range of 193 miles.

You can charge it at 100kW from a DC fast charger, with up to 7.4kW from a single-phase AC wallbox, which you can have fitted as part of the deal. Via a DC fast charge, you can put 80% into the battery in half an hour. On a wallbox, a full charge is an overnight job.

The battery is warrantied for eight years and at resale Peugeot will give you a battery capacity certificate, which will eventually be just another element of buying a used car: 'Does it have service history, is there any outstanding finance, has it been

nicked, and how much life is left in the battery?'

The 134bhp motor gives torque immediately and seamlessly, but on the downside, the whole caboodle weighs 300kg more than an auto petrol, so body control is looser.

Because the centre of gravity is, presumably, lower than in an internally combusted 2008, Peugeot hasn't tried to tie it down to contain body movements, so the ride is reasonable, which is not always a given on EVs.

This is one of the best compact crossovers there is (not a high bar, granted) and the e-2008 therefore distils things to a simple proposition: if you want a 2008, does a zero-emission variant suit the way that you'll use it? As Guillaume Clerc, the chief engineer on the 208 and 2008 projects, says: "If we can't sell electric 208s or 2008s, the world isn't ready for EVs." My guess is that it'll do just fine.

MATT PRIOR

PEUGEOT E-2008 GT LINE

An EV option that is deliberately un-weird. Indeed, electric propulsion has never felt more conventional



Price	£32,000 (after gov't grant)
Engine	Permanent magnet synchronous motor
Power	136bhp at 3673-10,000rpm
Torque	192-221lb ft at 0-3673rpm
Gearbox	Single speed, automatic
Kerb weight	1500kg
0-62mph	tbc
Top speed	93mph
Range	193-217 miles
CO₂, tax band	0g/km, 16%
RIVALS	Nissan Leaf, other Peugeot 2008s





4 REMAINING



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5 REMAINING

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10 REMAINING



9 REMAINING



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SKODA SUPERB iV

New plug-in hybrid powertrain suits the refined, big Skoda well



It's a sign of the times that Skoda reckons its new Superb iV plug-in hybrid (PHEV) will almost immediately account for around 30% of all Superb sales in the UK, once deliveries start in January.

The fact that the vast majority of Superbs go to fleets, combined with news that the new saloon and estate PHEV models emit "under 40g/km" makes the model ideal, statistically speaking, to become a keenly sought business car.

Which is ironic, because as we discovered on test, the Superb iV has impressive credentials as a great choice for private owners. The all-round excellence of other Superb models is well known. What matters here is the extent to which the PHEV powertrain intrudes into a normal driving experience. The answer? It intrudes hardly at all.

Like its close relative, the Volkswagen Passat GTE, the Superb

iV is powered by a 154bhp 1.4 petrol turbo four linked to a six-speed dual-clutch gearbox, which has a 113bhp electric motor buried in its innards. Working together, the engine and motor yield the distinctly meaty combined outputs of 215bhp and 295lb ft of torque. Small wonder that the Superb PHEV has a 0-62mph time of 7.4sec and a top speed of 139mph, this lively performance delivered for a spectacular combined fuel economy of 156.9mpg and a measly CO₂ output of 39g/km.

The presence of a 13kWh battery under the rear seat reduces space for the fuel tank, which now holds only 50 litres, but the combination of 30-35 miles of pure-electric range and hybrid-assisted petrol range means its driver can depend on covering more than 550 miles between refills.

On the road, the Superb iV will appeal to anyone who appreciates refined, roomy, easy-driving,

conventional cars. The PHEV powertrain presents no new driving difficulties. The car moves off the mark on electric power and the engine chimes in only after you show it, via the accelerator, how much power you need. The EV-only mode's range will suit many owners' commutes so well that some will visit a fuel station only every month or two.

There are four Superb model levels, with prices that start at £31,970 (for the quite well-equipped SE Technology) and extend to the full-house L&K at £40,240. The plush top model looks especially good value beside rivals of the same size and quality. Skodas are fundamentally sensible cars and this new Superb iV looks like the most sensible of the lot.

STEVE CROPLEY

@stvc

SKODA SUPERB iV SE TECHNOLOGY

Smooth, refined Skoda adopts Passat GTE's plug-in hybrid set-up for big boosts in economy and performance

★★★★☆

Price	£31,970
Engine	4 cyls, 1395cc, turbocharged, petrol, plus electric motor
Power	154bhp at 6000rpm (petrol), 113bhp (electric), 215bhp (combined)
Torque	295lb ft (combined)
Gearbox	8-spd automatic
Kerb weight	1700kg
0-62mph	7.4sec
Top speed	139mph
Economy	156.9mpg
CO₂, tax band	39g/km, 16%
RIVALS	Mercedes-Benz C300de EQ Power, VW Passat GTE



Comfortable, roomy cabin is well equipped for the money



SKODA CITIGO-E iV

Price £16,945 (with gov't grant) **On sale** Now

What's new? Skoda follows refreshed electric VW Up with its own lower-spec entry model

SKODA'S NEWLY UNVEILED version of the electric Volkswagen Up, the Citigo-e iV, is very similar to VW's own recently improved edition (more power, longer range) apart from the grille, badges, some trim details and one other vital fact. The most basic Skoda SE model undercuts the VW and its own SE L by around £2000. The price of only £17k is a true electric bargain.

The Citigo-e iV drives like every other Up variant. It's taut, agile, great fun but somehow big-car mature.

What's missing is the on-board 40kW rapid-charging facility useful to those who make longer open-road journeys but unimportant to the many who need a station or school-run car, and can charge from a wallbox at home. **SC**

★★★★☆



MERCEDES-AMG GLB 35

Price £45,000 (est) **On sale** Early 2020

What's new? Seven-seat compact SUV gets the AMG treatment, complete with 302bhp motor

THE RISE AND rise of the high-performance SUV means Mercedes has wasted no time in launching a go-faster version of its new GLB. Packing the A35's 302bhp turbocharged 2.0-litre, the hot GLB will crack 62mph in 5.2sec and feels quick as the numbers suggest.

Its AMG-tuned suspension is stiffer and lower, which makes it feel agile and composed although it's not the chatty type, and four-wheel drive delivers terrific traction.

There aren't many seven-seaters this size and with this level of performance, but unless you need the extra chairs, a Volkswagen Golf R estate delivers more of everything else for less. **JD**

★★★★☆

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MG ZS

Latest MG makes electric family motoring more affordable – but exactly how well?

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Price £26,995* (after £3500 government grant) • Power 141bhp • Torque 260lb ft • 0-60mph 8.9sec • 30-70mph in fourth na
• Fuel economy 2.7mpkWh • CO₂ emissions 0g/km • 70-0mph 62.7m

As noble causes go, in the automotive world there are few nobler than the goal of making “high-tech, zero-emission cars available to all”, as MG’s UK head of sales, Daniel Gregorious, puts it.

Of course, frequently do we hear twee comments, made to similar effect, leaving the mouths of industry executives – but with MG and Gregorious, there is a sense that not only is the sentiment genuine but also achievable. As a brand, MG Motor UK Limited re-emerged in 2009 under the ownership of state-owned Chinese manufacturing giant SAIC Motor and has recently introduced the 3 supermini and ZS crossover, both of which have defied outsider expectations and sold well. The key has been aggressive pricing, good practicality and reasonable equipment levels, all of which have meant owners are happy to turn a blind eye to lower-quality plastics and the lack of certain amenities found in more expensive rivals. Admittedly, this isn’t for everyone, but one couldn’t wish for a more transparent philosophy.

Which is all well and good for conventional vehicles, but electric ones are famously expensive to produce, with the costs passed on to the customer. Alongside a meagre public charging infrastructure, it’s high prices that have above all else hindered uptake, but this is where the new ZS EV warrants attention.

Available from £24,995 – or even as low as £21,995 with MG’s limited-time offer to nearly match the government’s £3500 grant for zero-emission cars – this crossover is by far the most affordable electric car in its class, and puts MG on a more pioneering footing than many expected. Indeed, by 2021, MG will have introduced two more electrified mainstream models and even an electric sports car. It’s an ambitious and exciting plan for a brand attempting to re-establish itself in the UK.

However, in the here and now, there are questions about the ZS EV’s driving range, and to achieve a road-test recommendation, it will need to offer its owner satisfaction beyond being cheap to buy and run. Could this prove a seminal model for the reincarnated British marque? Let’s find out.

DESIGN AND ENGINEERING



The electric ZS is another example of the engineering rationalisation that’s sweeping through the industry, as belts collectively get tightened and cost savings found. The Chinese-built platform is shared with the combustion-powered models in the range, having been designed from the outset to accommodate electrification.

In this case, that electrification comes in the form of a 44.5kWh lithium ion battery pack (water-cooled to better regulate temperature

Range at a glance

ENGINES	POWER	FROM
1.5 Explore	105bhp	£12,495
1.0T Excite	109bhp	£16,045
EV Excite	141bhp	£24,995*

*After £3500 government grant

TRANSMISSIONS

5-spd manual	■
6-spd automatic (1.0T only)	■
Single-speed automatic (EV only)	■

Even after the government’s plug-in car grant, there’s a sizable and conspicuous jump in price between the combustion-engined models and the electric version. Unsurprisingly, the latter comes in upper-middle and top-spec equipment levels only, the EV adding roof bars, leather-effect heated seats and some active safety kit.

and sustain driving range, with a usable ‘net’ capacity of 42kWh) housed along the floor pan. It drives a 141bhp synchronous electric motor positioned where you would normally find the car’s engine, making this the most powerful ZS that MG currently offers.

As a small crossover designed in the same mould as the Nissan Juke and Hyundai Kona, it should come as no surprise that four-wheel drive is also off the menu. This is the case whichever ZS you opt for, though the electric version does at least get three driving modes with varying levels of regenerative braking. Elsewhere, the architecture is recognisable for the segment and lacks any real innovation, electric or otherwise. There is electrically assisted power steering and MacPherson strut suspension at the front with a torsion beam at the back, above which sits a steel monocoque body.

By the standards of electric SUVs, which are saddled with sizeable battery packs, the ZS does weigh relatively little. MG claimed 1534kg at the kerb, which our test car weighed in very close to.

Equally, the car would benefit from a larger power source, perhaps at the expense of kerb weight and some additional cost. Driving range is rated at 163 miles on the WLTP combined test cycle – a figure surpassed by every rival in this segment, and comfortably so by the likes of the Kia e-Niro, which manages nearly 300 miles by the same measure. Meanwhile, the car’s charging attributes are merely →



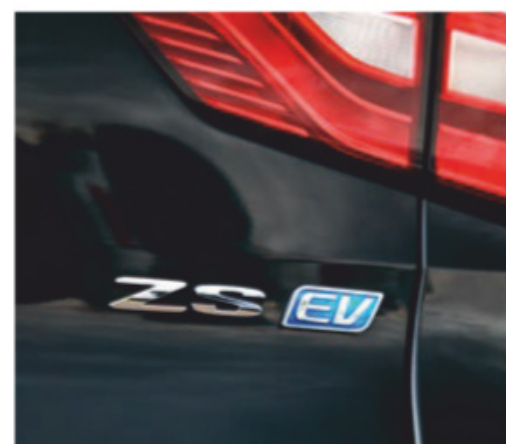
MG also offers a budget supermini – the 3



● Like Nissan, Renault and Honda (and unlike BMW, Volkswagen, Mercedes-Benz, Audi, Tesla and Porsche), MG puts the charging port on the radiator grille. If you tend to drive nose first into parking bays, it will suit you.



● There’s no wheel and tyre choice here – MG’s ‘diamond-cut’ 17s are fitted to both lower and higher trim level models. Michelin Primacy tyres are efficiency-biased, but not too punitive on traction and grip level.



● This subtle bootlid badge is one of only a few ways to tell the EV and other ZS models apart. The car has a unique front valance design, too, but still less visual distinctiveness than most EVs.



● Car comes with Active Emergency Braking with pedestrian detection, Traffic Jam Assist and Intelligent Speed Limit Assist as standard, for which it needs a forward-facing camera and this sympathetically integrated radar transceiver.

We like

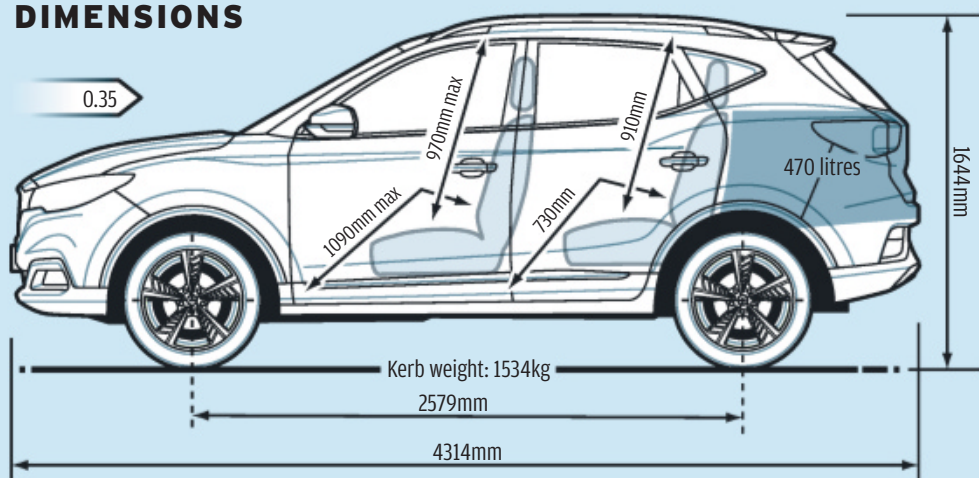
- Powertrain offers appealing performance and drivability
- Interior is impressively practical by class standards

We don't like

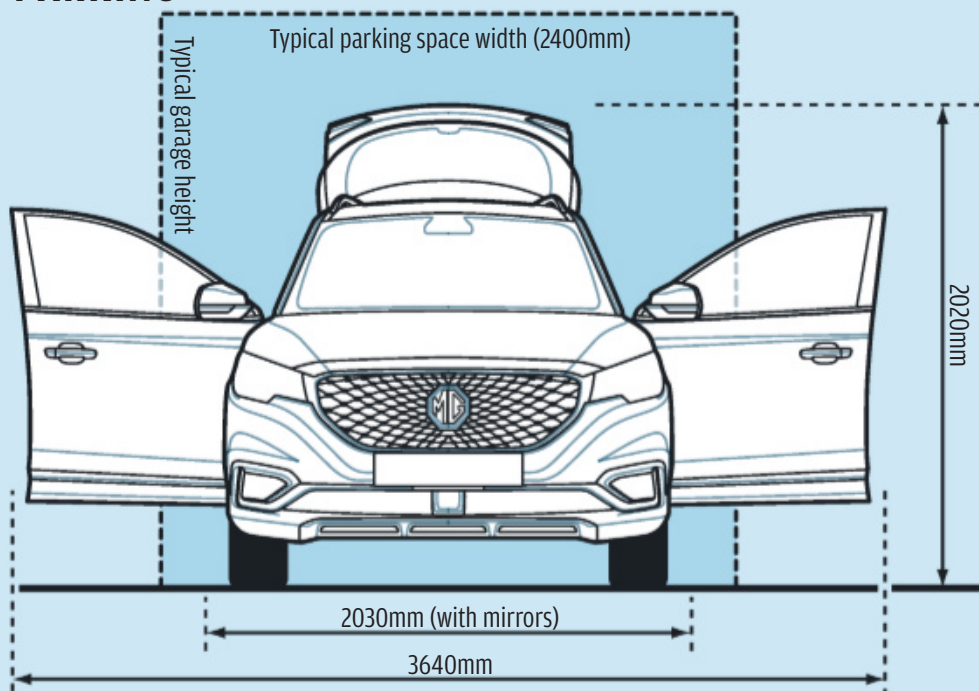
- Range is poor in comparison to rivals
- Ride and handling leave much to be desired

Weights and measures

DIMENSIONS



PARKING

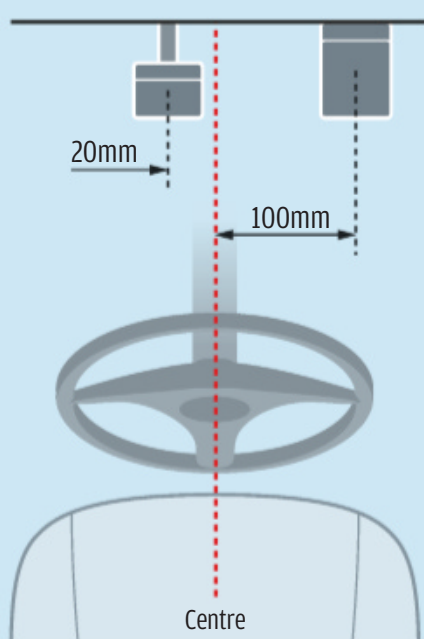


WHEEL AND PEDAL ALIGNMENT

Pedal placement is good, but annoying not to get decent reach adjustment on the steering column for this price.

HEADLIGHTS

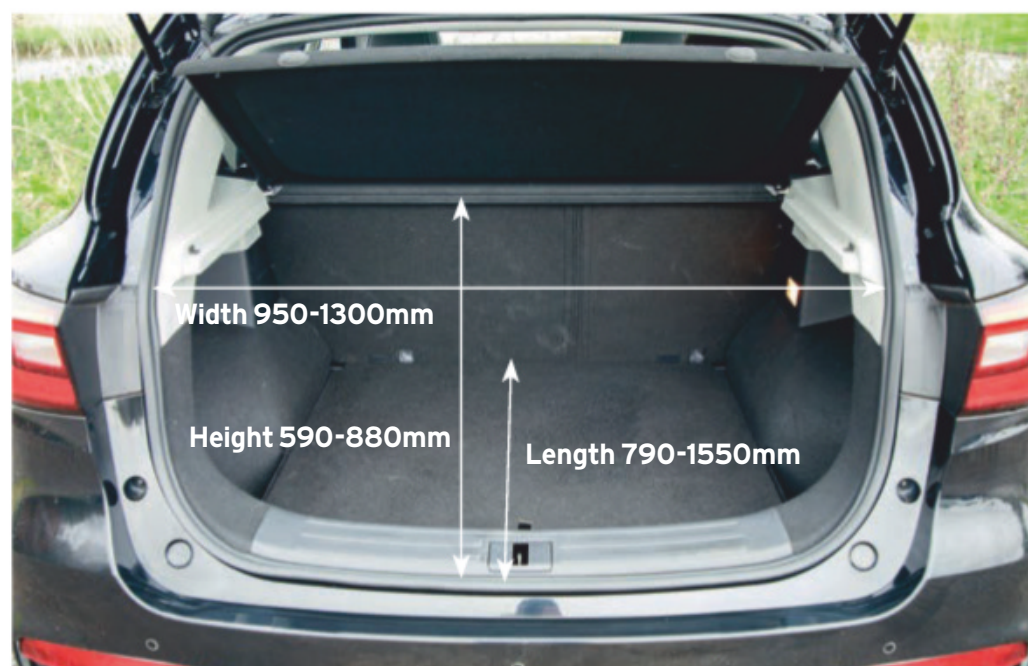
Gas projector lamps as standard with LED daytime-running lights; upper-trim cars have auto dip functionality. They're quite bright and rangey, and the automatic functionality works well enough.



● Front seats are comfortable to an extent, though the lack of adjustability in the steering column makes you hunch slightly to keep your hands on the wheel.



● Normal roofline and ample rear leg room mean the rear seats can accommodate two adults easily. Three smaller children should fit reasonably comfortably, too.



● With the rear bench collapsed, boot space opens up to a maximum of 1100 litres. Back seats split-fold 60:40.

← adequate in 2019, with both CCS and Type 2 charging ports housed within the grille. It means the ZS EV can charge at 50kW rapid chargers and take on 100 miles of range in around 30 minutes, but the 100kW speeds enjoyed by Kia e-Niro owners are unavailable.

INTERIOR

★★★★☆☆

The MG ZS doesn't suffer under any fashionable 'crossover' bodystyle definition and so, while it's not outwardly particularly large, it offers better interior space than some of its competitors.

This is a car that will easily transport four adults in relative comfort, offering more than enough in the way of cabin space so as

to assuage any concerns about unwanted bodily contact with your fellow passenger. Our tape measure took typical rear leg room at an impressive 730mm, with second-row head room coming in at 910mm. Respectively, that's 70mm more and 10mm less than the Kona Electric (a car we criticised for its shortage of outright passenger space), and a mere fraction behind the excellent e-Niro.

Boot space is very good by class standards. With 470 litres of seats-up capacity (22 more than in the regular ZS), it outstrips both the Kia and the Hyundai – the former by 19 litres and the latter by a considerable 138 litres. A split-level 'variable' boot floor makes a small underfloor compartment available where charging cables can be stashed, while

there are also two useful cubbies in the recess behind each rear wheel arch. The cabin isn't without its share of handy storage solutions either.

But while the MG makes a pretty strong case for itself with regards to purely utilitarian usability, it doesn't set any new benchmarks in terms of visual or tactile material appeal. Superficially, its combination of glossy black and chrome-like plastic surfacing has some level of allure, but closer investigation of the car's fixtures and fittings doesn't yield a particularly solid feel.

While most of the MG's interior trim feels as though it's been put together well enough, the cabin isn't free from creaks and groans, and much of the interior switchgear isn't so pleasing to the touch. Admittedly,

the car's secondary controls are largely well placed within easy reach of the driver, but their predominantly hard, plasticky construction isn't quite up to the standard of those you'd find in the Hyundai or Kia (neither of which is a benchmark for outstanding material quality). Some of this apparent cheapness might be forgiven, of course, in light of the MG's price; some, but perhaps not all.

PERFORMANCE

★★★★☆☆

It's a challenge not to begin your ZS EV driving experience in search of a catch. After all, this car so far looks like following through pretty well on its promise of delivering usable – and all-electric – family-appropriate motoring at a price that most →



● KERS switch allows you to cycle through three different settings for the regenerative braking system, just like a Formula 1 car. Or not.



● Open position for the air vent is at three o'clock, which looks a touch odd. Design feels like it's been lifted straight from Audi, too. Or do we mean Mercedes?



● HVAC system is a bit troublesome, seemingly only being able to emit air that's either slightly too hot or slightly too cold. A minor but persistent bugbear.



Multimedia system

★★★★☆

For the clarity of its display, the MG's infotainment system is to be commended. On a purely visual level, there isn't a great deal separating it from some of the more high-end tablets and smartphones.

It's a pity, then, that where pure usability is concerned, it comes unstuck in quite dramatic fashion. The operating system is easy enough to learn and then navigate, but responsiveness is poor and the graphical slickness that's so readily apparent when you're not interacting with it all but goes out the window.

Still, once you've inputted your mapping information into the factory satellite navigation system, or selected your preferred DAB radio station, it does claw back a degree of smoothness. Apple CarPlay and Android Auto both look slick, too, provided you're not constantly trying to jump between menus.

The sound quality, meanwhile, is good enough given the MG's price point, while multiple USB ports allow a collection of devices to be charged at once.

“
A 178bhp, 1.5-litre turbocharged
Ford Focus is barely any quicker
”



← people would consider affordable – and MG is the first car maker, it could be argued, to really hit that particular nail so squarely on the head.

But, in terms of how well the car goes and stops and generally how easy and pleasant it is to use, there's no obvious catch to be found. The ZS EV isn't quite in a Kia e-Niro's league for performance assertiveness but, dipping as it did just inside 9.0sec from 0-60mph on a chilly November morning, and hitting 8.0sec from 30-70mph, it's still very respectably nippy. A 178bhp, 1.5-litre turbocharged Ford Focus is barely any quicker up to the UK motorway limit.

The car struggled slightly in the conditions to put 260lb ft of torque onto the Tarmac through only one axle, as you'd expect. The electronic traction governance might be a little bit less delicate and more slower-witted than in the best of the electric breed, and feels more

like it's engaged in a pitched battle against torque and wheelspin than cleverly gauging traction and meting out grunt accordingly, as some EVs seem able to do.

You can, of course, quite easily throttle back a bit and still take advantage of what EVs do best. The ZS has outstanding linearity of throttle response and, although it doesn't quite sweep into motion the instant you move the accelerator pedal, the car has evidently been tuned instead to avoid the sense of hyper-responsiveness that you can get from some EVs. It picks up pace between 20mph and 50mph with plenty of gutsiness, which then begins to decrease as you approach the national speed limit – although there's still plenty of urgency available for A-road overtaking and motorway lane manoeuvring.

MG offers three driving modes and three separate battery regen presets, both selectable via rocker switches

at the base of the centre stack. 'Eco' driving mode seemed, during our testing, to achieve little to boost efficiency and much more to blunt drivability, so it's best avoided.

The battery regen setting flexibility does at least allow you to let the car coast pretty effectively when it's smart to do so, or to drive it 'on one pedal' should you prefer. Both are agreeable modes of operation, although the car's brake pedal tuning fails to make it clear through tactile feel when you're regenerating electrical power and when you've progressed to involving the friction brakes.

HANDLING AND STABILITY



The Hyundai Kona Electric highlighted the challenges that come from adding a lot of weight to a platform with a reasonably short wheelbase. Wherever you hide it, that additional mass becomes difficult to

keep under control – because mass is still mass, even if it is carried low and between the axles – and ultimately leads to key dynamic compromises.

With an even shorter wheelbase and a less sophisticated torsion beam rear suspension (the Kona has a multi-link arrangement), the MG falls into the same trap, and on faster, more variable country roads the result is a perceptible shortage of vertical body control. Not that the ZS and Kona feel alike on the road; while the Hyundai is staunchly upright, over-sprung and short on grip, the MG is softer and comfier at lower speeds but less well-controlled at higher ones. Downward movement through compressions feels more soggy than genuinely cushioned and regulated, though, while the dampers often need a couple of passes to then bring the oscillation triggered on rebound back under control.

The car doesn't feel particularly



● The ZS has three drive modes, none of which coaxes much dynamism on twisty roads like these from a car that is composed at lower speeds but less assured at higher ones

Assisted driving notes ★★☆☆☆

Both Excite and Exclusive trim levels come equipped with MG Pilot – the firm's semi-autonomous active safety system package. Its capabilities vary slightly between trim levels, but all models feature active emergency braking, lane-keep assist and adaptive cruise control. Exclusive models gain features including blind-spot detection and rear cross-traffic alert.

Adaptive cruise control works largely as you'd expect it to, adjusting speed on the motorway to maintain a consistent distance from the car in front. It can, however, be hesitant to accelerate when you want to change lanes to overtake a slow-moving car.

The lane-keep assist system is effectively useless. It drops out persistently and, when it does work, it doesn't seem to effectively keep you from wandering into another lane.

Meanwhile, the MG's near-constant chiming and bonging as these various systems either start up or drop out provoked the ire of all of our testers.

AUTOMATIC EMERGENCY BRAKING

- Is the system more than averagely prone to 'false positive' activation? ✗
- Can its sensitivity be adjusted? ✓

LANE KEEPING ASSIST

- Does the system work reliably ✗
- Can you easily avoid a pothole without deactivating it? ✗
- Does it progressively warn, then intervene, to prevent you changing lanes into the path of an overtaking vehicle? ✗
- Can its sensitivity be adjusted? ✓

INTELLIGENT CRUISE CONTROL

- Can the system recognise and automatically adopt speed limits? ✗
- How consistently does it work? na
- Does it prevent you undertaking? ✗
- Does it scrub off and pick up speed smoothly? ✓



wieldy or agile through bends either. That softer set-up and inflated mass give way to what feels like quite a pronounced level of roll under faster cornering, which combines with limited reserves of front-end grip to sap the MG of anything in the way of athleticism. Mid-corner bumps can also lead to a degree of thumping and deflection, while the electronic stability systems are quick to step in with a heavy hand.

This is a bit of a shame, really, because the MG's medium-paced steering does at least seem reasonably responsive. That said, it lacks a properly reassuring level of weight, with its overly light set-up failing to telegraph much of an idea as to how the front tyres are interacting with the road beneath you. Switching to Sport mode does introduce a degree more heft, however, but you soon learn to abandon any enthusiasm and adopt a more sympathetic driving style.

COMFORT AND ISOLATION

★★★★☆

The very earliest modern electric cars taught us, a decade or so ago now, that adopting a quiet electric motor can actually impose a significant challenge for NVH (noise, vibration and harshness) engineers rather than making their lives easier. That's because taking away one of the biggest sources of noise in a moving car only really serves to draw greater attention to the lesser ones whose influence never previously seemed so great.

The ZS EV brings to mind those earlier electric efforts a bit. It has an only averagely well-isolated and well-insulated cabin and so, although the electric motor is mostly fairly noiseless in operation, the car still registered a couple of decibels more road noise, wind noise and general background hum than the Ford Focus we referred to earlier at both

30mph and 50mph. Between one thing and another, you'd stop short of calling this a particularly refined car – but neither would you call it unrefined.

You'd call it comfortable enough, most of the time. The seats are soft, well-shaped and well-cushioned, and the car's ride is medium-soft so that it feels absorbent over the majority of bigger, longer-wave bumps and mostly so around town. Only a sense of slightly overly permissive damping allows the axles to clunk and thump over sharper topography, and sometimes the primary ride to lurch a little also.

BUYING AND OWNING

★★★★☆

With a starting price of less than £25,000 for this car taking into account the government's plug-in car grant, plus a £3000 discount that the manufacturer is currently throwing in, you could put the lower-trim

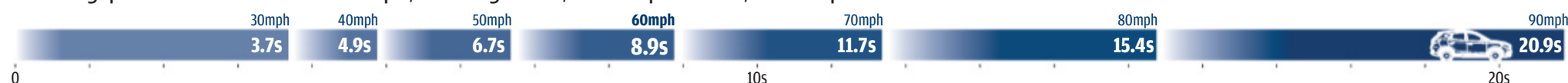
Excite version car on your driveway for four years, via a PCP deal, for less than £250 a month after a typical trade-in. Given how cheaply you'll be able to run the car, the rational case for ownership ought to be clear.

If only it were. The fact is that the ZS's disappointing battery range lets it down somewhat. In fairly chilly conditions, the best energy efficiency we saw from it was 3.1 miles per kWh, making for a touring range of 130 miles – and one closer to 110 miles in typical mixed use.

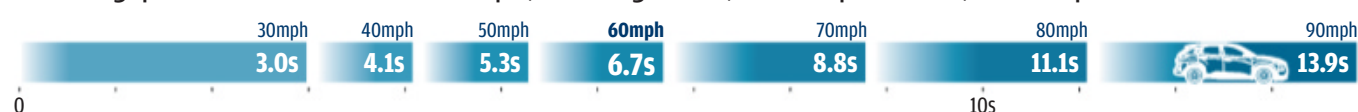
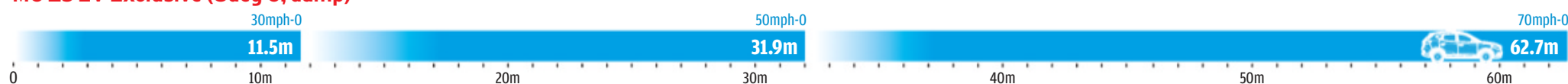
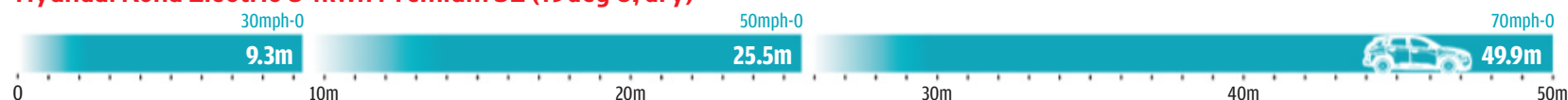
In our experience, a 40kWh Nissan Leaf will beat that by a useful margin, and the new 50kWh Renault Zoe should do so by a very useful one. By no means is 113 miles of realistic everyday driving a disaster, but it is what EVs of a not-dissimilar price were offering five or more years ago. And when battery range remains the biggest limitation to usability of EVs like this, it will inevitably be a sticking point for some. →

ACCELERATION**MG ZS EV Exclusive (8deg C, damp)**

Standing quarter mile 17.2sec at 82.9mph, standing km na, 30-70mph 8.0sec, 30-70mph in fourth na

**Hyundai Kona Electric 64kWh Premium SE (19deg C, dry)**

Standing quarter mile 15.4sec at 95.1mph, standing km na, 30-70mph 5.8sec, 30-70mph in fourth na

**BRAKING** 60-0mph: 3.60sec**MG ZS EV Exclusive (8deg C, damp)****Hyundai Kona Electric 64kWh Premium SE (19deg C, dry)**

Data log

MG ZS EV EXCLUSIVE

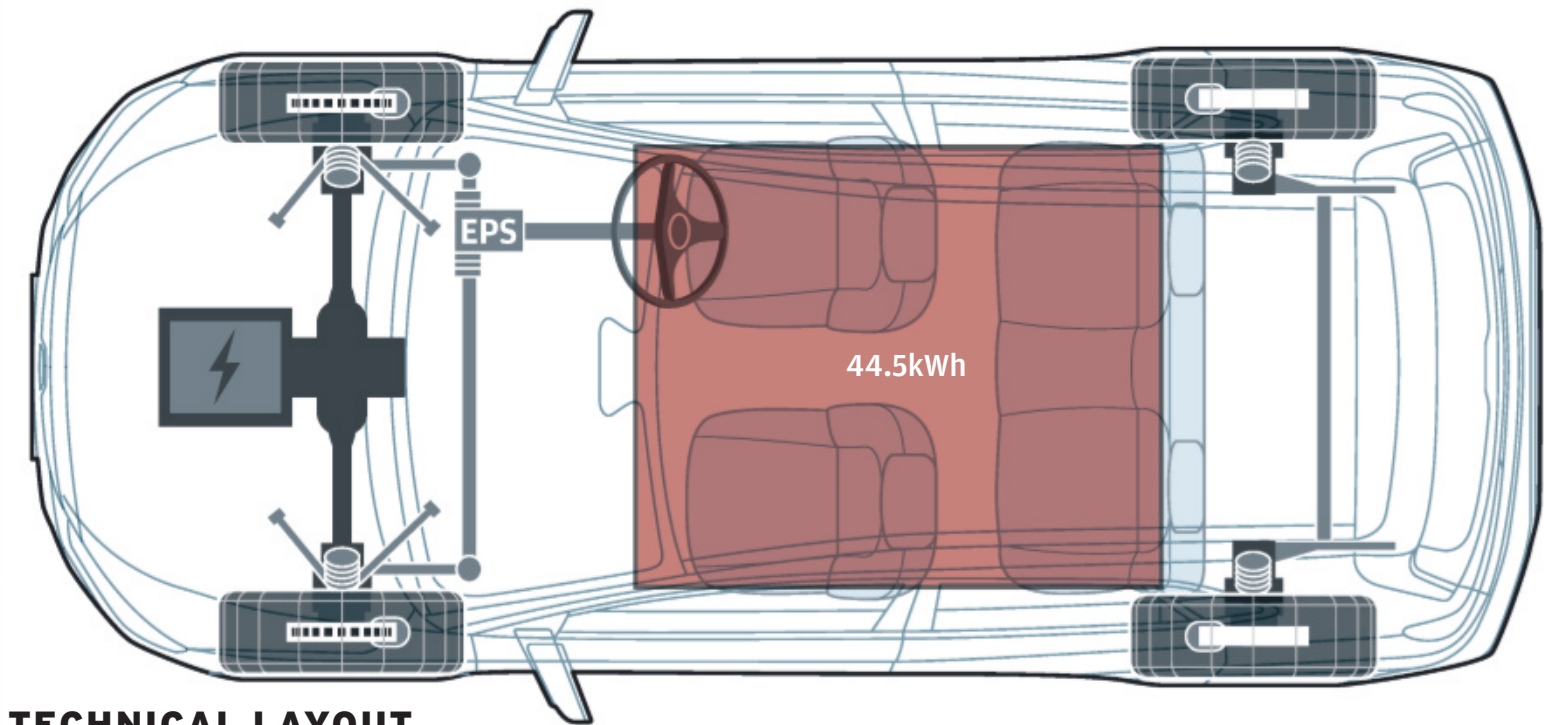
On-the-road price	£26,995*
Price as tested	£27,540*
Value after 3yrs/36k miles	£11,825
Contract hire pcm	£366.56
Cost per mile	55.4p
Insurance	21/£618
*After £3500 government grant	

TYPICAL PCP QUOTE

Four years/8000 miles per year £299
Introductory offer can put an Excite-trim car on your driveway for £20 a month less; this isn't bad after a deposit of under £4000. Optional final payment is £9212, while APR is 4.9% - and MG is including a £3000 purchase incentive of its own.

EQUIPMENT CHECKLIST

Six-speaker audio system with DAB, AUX/USB and MP3 playback	■
8in touchscreen infotainment with Apple CarPlay and Android Auto, iGo navigation	■
Rear parking camera	■
17in alloy wheels	■
Front, side, curtain airbags	■
Faux-leather heated seats	■
Electric driver's seat adjustment	■
Keyless entry with push button start	■
Adaptive cruise control	■
Electric windows	■
Panoramic opening sunroof	■
Automatic headlights with auto high beam	■
Metallic paint, Black Pearl	£545
Options in bold fitted to test car	
■ = Standard na = not available	



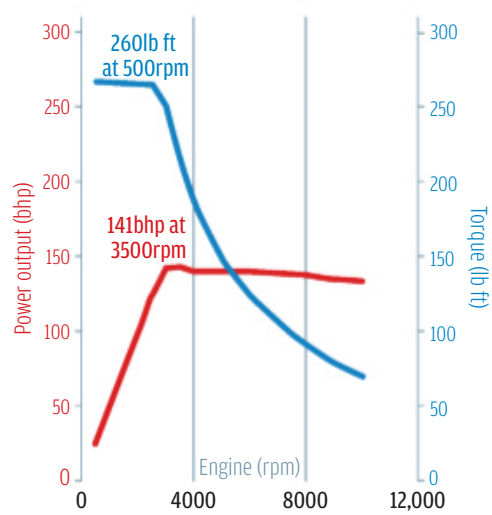
TECHNICAL LAYOUT

Pretty typical for a clean-sheet EV, with batteries carried between the axles and under the cabin floor, and a front-mounted motor exclusively driving the front axle. Suspension is independent up front and by torsion beam at the rear. Weight distribution is 58:42.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	AC synchronous electric motor, 394V
Power	141bhp at 3500rpm
Torque	260lb ft at 500rpm
Max motor speed	10,000rpm
Battery	Lithium ion, water cooled; 44.5kWh nominal capacity, 42kWh 'usable'
Power to weight	92bhp per tonne
Torque to weight	169lb ft per tonne

POWER & TORQUE



ECONOMY

TEST MPG	Track	1.9mpkWh
	Touring	3.1mpkWh
	Average	2.7mpkWh
CLAIMED	Low	5.8mpkWh
	Medium	5.4mpkWh
	High	4.4mpkWh
	Extra high	4.0mpkWh
	Combined	3.9mpkWh
	Test range	113 miles

EMISSIONS & TAX

CO ₂ emissions	0g/km
Tax at 20/40% pcm	£81/£163

CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1534kg/1556kg
Drag coefficient	0.35
Wheels	7.0Jx17in
Tyres	215/50 R17 91W, Michelin Primacy 3ST
Spare	Mobility kit

TRANSMISSION

Type	Single speed, direct drive
Final drive ratio	3.5:1
Total reduction ratio	7.761:1

SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion beam, coil springs

BRAKES

Front	300mm ventilated discs
Rear	280mm solid discs
Anti-lock	Standard
Handbrake type	Electric, automatic
Handbrake location	Central, centre console

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	11.2m

SAFETY

ABS, EBD, ESP, EBA, AEB, LKA, BSD, RCTA	
Euro NCAP crash rating	5 stars (2017, 1.0T)
Adult occupant	71%
Child occupant	51%
Pedestrian protection	59%
Safety assist	29%

CABIN NOISE

Idle na Full throttle, 90mph	73dB
30mph 60dB 50mph 64dB 70mph	68dB

ACCELERATION

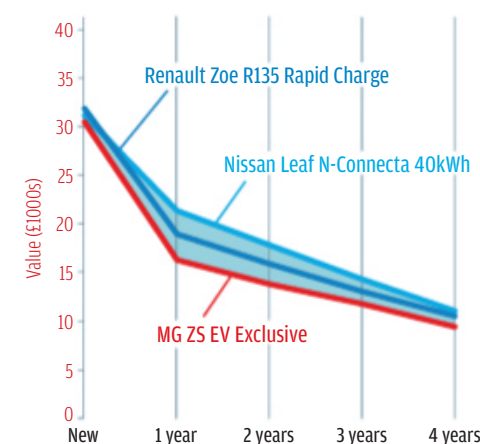
MPH	TIME (sec)
0-30	3.7
0-40	4.9
0-50	6.7
0-60	8.9
0-70	11.7
0-80	15.4
0-90	20.9
0-100	-
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN KICKDOWN

mph	TIME (sec)
20-40	2.5
30-50	3.0
40-60	4.0
50-70	5.2
60-80	6.9
70-90	9.3
80-100	-
90-110	-
100-120	-
110-130	-
120-140	-
130-150	-
140-160	-



RESIDUALS



● First-year depreciation is particularly savage on EVs due to plug-in grant. MG does better thereafter relative to rivals.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2019, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the ZS EV, contact Customer Services, MG Motor UK Limited, 139-151 Marylebone Road, London, NW1 5QE (020 3917 5821, mg.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

Testers' notes

MATT SAUNDERS

A rocker switch on the transmission tunnel ought to be as good as a set of paddles for tweaking battery regen settings, but it isn't. You tend to pick a level here and stick with it. And you can forget about ramping up the 'engine braking' as if you were changing down for a sharper bend.

SIMON DAVIS

Some odd NVH issues were suggestive of questionable body rigidity. I noticed the body structure creaking and groaning under average cornering loads, which I hadn't experienced in a new car before.

Spec advice

Give yourself maximum value and go for the cheaper Excite version. Much of the active safety kit on the Exclusive isn't worth having, frankly, although it's a shame to miss out on heated seats.

Jobs for the facelift

- Sort out the active safety systems.
- More range is needed. Reduce rolling resistance if necessary, but boost battery capacity.
- Work on the regen calibration. You should be able to switch it off as well as ramp it up – and the brake pedal should make it easier to blend it with the actual brakes.



VERDICT



Practical, affordable MG fails to truly move the game on

It seems entirely fair to presume that had the MG ZS EV been launched closer to the beginning of this decade, it would have been a force to be reckoned with. By all measures, this is a seriously affordable and impressively practical electric vehicle, with a powertrain that offers perfectly agreeable performance and drivability.

However, in the context of what you can now expect at the humbler end of the EV spectrum, the impression that the MG has arrived to the party a few years too late becomes a tricky one to shake. Its 113-mile mixed-use range is the largest speed hump in this respect, and sees it trail similarly priced rivals by a not insignificant margin. An at-times baggy ride, meanwhile, along with lacklustre handling and flaky, often irritating safety systems don't do it many favours either.

While the MG might win some bargain-savvy fans to begin with, this car's limited usability is likely to make it age quickly with the pace at which the EV market is developing. Right now, as a value option, the ZS EV has a place – but it will need longer legs pretty quickly to be able to keep it.

ROAD TEST RIVALS

Verdicts on every new car, p82

Price
Power, torque
0-62mph, top speed
Range



1 KIA E-NIRO FIRST EDITION
Genuinely family-sized Kia EV is still our top dog among the affordable options. Usable and credible in just about every way.
★★★★★

£32,995*

201bhp, 291lb ft

7.5sec, 104mph

282 miles



2 HYUNDAI KONA ELECTRIC PREMIUM 64KWH
Smaller, firmer-riding and less comfy than the e-Niro but otherwise very good.
★★★★☆

£32,845*

201bhp, 291lb ft

7.6sec, 104mph

279 miles



3 KIA SOUL EV
Trades space for a more funky look – and, for some reason, costs more than its range-mate. Hard to fault otherwise.
★★★★☆

£33,795*

201bhp, 291lb ft

7.9sec, 104mph

281 miles



4 NISSAN LEAF N-CONNECTA 40KWH
Narrowly beats the MG on claimed range, but clearly classier and better to drive.
★★★★☆

£29,295*

148bhp, 236lb ft

7.9sec, 89mph

168 miles



5 RENAULT ZOE i ICONIC R135 ZE 50
Latest revision has added range and DC rapid charging as an option. Small but appealing.
★★★★☆

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“
Within a couple of
laps, I'm confident it's
not trying to kill me
”



MAD MACS

After a set of flying laps in the savage and spectacular McLaren Senna, Andrew Frankel does it all again in the even more savage and spectacular Senna GTR

These are the terrible twins, the baddest of McLaren's bad boys. The big brother we know already: the 789bhp Senna has already earned itself a stellar reputation as just about the most thrilling street machine to wear a numberplate – and a five-star Autocar road test in the process. It is as savage as it is spectacular, a car given over to the provision of unfettered performance and very little else.

Except that the requirement for it to be road legal places certain constraints on it. It has to have ground clearance, catalytic converters, airbags and an aerodynamic profile that keeps its body within legal

boundaries. It has to have suspension that provides at least some ride quality and tyres that will shift some water should you be caught out in the rain. So like every other road car, it is in some sense compromised.

So here's another that isn't. The Senna GTR is what you get when you relieve a Senna of the need to comply – not just with the rules of the road, but those of any race series too. For although it looks like a racing car, there is no championship in which it can compete. Like its P1 GTR predecessor, the hot Senna is a pure track-day car, which will be seen largely in company with others from the limited

run of 75 of these £1.2 million cars, at McLaren-hosted events held at race tracks around the world.

Its headline figures are 814bhp from its engine (over 200bhp per litre of displacement) and, far more significantly, an entire tonne of downforce at 150mph, some 200kg

more than that offered by the Senna and 400kg more than the P1. Given it weighs 1180kg dry, we're not far off it being able to drive upside down.

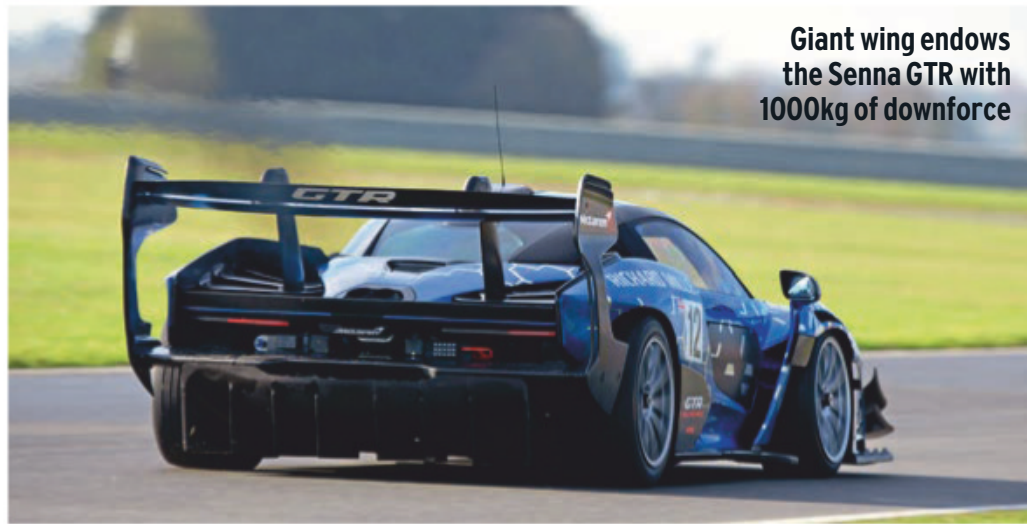
The reason it's only 20kg or so lighter than the Senna is, for all that it's lost by way of cats, airbags and so on, some weight has to be added for its larger front diffuser and enormous rear wing, a fire-extinguishing system, on-board communications and air jacks. Interestingly, it doesn't need a roll-cage because its carbonfibre tub already far exceeds FIA roll-over requirements.

I take the road car first, just to warm myself up. We're not anywhere exotic today like

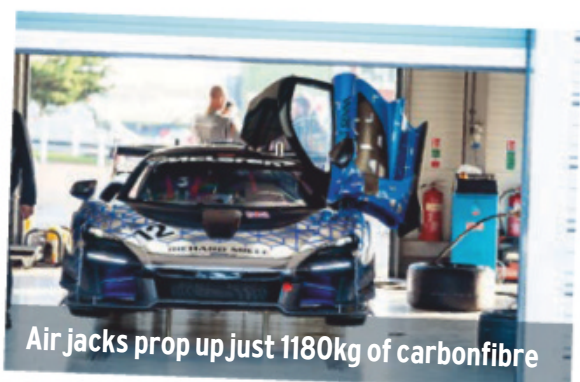


Apprehension soon turns to exhilaration

Giant wing endows the Senna GTR with 1000kg of downforce



GTR gave confidence to attack Snetterton in the wind and rain



Air jacks prop up just 1180kg of carbonfibre



Road-legal Senna and track-day GTR between them pack 1603bhp

Monza or Spa, but at a typically cold and windy Snetterton in Norfolk. Or, I should say today, cold, windy and wet. But McLaren have thoughtfully removed the Pirelli Trofeo R track-day tyres it usually wears and fitted a set of conventional Zeros with deep treads, so I'm not too concerned.

At least until I reach the first corner, which requires instant full left lock despite the fact I'm sure it turns right. It happens again at the next corner after which even I realise the way the Senna grips in the wet is in inverse proportion to how it grips in the dry. You have to be incredibly careful as you turn into a corner and even more as you reapply the power. And even when you're travelling in a straight line, if you're not millimetrically precise with the throttle, the back will still bite harder and faster than its safety systems can follow. Only under braking does the car feel in any way reassuring.

Even so, that's fairly scant comfort for what's to come – namely a Senna with even more power and yet sharper responses. The interior is pure race car with a flickering screen and a couple of handles for a steering wheel. There are buttons everywhere, all of which I can thankfully ignore. But it's still a faintly terrifying prospect.

At least at first. If you can get your heart out of your mouth and let your brain pick it over, a few comforting thoughts occur. First, this is a car that has to be safe to be driven by all customers in all conditions. Just because you're rich enough to afford a GTR doesn't mean you're good

enough to handle a car that's not on your side. And McLaren is not in the business of scaring the hell out of its best clients, or even making them feel foolish. Second, that extra downforce is going to help hugely in the quick corners. Finally, it comes on racing wet-weather tyres, which compared with street rubber have a compound comparable to warm chocolate.

And for by no means the first time in my career, I discover a track car that's far easier and better to drive in difficult conditions than its road-going equivalent. It's far easier to get some heat in the tyres, which then provide more grip, which provides more heat, which provides more grip. The GTR benefits from this circle of virtue in a way the Senna never can.

Then, it is absolutely bloody brilliant. I'm not saying you can ever forget the weather but, within a couple of laps, I'm confident it's not trying to kill me and, with a couple more, I can push it hard. The downforce in corners like the Bombhole and Coram provides apex speeds you'd be proud to achieve in the dry in most very fast cars, and so long as you're smart enough to back off the brakes as you slow and the downforce bleeds away, you can really attack the slower corners.

And here's the thing: it, too, will oversteer everywhere under power in this weather, but it doesn't snap sideways, it just slides – quickly, for sure, but not alarmingly. Most of the time, you don't even need to lift: you just correct with the steering. Soon it starts to gel and you stop thinking about braking areas, turning, apex and exit points and just get on with the simple business of enjoying the entirely explosive performance and mesmerising feel.

Only when I was told on the radio my time was up and I slowed down did I feel the sweat soaking into my balaclava and the thumping in my chest. I was utterly exhilarated but somehow not scared. Which is exactly how it should be. **A**

SENNA GTR vs P1 GTR

A hard comparison to make, because I drove one at Snetterton in the wet a few weeks back and the other in the baking heat of Qatar a few years back. But I can tell you the less powerful Senna GTR with hundreds of kilos less weight and hundreds of kilos more downforce felt far less like a converted road car, far more like a bespoke racer.

The P1GTR was a sledgehammer, the Senna GTR is a stiletto, which doesn't in itself make one better than the other, just very different devices

indeed. No question the Senna would be far quicker on any circuit, but I'll never forget the way the P1 would go on relentlessly gathering speed on the straight.



Unrelenting P1 GTR dictates how you drive it

But the P1 gave you fewer options and required greater precision when driving. You had to drive it the way it wanted to be driven, while even in the wet you can drive the Senna accurately and quickly, or flamboyantly and more slowly. It gives you that choice.

Had I the option to drive either again, I'd take the Senna in a heartbeat. Not only is it a better, quicker car, but I suspect that in the dry it would provide one of the most remarkable driving experiences of my life.

NEXT WEEK

BUMPER 164-PAGE DOUBLE ISSUE

STARRING



Road test: the world's fastest tractor



Our Christmas hamper road trip



Our favourite cars of 2019



The tank they let us test drive



James Ruppert's Italian job



Inside the cult of Tamiya

AND MUCH MORE ON SALE 11 DECEMBER



Tony Dodgins

RACE LEADER



Verstappen and Leclerc: the biggest threats to Hamilton

YOUNG GUNS POINT AT HAMILTON

Which of the generation Z talents will make Hamilton generation ex?

As Lewis Hamilton moves inexorably towards Michael Schumacher's seven world titles and 91 grand prix victories, where is the next-gen challenge coming from? Is Ferrari the biggest threat to Hamilton and Mercedes? Or is it Red Bull-Honda?

In Max Verstappen and Charles Leclerc, both teams have outstanding young talents. You'd have to favour Verstappen simply because of the intra-team situation. There's no doubting where Red Bull's effort will go, no disrespect to Alex Albon.

Verstappen, at 22, is blindingly quick. Five years into his Formula 1 career, it's now three-and-a-half seasons since he won his first GP. He's ready (see interview, three pages on). And on the evidence of the season's final grands prix, so too is Honda.

At Ferrari, there's a problem. Leclerc is quicker than Sebastian Vettel. But there's not much in it. Going to the final round, Leclerc had seven pole positions to Vettel's two, but his

average qualifying pace advantage was just 0.07sec. At Mercedes, Hamilton has qualified 0.18sec quicker than Valtteri Bottas over the season. At Red Bull, Verstappen had 0.57sec in hand over the demoted Pierre Gasly and 0.4sec advantage since Albon arrived.

F1 history is littered with examples of two number ones in the same team winning most battles but losing the war. In 1973, Ronnie Peterson and Emerson Fittipaldi won seven races for Lotus, shared four to three, but let in Tyrrell's Jackie Stewart to win the championship with five.

In 1986, Nigel Mansell and Nelson Piquet shared nine wins, five to four, for Williams-Honda, but when Mansell's tyre blew in that memorable Adelaide finale,

Alain Prost retained his world title for McLaren, with four. A bit more recently, a warring Vettel and Mark Webber at Red Bull would have conceded the 2010 championship to Fernando Alonso but for a Ferrari strategy cock-up in the final round.

Hamilton and Mercedes very rarely drop the ball. If Ferrari is going to compete, it probably needs to prioritise Leclerc. But how does Ferrari team principal Mattia Binotto explain that to a 53-race-winning four-time world champion?

At 'Next Gen 2' level, some have waxed lyrical about the 2019 rookies (Albon, Lando Norris, George Russell and Antonio Giovinazzi) being the best crop ever.

That's stretching things a bit. The more geriatric

among you will be yelling: hang on, what about Jim Clark and John Surtees in 1960? The slightly sprightlier will be pointing out that Michael Schumacher and Mika Häkkinen, who arrived in 1991, can boast nine championships between them. And even that record was knocked over this year by the class of 2007, Hamilton and Vettel, now with 10.

But there's no denying the quality of the season's debutants. Russell is the hardest to judge because his Williams has been woefully uncompetitive. It badly lacks downforce, so for Russell to miss out on Q2 by five-hundredths at twisty Hungary of all places, and lap quicker than both Racing Points and a Renault, was a standout effort.

He has white-washed Robert Kubica in qualifying by the biggest margin between team-mates across the grid. I struggle writing that because Kubica's F1 comeback, eight years after his awful rallying accident, was truly gutsy. The late Niki Lauda, who saw Russell's →

“
Ferrari probably needs to prioritise Leclerc. But how does it explain that to a four-time world champ?
”

“The late Niki Lauda had George Russell down as a future world champion”

← testing performances in the Mercedes, had him down as a future world champion.

Although an average qualifying deficit of just over half a second to Russell might not look great, we may end up looking back on it as far better than appreciated. After all, Senna/Prost was billed as one of sport's greatest rivalries, yet Prost's average qualifying deficit over two seasons at McLaren was bigger, at 0.67sec...

At Red Bull, Albon raised eyebrows, not least Verstappen's, when he went to Suzuka for the first time and equalled Verstappen's qualifying time down to the last thousandth. You can't do things like that without real talent.

Over at McLaren, Norris's early-season form was so impressive that McLaren Racing CEO Zak Brown snapped him up for a three-year contract extension in early July.

Carlos Sainz, a man who pushed Verstappen when they were Toro Rosso teammates, has been an average

of just 0.03sec quicker than Norris in qualifying – the tightest margin across the whole grid. The pair have forged the closest thing you'll get to a friendship in an F1 paddock.

YOUNGEST PODIUM YET

Norris was mature enough to let Sainz (on a softer tyre) straight past him in the Brazilian GP, ultimately facilitating the Spaniard's first F1 podium at the 101st time of asking.

That Interlagos podium was F1's youngest yet, with Verstappen, Gasly and Sainz having an average age of 23 years, eight months and 23 days. Further evidence the next gen is truly on the way.

When Vettel won his first GP, at Monza in 2008, the average age of that podium (Vettel, Heikki Kovalainen and Kubica) was 23 years, 11 months and 15 days.

But don't let Norris's bonhomie mask his competitive nature. On the slowdown lap, his engineer, Will Joseph, came on the radio: “What you did with



Bosses Horner and Yamamoto celebrate Red Bull-Honda's win

Carlos was massively helpful. And that's noted from us all here.”

“Yes...” Norris replied, “but I mean... I don't do it out of choice, I do it because I'm shit slow!”

Joseph: “Mate, you're not shit slow. The hard is just a really tough tyre...” Confirmed, incidentally, by Leclerc, Bottas and Nico Hülkenberg.

As Nico Rosberg said, whenever Hamilton does hang up his helmet, British F1 interests are in good hands.

TIMING IS EVERYTHING

I remember Jackie Stewart telling me a lot of years ago that the average Mercedes buyer was in God's waiting room. F1, he said, would help build a younger customer base. But with six double championships, will Mercedes board chairman Ola Källenius feel that the only way is down? Or will he think that the marketing benefits are as valid as ever?

Renault interim CEO Clotilde Delbos, meanwhile, has said that with former CEO Carlos Ghosn's ‘Drive

the Future' strategy under the microscope, everything is up for review, including the F1 programme. Not the best time to be struggling to hold off Toro Rosso in the constructors' championship...

Honda, meanwhile, is only committed to F1 until the end of 2021 and has yet to clarify what it will do beyond that season. What better timing, then, for Red Bull advisor Helmut Marko to be flying to Japan, on the back of Honda's first F1 one-two since the Japanese GP of 1991?

Class of 1991: Häkkinen and Schumacher



Bird and Sims fly in Formula E

British drivers win in Saudi Arabia as the all-electric racing series kicks back into life

British racers Sam Bird (Envision Virgin-Audi) and Alexander Sims (BMW Andretti) took victories in the opening two rounds of the Formula E season in Saudi Arabia. Sims now leads the points. Series newcomers Porsche and Mercedes showed decent form, with three-time Le Mans winner Andre Lotterer and ex-McLaren Formula 1 racer Stoffel Vandoorne finishing second and third for the respective marques in the opening race.

VW's electric vow

Volkswagen's motorsport division will only pursue fully electric projects in the future. The firm will continue with its 671bhp ID R prototype, which has set records at Pikes Peak, the Goodwood Festival of Speed and the Nürburgring, and will also develop production-based electric motorsport concepts based on its MEB platform.

Button's Baja breakdown

Former F1 champ Jenson Button found himself stuck in the Mexican wilderness for 17 hours after hitting trouble on his first attempt at the Baja 1000 off-road race. Button was competing in a trophy truck, but was sidelined after a differential breaking. "A life experience but not the one I expected," said Button.

Zandvoort's banking

Zandvoort will host the Dutch GP for the first time since 1985 next year, with the circuit undergoing an extensive revamp to house the modern F1



Alexander Sims (27) took pole position for both races



At 42, Karthikeyan upheld Japanese honour at Fuji

circus. That will include banking the final corner, with track officials now revealing it will be angled at 32deg - making it roughly twice as steep as the corners of Indianapolis.

Stock car star to retire

Multiple Nascar champion Jimmie Johnson will retire at the end of the 2020 season. The Chevrolet driver has taken 83 race wins in the stock car series, and tied Richard Petty for the most titles won.

Super GT beats DTM

Japan's Super GTs got the better of Germany's DTM as the two codes met at Fuji for a 'Dream Race' double-header. The long-discussed collaboration combined a grid made up of regular entries from both series. New Zealander Nick Cassidy won the first race in his Lexus LC500, while Indian and former Jordan F1 driver Narain Karthikeyan won the second in his Honda NSX-GT.

RISE
STAR

RORY BUTCHER



The 32-year-old and son of Knockhill circuit owner Derek Butcher enjoyed a breakthrough season in the British Touring Car Championship in 2019. The Scot, who drove a Honda Civic Type R for AmD Tuning, took his first three wins at this level on his way to fifth in the overall standings. He also pipped Josh Cook to the Independents' title - by just two points - and added the Jack Sears Trophy for most improved driver. More focused on the overall title than indie pre-eminence this year, his ambition will now be to emulate his brother-in-law, three-time BTCC champion Gordon Shedden.

GREAT RACING CARS #5 FERRARI 312T (1975-1980)

More a series of cars than a single model, Mauro Forghieri's beautiful flat 12-powered Formula 1 cars returned Ferrari to a position of dominance not seen since the 1950s. The T was for 'transversale', as in transverse gearbox, which allowed for short-wheelbase packaging perfection. Niki Lauda won two world titles in 1975 and '77 (and only lost out in '76 because of his famous accident), then Jody Scheckter added another in the T4 in '79.

Already outdated by the ground-effects revolution, the T5 ended the series with a whimper in '80 - but by then the 312T legend was already carved in stone.



'I'm almost an old-timer at 22'

Max Verstappen has vast
Formula 1 experience for a
young man. Now he's ready
to win a world championship.
Kris Culmer meets him



It's a hectic time for Max Verstappen, the brightest emerging superstar in Formula 1. He has just completed his first century of grands prix – almost unbelievably, given that he only recently turned 22 – and when we meet is preparing to fly out to Brazil, where he will deliver an unexpected and impressive pole-to-victory performance. All this while assisting the experts working away at the ultra-modern, super-slick Red Bull Racing factory in Milton Keynes on plans for the 2020 season, when the de facto Honda works squad will look to take its first championship since the end of the V8 era back in 2013.

Speaking to Autocar to announce a sponsorship deal with CarNext, a Europe-wide digital marketplace for used cars (there's no better marketing tool for any Dutch company right now than the country's first-ever F1 race winner), could understandably be seen by Verstappen as a distraction. But he strolls in right on time and immediately starts laughing and joking. As seriously as he takes motorsport (he quickly confesses that he's never bought a car online, instead mostly placing orders for additions to his simulator set-up at home), Verstappen is very amicable away from the track and more than happy to answer questions with a wry smile or a wisecrack – and is open and honest (maybe) in sharing his opinions his ambitions.

Have you achieved what you wanted to this year?

"I want to win championships, of course, so in that respect, probably no. But you also have to look at the circumstances, and I think it has been a good, exciting season. Especially at the beginning, when we had a really good run, with consistent results – top fives for a long time, some nice victories, some nice podiums. So I'm definitely happy. Every year so far, I can say to myself that I improved and became better. I always want to set the bar high, so I always want to improve; even a victory can be done in a better way. A lot of people would celebrate a victory, like it cannot be better than this, but I always try to find things that I can do better. My dad has been a big part of that; he would say: 'Yeah, we won, but we could have won better, there were a few mistakes.' He's always been quite hard on me, and now because of that, I do it myself. Back in the day, I would disagree with it, but I now I think that it's a big help."

Where do you draw the line between respect for other drivers and achieving results?

"Sometimes you have to be aggressive, sometimes not. You have to adapt to the situation, so over time



Recent Brazil win showcased his qualities

you make mistakes; everybody makes mistakes, otherwise it's better to put a robot in the car. It's good to make mistakes as well, because you learn from it. And in racing especially, when you're on the limit, on the edge, it's easy to make a mistake."

Are you honest when you speak to the media?

"I'm probably too honest and too straightforward. I'm not a robot outside the car, and I'm happy about that; it's just the way I was brought up. Sometimes it can work against you, but I see the positives of it."

How deep is your rivalry with Charles Leclerc?

"It's no different to anyone else. I've known him longer than other people, and I've raced him for a longer time. He's a great driver, a big talent, and for him it's a big opportunity to be in Ferrari, and I expect to fight him still for a very long time, because we are still very young. It's good for the sport as well to have the young guys coming up and hopefully taking over, because it's getting a bit boring seeing Lewis win; we have to try and change that with all the young guys!"

Do you get the sense of being at the end of an era? That you and Charles Leclerc are at the right point in history, and that Lewis Hamilton's reign could end quite soon?

"I mean, Lewis is getting older; he's [approaching] 35 now, so [his reign] will stop at one point. But it's just going to depend on the team, to be honest. It's not going to depend on Lewis. Because if Mercedes keeps building really dominant cars, then for sure he's going to win. So we have to just make sure as a team that we can beat them. In Formula 1, you're very dependent on your car."

There are rumours that you could replace Valtteri Bottas at Mercedes, and that Sebastian Vettel could rejoin Red Bull in the future. Would you like to drive with Sebastian, or are you tempted by Mercedes?

"I'm really happy where I am at the moment, and I really want to win with Red Bull. They brought →



He and Hamilton race hard, but with mutual respect

Max Verstappen already has five F1 seasons behind him

← me into Formula 1, so there was this kind of loyalty to them. I think we're over that phase, but still I'm really happy where I am. I really enjoy working with them; it's a great group of people. I feel at home, which is also really important for a driver, that you feel appreciated. Everybody is really motivated so, for me, I don't want to change."

What are your opinions on the new rules that have been announced for 2021?

"Probably the cars will be quite a lot slower – four or five seconds [per lap]. For me, it's probably a bit too slow, because at the moment I think the cars are great to drive. But if it will help overtaking and excitement in general, for us it's a lot better, because some races are just not great; you're just following. Also, the looks [of the cars] I don't really care about, as long as we have good racing."

And it's an opportunity for Red Bull to leapfrog Mercedes and Ferrari?

"First we'll try to do that with these regulations for the final year [in 2020], and of course then you set your sights to the new rules. Hopefully things will change."

What's your opinion on the future possibility of having 25 races per season?

"Too busy. I love racing, but it's just too much. I think it's much better to focus on the best races out there, to have 20 really good races rather than 25, with perhaps 18 really good ones and seven that are not so popular."

How about your home grand prix at Zandvoort, which returns to the calendar next year for the first time since 1985? Do you think it will be too cramped for F1?

"I think there will be a lot of orange! It will be a very busy weekend, but in a way it's great. Some Dutch people have never really had a chance to go to Formula 1, so when it's that close by, it's a great opportunity. And Formula 1 has been away for a really long time in the Netherlands, so hopefully it'll also help others to come along, so that in maybe 10 or 15 years' time there's another Dutch driver, when I'm getting old, so that I can retire and somebody else can take over."

What do you think about the absence of Hockenheim from the calendar next year now that the German GP has been dropped?

"I do miss it. I think it would have been really nice to have a race in Germany; there's so much history there as well, and so many car brands. I have good memories from racing there as a junior as well. It's a really big loss for Formula 1."

“I respect Lewis, but we're hard racers and sometimes it can be a bit tough”



Charles Leclerc: rivalry is not always friendly



Scrap with Leclerc at Silverstone was a season highlight

Last year, you said that Lewis is nothing special...

"No, I didn't say it like that. He is special. For sure."

...Okay, but how do you see in general Lewis, Charles and Sebastian Vettel?

"All three are great drivers, but in a different way. Everybody has their own style, and I didn't say that Lewis is nothing special. He's definitely one of the best drivers ever in Formula 1. But, like I said before, you are very dependent on your car, so for example if Fernando [Alonso] was in that car, he also would have won championships. Sometimes, you're lucky in a way, because you join a team and then suddenly they become so dominant, and you win your championships. But sometimes, like unfortunately with Fernando, you go to teams at the wrong time and you don't win, but that doesn't mean you aren't a good driver. With Fernando, I feel he is one of the best also."

Have you made peace with Lewis [they collided at Turn 1 in Mexico]?

"Well, I never really had problems. We talked on the grid [at the following US Grand Prix]."

Max has won Red Bull's home race in Austria for two straight years

CASUALTIES OF RED BULL

Max Verstappen, Sebastian Vettel, Daniel Ricciardo, Mark Webber... they all soared on Red Bull's Formula 1 wings. But the roster of those who plummeted after racing for the energy drinks brand is longer. Remember these names?

CHRISTIAN KLIEN

The Austrian drove for Jaguar before Red Bull bought and renamed the team. Scored 11 points in two seasons (2005-06) before losing his seat.

VITANTONIO LIUZZI

Highly rated Formula 3000 champion who raced for both Red Bull in 2005 and sister Toro Rosso team in 2006-07, but shone more for Force India in 2010.

SCOTT SPEED

A rare American in F1, but he failed to live up to his great name in 2006 and '07 at Toro Rosso. Replaced mid-season by some chap called Vettel.

SEBASTIEN BOURDAIS

Four-time Indycar champion who deserves to be better

remembered in F1 terms. The trouble was he found himself teamed with that man Vettel at Toro Rosso.

JAIME ALGUERSUARI

Replaced Bourdais mid-2009 to become F1's youngest GP starter (until Max Verstappen came along). Lasted three seasons at Toro Rosso, then left motor racing to become a DJ...

SEBASTIEN BUEMI

Team-mate to Alguersuari and another to fall through the cracks. Has since turned his significant talents to Le Mans success with Toyota and Formula E in which he won the title in 2015-16.

JEAN-ERIC VERGNE

Like Buemi, deserved better from F1. After Toro Rosso, he's reinvented himself in sports car racing and is Formula E's current double champion with DS Techeetah (below).



Vettel enjoys Eric Morecambe impression



But this wiped their smiles at Silverstone

I respect Lewis, of course, but we're hard racers, and sometimes it can be a bit tough. But yeah, we talked and it's all good."

Do you have a lot of confidence for 2020?

"We are very confident, but of course we have to work hard, and we know that we have to improve. That's why you see me here in the factory; I have my simulator day, but I was also going over a lot of things to bring new ideas to the team."

And what do you expect next year from Red Bull's engine partner, Honda?

"More power! The reliability has been really good this year, we've never retired because of a problem from their side. So for them, I think this season has been a breakthrough. Of course we had some victories already; they were really happy with that, I think it was a big boost for the whole company, and they're very motivated. I think we're on the right path, and when you see the engine power compared to Mercedes and Renault, we're very close to Mercedes now, so that's of course very promising for next year."

Your career has progressed so quickly...

"Yes, looking back at my debut with Toro Rosso, it's almost as if I don't really remember those first test days, you know? It has all been really quick, but luckily in a positive way; I'm still 22 and in my fifth year in Formula 1, on 100 races, so I can't complain. But of course you get used to the situation, and now I just want more, to do more races, but also I want to win, and I want to win championships. Honestly, I don't really think about [the past] any more. But when you look back on it, there are nice memories. I'm almost an old-timer at 22!"

What's the best advice you ever received from your father [ex-F1 driver Jos Verstappen]?

"He gave me a lot of tips – good and bad! Always stay with two feet on the ground, be yourself. Yeah, that is the most important: be yourself, don't change. Obviously you get older and naturally do change a little bit, but always remember who your real friends are. That was good advice. Be careful, too. But we love racing, you know, and racing can still be a lot safer than driving through the city." **A**

Ogier won three rounds of the WRC in the C3 this season

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Le retour de Le Mans

1 July 1949

"NEW AND EVEN more magnificent concrete pits, bright with the flags of all nations; new grandstands; a newly surfaced road and car parks, enclosures and minor stands had arisen from the mine-strewn wreckage that the Germans had left behind."

This was the 24 Hours of Le Mans in 1949, the revered race returning after a dreadful decade, and 183,000 lined the 8.38-mile track to see the first victory for Ferrari.

"The Italian car was entered by Lord Selsdon, who qualified in 1939 and shared the driving this year with [Luigi] Chinetti. It carried off victory by averaging 82.31mph."

What our report doesn't explain is that Selsdon - aka Peter Mitchell-Thomson - only drove for about an hour and a half, reportedly because of illness. Chinetti drove the rest... it remains one of the greatest individual feats in racing history.

Three hours in, the 166 MM was two laps behind Pozzi and Chaboud's 175S. "The Delahaye-Ferrari duel was telling," we said. "But came the news that the erstwhile leader was on fire away by Mulsanne. The pace had killed."

"At 9.30pm, the real thrill of Le Mans came back as the sunshine of a magnificent day gave place to the soft grey of dusk. Headlamps came on and the cars became brilliant stars, apparently moving faster than ever."

Chinetti's third win at Le Mans marked not only the first for Ferrari, but also the first for a V12-engined car. The Italian went on to become Ferrari's famous sales agent in North America.

WORLD RALLY CHAMPIONSHIP

French connection snaps

Split of French combo Ogier and Citroën sets up an intriguing 2020

Back in 2016, when Volkswagen dramatically quit the World Rally Championship (a precursor to quitting the world of combustion-engined motorsport entirely, as it turns out) Sébastien Ogier tested all the World Rally Cars available to him as he worked out where to go for the following season.

As the undefeated world champion since 2013, the Frenchman could pretty much take his pick. In the end, he plumped for M-Sport and Ford, where he went on to win the driver's titles in 2017 and 2018. Although he diplomatically didn't deliver an official verdict on the other cars, he felt that the prototype Toyota Yaris WRC that he tried in Spain - yet to make its absolute debut on the WRC - was still a bit too unknown to be worthy of serious consideration.

Three years later, the situation is very different. Ogier has chosen to end his Citroën contract early and - if Citroën is to be believed - this decision then led to the manufacturer terminating its programme entirely, according to an extraordinarily bitter press release that laid the blame firmly at the six-time world champion's door.

Ogier probably would have

stayed, had an unexpected opportunity not presented itself at Toyota after its own world champion, Ott Tänak, decided to leave for Hyundai.

Ogier's situation is a fascinating one, because he has always said that 2020 would be his last season. So he has just one year and 14 rallies to claim a seventh title, in an unfamiliar car that could make it three different manufacturers with which he has won the driver's championship. If he succeeds, it's a record he would share with Juha Kankkunen.

In the end, it was the lack of ongoing development at Citroën that prompted Ogier to move. Team principal Pierre Budar and Citroën management take a predictably different view, claiming that Ogier would have been in a position to win the title with them in 2020 had he stayed.

Ogier actually won three rallies with the C3 this year, a total bettered only by eventual champion Tänak, so maybe



Ogier left his Citroën contract early. Then Citroën quit the WRC

Budar has a point. We might get a clue if the C3 is fielded as a successful private entry next year.

But Ogier will be in a Toyota and his task will be much more straightforward, right?

It's worth remembering, though, that the Yaris WRC has been honed on the flat-out roads of Finland from its earliest days, developed by archetypally Scandinavian heroes used to taking a car by

the scruff of its neck and flinging it into corners, relying on talent and horsepower to sort out any ensuing mess. Nobody more than current Toyota team boss Tommi Mäkinen typifies this mesmerising, uncompromising approach.

Up to now, the Yaris WRC has been driven exclusively by Nordics, the only exceptions being the UK's Kris Meeke and Japan's Takamoto Katsuta - both of whom, in the best possible way, are sufficiently bonkers to earn an honorary Finnish passport.

How will the Yaris get on with Ogier's entirely different, silky smooth European style? That's going to be one of the most fascinating questions of 2020.

ANTHONY PEACOCK

“Ogier would probably have stayed with Citroën had world champion Tänak not left Toyota for Hyundai”

IS THE SUN SETTING ON JAPAN'S CAR INDUSTRY?

The land of the rising sun once led the car world but looks to have stalled. So what's going on and does a new dawn await Japan's car makers? Our writers give their verdicts

When was the last time anything came out of Japan that was truly, globally innovative?" It was an unusual question for an executive at the very top of a Tokyo-based car maker to be asking a journalist, brow furrowed and eyes glistening with frustration at the point he was making. "You need to go back to the 1980s at least. Everything since then has been about refinement."

These were comments born of frustration, the words of someone who had been held to task for the ever-decreasing

benefits of, as he put it, "squeezing the same lemon for more juice". Golden years had turned to steady years and now – through the lens of a rapidly changing automotive

world – he was sat staring at what he summarised as little more than a trickle of opportunity.

It had been a long day at the Tokyo motor show and there's little doubt that overexposure to an anonymous meeting

room, spreadsheets and senior management keen to impose rising sales targets coloured the mood. Japan, lest it be forgotten, is ranked in the top three global economies, is one of the largest filers of patents in the world and is the largest producer of electronics goods globally.

It is also the third-largest automotive manufacturer, behind only China and the US.

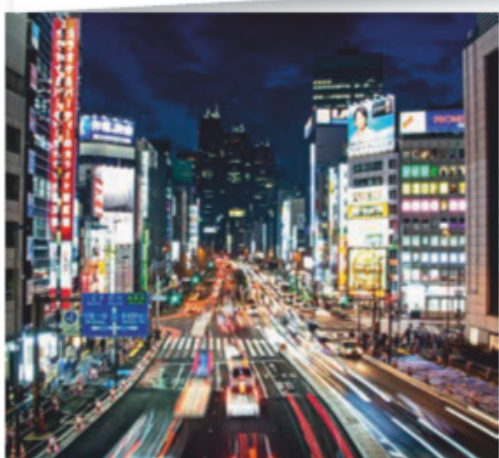
Yet here was an ungilded – and unattributable, for obvious reasons – view from a show floor that was hot on mid- to long-term conceptual visions of mobility, electrification and connectivity, but short →



Supra is the result of a Toyota-BMW tie-up



Subaru has tightened its link with Toyota



Home-market tastes have pros and cons for Japan's car makers

← on cutting-edge real-world launches. “The US can point to Tesla, Europe VW, Asia Hyundai: where is Japan’s leadership in innovation, investment and risk taking?”

A wide-angled view of the Japanese market highlights some of the issues the industry is facing, as well as painting a perhaps more balanced view of some of the pockets of success: from Nissan kick-starting the SUV boom with the Qashqai (albeit through its European design centre), plus its front-foot launch of the Leaf, to Toyota’s unchallenged global leadership with hybrids and consequent market-bucking sales performance.

Felipe Munoz, senior analyst for Jato Dynamics, believes the latter point is perhaps the most relevant for anyone trying to plot the trajectory of Japanese automotive innovation, especially around electric cars. “It is not that they have been slow to move to EV but the focus has been different,” he says. “As Toyota is the absolute leader there and it has focused on hybrids, the politics and regulation have been designed around them. Of course, the global view has shifted and so, too, has Toyota – and now it is just a matter of time before we see a rapid takeover of EVs in Japan.”

It’s moot, especially as to date almost every new powerhouse in



Mitsubishi is now focusing on 4x4 and hybrid technology

“It’s still possible Japan’s slow start into EVs may be a blessing”

the car industry has been driven to global success by first dominating its home market. It’s why, for instance, Hyundai-Kia was able to fund its expansion beyond its home shores and why Chinese car makers have struggled to make an impression beyond their own, admittedly vast, borders.

Within that explanation, however, there is a concern for future focus as a result of famously esoteric Japanese tastes. “The breakdown of sales in Japan highlights the demand for kei cars and MPVs, which are quite useful when space is a limitation in cities,” says Munoz. “They dominate, with positive and negative consequences. On one hand, they give the market stability, as they are cheap and not exposed to economic cycles. On the other hand, as they are only conceived for the Japanese consumer in Japan, they are not popular abroad and they don’t have export potential.”

A look at export data highlights a story of mild, recent decline after years of growth. While Japanese new car sales have been remarkably stable over the past decade, figures suggest that the impact of relatively high labour costs and frequently fluctuating currency swings for the yen have led to an export downswing. “Factories in India, Thailand, Vietnam, Indonesia and Latin America have been the beneficiaries,” says Munoz.

However, it is also true that Japan remains the world’s second-largest automotive exporter after Germany and it is already seeking to rebalance its efforts, most notably with the free-trade deal agreed recently with the EU, of which the UK is not likely to be a part. It is also rebalancing its global footprint to have a more domestic bias, evidenced by the closure of Honda’s Swindon plant and the shift of planned Nissan

X-Trail production in Sunderland back to Japan.

Against the measure of Japan’s historical success, these are, of course, significant problems. However, in a time of transition, they are also being faced by an industry that remains in a position coveted by almost every other nation and that has a line-up of individual marques with the resources to respond. What’s more, it’s still possible that the slow, cautious start into EVs – Nissan aside – may actually be a blessing. After all, Toyota’s profit margins remain the envy of the mass market, whereas few, if any, EV makers are yet in the black. Better, perhaps, to lead in autonomous and connectivity know-how than the commoditised world of electric motors and batteries.

The difficulty is in picking a winner during this interim period of uncertainty, when even those closest to the issues don’t know the solutions and a wilfully conservative culture leans further than almost any other into modest projections, preferring actions over words, and precision and understatement over publicity storms via social media. On the following pages, we analyse whether Japanese car makers are facing a long-term slide or a period of transition from which they will emerge as strong – or stronger – than ever.

JIM HOLDER



HONDA

IT'S EASY TO forget that Honda is really three separate companies. It makes cars, motorcycles and 'power products' (such as generators, pumps and agricultural equipment).

According to the latest full-year accounts (which ran to April 2019), Honda sold 5.32 million cars globally, up by more than 2%. It sold 6.3m of its power products and a massive 20.24m motorcycles. The company made a middling profit margin of 4.6%, although that does translate to more than £5 billion profit.

On the car side, Honda's profit margin may suffer from it having only a very small presence in the global premium sector, despite its US-centred Acura brand. For example, between January and August 2019, Honda US sold near 991,000 vehicles, but Acura just 102,000 units across six nameplates.

Its profit margin is also affected by Honda shifting significant numbers of vehicles in the very price-competitive Asia markets. The HR-V baby crossover sells over half a million a year, with the majority of sales in China. Motorcycles sales also produce very thin profit margins, even though the unit sales are huge.

Honda has tried to tap into the huge margins delivered by pick-ups in the US, too. It has been building the Ridgeline since 2004, but monthly sales in the US mostly average around 3000. By comparison, Ford's market-leading F150 sold over 900,000 units in 2018, which translates to more than 75,000 a month on average.

The CR-V, though, is a huge global hit for Honda. It's the best-selling model in the US, followed closely by the Civic, which is expected to sell more than 350,000 units in the



country in 2019. Indeed, August 2019 was the company's best sales month to date in the US, with 174,000 vehicles sold, around 100,000 of them being crossovers and SUVs.

Honda also misses out on the healthy margins that usually follow commercial van production (Ford profit margins on the Transit family are far higher than BMW can

manage, for instance) as it does not have a commercial vehicle division.

In its home market, Honda was the second-biggest seller in 2018. It sold 749,000 vehicles (its N-Box kei van being a best-seller in its segment) in a market of 5.26m new cars.

Honda slipped to a loss at the beginning of the year because of the costs of closing its UK plant. And

Europe is where Honda's biggest problem lies.

It may be a super-competitive market, but it sold just 169,000 cars across the continent over 2018-19 and forecasts are even lower for 2020. For a company that sold 1.9 million vehicles in the US, that is a disaster. It's possible Honda has now lost any serious foothold in Europe. **HH**



NISSAN

NISSAN SHOULD BE in an enviable position compared with its Japanese rivals: with the Juke and Qashqai, it basically sparked the SUV craze, the Leaf is one of the longest-running and most successful electric cars going and an alliance with Renault gives it incredible scale.

Except that instead of making the most of that position, Nissan is currently engulfed by an executive drama of Hollywood proportions. It started with the shock arrest and ousting of chairman Carlos Ghosn and executive Greg Kelly on a string of financial charges.

Ghosn's court case has only just begun, but the allegations have kept coming. More revelations in an internal report prompted the



resignation of CEO Hiroto Saikawa and it now falls to former China boss Makoto Uchida to steady the ship.

The first tasks on his mammoth to-do list will be to stem the losses and stabilise the share price, firm up the company's behind-schedule

turnaround plan and – most crucial – repair the relationship with Renault post-Ghosn.

Once that is done, Nissan still faces a tough task defending its SUV and EV patch from a growing list of contenders. **JA**

Fallout from Ghosn's departure dogs Nissan

NISSAN





MITSUBISHI

HOW'S LIFE AT Mitsubishi Motors after the Evo? That's what we asked a year ago in an in-depth look at the car-making arm of the vast Mitsubishi Corporation (Autocar, 21 November 2018).

And we found a car company with a new lease of life that had settled on gaining as much as it could from common architectures, standards and services and associated cost savings away from the customer's eyes, while being poised to start leading development across the Renault-Nissan-Mitsubishi Alliance (formed in 2016 after Nissan bought a 34% stake in Mitsubishi) of true four-wheel-drive SUVs, plug-in hybrid technology and pick-ups.

Yet the question a year on from that should be: how's life at Mitsubishi after the fall from grace of Carlos Ghosn? The man best known for leading Nissan and Renault was also chairman of Mitsubishi and the company had quickly been built up in his image. It needed to change because, before Nissan came in, Mitsubishi was at rock bottom – share price included – after it was found to have falsified fuel economy data in Japan.

Ghosn bought in several ex-Nissan bosses, including Brit Trevor Mann as chief operating officer and Vincent Cobee as strategy boss, yet they have since followed Ghosn out the door. Long-standing CEO Osamu Masuko, who surprisingly had kept his job after the fuel scandal, is also gone.

Although small in Europe and even relatively so in its domestic market compared with the giants of Toyota, Nissan and Honda, Mitsubishi is big in other emerging markets, such as Indonesia (topped only by China as Mitsubishi's biggest global market), Thailand and the Philippines, as well as parts of the world where its rugged

off-roaders and trucks appeal, such as Australia and Russia.

That's reflected in the appointment of Takao Kato as CEO. Formerly Mitsubishi boss in Indonesia, his vast experience in emerging markets will be of benefit to the company in not only maintaining but also growing its presence there.

Look at Mitsubishi now without the rose-tinted glasses that show the Evo and it's the Outlander PHEV, first revealed in 2012, that's front and centre. Updated last year and due to be replaced by the end of 2020, it's the world's best-selling plug-in hybrid.

There's undoubtedly an element of good fortune in the success of the Outlander PHEV, which was the right car at the right time to take advantage of taxation changes in many European countries. It has fallen away in some areas, most notably the Netherlands after it changed the subsidies towards plug-in hybrids, but Mitsubishi insists sales have remained firm elsewhere, including

the UK after the government removed the £2500 plug-in hybrid grant last November.

Outlander PHEV sales in 2019 to the end of August are comparable with 2018's (4428 in 2019 versus 4521 in 2018). Mitsubishi also refutes suggestions that few owners charge them up and buy them just for the tax breaks, with a study showing 90% of owners charge their cars two to three times a week.

Post-Ghosn, Mitsubishi is sticking to what it knows: development of plug-in hybrid technology, which, it maintains, offers the best of both worlds and is a progressive step towards electric cars, four-wheel-drive technology and SUVs, three areas that sit together quite happily.

Its three SUVs in Europe – the ASX, Eclipse Cross and Outlander – will be electrified and moved further apart in size in their next generation to give each more room to breathe and a more distinct identity. The all-new L200 pick-up, launched earlier this year, is important in maintaining Mitsubishi's rugged grass-roots workhorse appeal not only here but also in south-east Asia and Australia, while the Shogun Sport is innovative



Mi-Tech: EV set-up for a reinvented new Evo?

in making an SUV out of L200 underpinnings, albeit quite crudely.

The Evo question still hasn't gone away. You sense there's a will in the company deep down to make one, yet if it's ever to return, it will likely do so as a crossover/SUV and be electric. Mitsubishi's recent Mi-Tech concept shows a powerful four-motor electric system with considerable performance potential...

Yet the repositioning of the brand as a maker of true four-wheel-drive SUVs makes the absence of an Evo less troubling than the absence of a Shogun, Mitsubishi's other icon. Reinventions of the Mercedes G-Wagen, Jeep Wrangler and Land Rover Defender in the past couple of years should have persuaded Mitsubishi that there's the appetite for such a car. **MT**



L200: an important model in Europe, Asia and Australia



SUBARU



Ascent is at the vanguard of a new Subaru generation

AFTER A LONG winning streak, Subaru stumbled in 2018. It made a total of 1,019,364 cars (down 5% on the year before), with 680,000 of them sold in the US. However, 2018 was also marked by its first quarterly loss since 2010 as it was forced to confront various quality issues, including recalling more than 400,000 models for faulty valve springs. The recall cost was estimated at \$500 million.



Forester is a kingpin in the brand's US sales

Subaru relies on American consumers, having established itself over 20 years ago with the Forester and Outback, innovative lightweight crossovers in an era of truck-based SUVs. Last year, it sold 171,000 Foresters and 178,000 Outbacks in America. Sales in Japan are a modest 100,000 units annually, 22,000 of those kei cars.

The company is now rolling out a fresh generation of vehicles based on its new global platform and has added the seven-seat Ascent crossover to its US line-up. But globally, it is a small company, which is why Toyota's decision in September to take a 20% stake in Subaru is good news. The two will develop a joint platform for a future electric crossover and will continue to collaborate on hybrid drive and all-wheel drive. **HH**

SUZUKI

SUZUKI COULDN'T HAVE garnered much more attention in the past 12 months than it has with its latest Jimny, which stays true to its quirky, off-road roots. While the new Jimny has created a 'halo' effect,



Jimny has raised Suzuki's profile in the past 12 months

the Vitara is Suzuki's biggest-selling car in Europe, making up a third of sales and helping the maker to hold a 1.5% market share last year, totalling 245,653 units.

That's modest, but it's a different story in Japan: Suzuki is the third-biggest-selling car maker, with 714,594 units.

Worldwide, Suzuki production increased by 4% last year, buoyed by particular success in its home market, India and Pakistan.

So far, Suzuki has been slow off the electrification mark, offering just two mild-hybrid models, the Ignis SZ5 and Swift SZ5, in the UK.

A deal with Toyota, announced earlier this year, will help the cause and enable the production of two Suzuki-badged hybrid vehicles based on the RAV4 and

Corolla. The two firms will also collaborate on an autonomous driving project.

Suzuki gave a taste of its self-driving future at the recent Tokyo show with the Hanare concept, a pod-style autonomous vehicle. It was shown alongside the Waku SPO, an innovative compact car that could morph from a coupé to an estate at the touch of a button. **RB**



Vitara is the company's best-seller in Europe

MAZDA

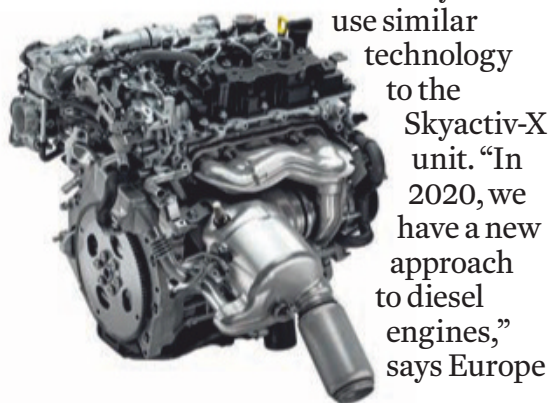
MAZDA'S BOLD APPROACH to reducing fuel consumption and emissions is ensuring it carves out a niche in this increasingly electric world.

While many makers are moving away from traditional powertrains, Mazda couldn't be more effusive about petrol and diesel. It quotes research showing that, even in 2050, more than half of the cars sold globally will use an internal combustion engine.

Its innovative spark-plug-controlled compression-ignition Skyactiv-X petrol unit, launched on the Mazda 3 this year, relies on two technologies – lean-burn combustion and compression ignition – to reduce fuel consumption and CO₂ emissions while delivering good performance.

Mazda insists that diesel has plenty of life in it yet. Although most makers will happily say that diesel still has its place, few are investing in major R&D. Mazda UK boss Jeremy Thomson explains: "We've been affected, as everybody has, by the downturn in consumer confidence in diesel, but I think there will be a bounce back. Whereas many manufacturers are walking away from it, we see a place for it."

Next year, we will see a new-generation Mazda diesel engine that's likely to use similar technology to the Skyactiv-X unit. "In 2020, we have a new approach to diesel engines," says Europe



Mazda sees a future for petrol and diesel

R&D boss, Christian Schultze. "We will show you how clean and very efficient diesel engines can be."

Global R&D boss Ichiro Hirose adds: "In terms of the evolution of the diesel engine, we have always been consistent: how can we mix the air and fuel in a very good manner for emissions? When it comes to fuel economy and emissions in diesel, we still have a lot of room to improve."

Of course, Mazda can't ignore electrification and recently announced its strategy, including revealing its first EV, the MX-30. Beyond the MX-30, which will be launched in the UK in early 2021, no electrified models are confirmed but expect a plug-in hybrid within the next 18 months

on a high-volume car such as the 3.

Mazda is basing its EV strategy on life-cycle CO₂ emissions rather than just those at the tailpipe. As a result, it has introduced the MX-30 with a 35.5kWh battery, which doesn't offer huge range or power but does ensure that goal. Its study shows that the MX-30 will emit significantly fewer life-cycle emissions than a 95kWh EV (such as the Audi E-tron).

There will be a hybrid range-extender variant of the MX-30 powered by a rotary engine in the next couple of years. It means the revival of Mazda's famous rotary engine, last seen in the RX-8, which went out of production in 2012. It has been developed for use in a number of applications, including as a power generator in range extenders, hybrids and plug-in hybrids as well as working with hydrogen and LPG.

Beyond that, Mazda is in the early stages of looking at other powertrain options, such as recyclable liquid

fuels from microalgae. There is no clear time frame for its introduction. Hirose says: "We still have lots of problems we need to overcome with algae fuel. To achieve our targets [reducing CO₂ emissions by 50% in 2030 from 2010 levels], we have to start working on it now or we will be out of time."

"The biggest problem is productivity. This one alga produces oil, but the amount is too small to commercialise it as fuel. We are using genome editing to boost the oil production from the microalgae."

Mazda is hopeful its broad-brush approach will pay dividends in the industry's fast-changing landscape, believing electrification isn't the only option. Schultze says: "If we come into an age when sustainable fuels are economically similar, why not use them? We hope governments wake up and see that electrification is one way but there are others, too. Skyactiv-X is a step in the right direction." **RB**



MX-30 is Mazda's first EV and due in the UK in early 2021



DEPENDABLE, RELIABLE, trustworthy... all words traditionally associated with Toyota that risk damning it with faint praise and rather overlook the incredible transformation it has undergone in recent years. This is best illustrated by Toyota's shift from bland to shocking styling but underpinned by everything from its hybrid and fuel cell dominance to the dynamic ability of its TNGA platform and rumoured leadership in the breakthrough field of solid-cell battery technology. Then there is the heartfelt development of electrified, autonomous mobility solutions created with an emphasis on aiding the infirm, elderly and disabled.

Certainly anyone who witnessed company president Akio Toyoda's charismatic Tokyo motor show speech – made on a stand that didn't have a single traditional car on display, but rather a dizzying mix of autonomous pods, disability mobility aids and, erm, an electrically driven witch's broom – couldn't criticise either the scale of the firm's ambitions or the absolute integrity of its intent. Pronouncements emerging about the firm's future plans may frequently sit somewhere between being inscrutable and baffling, but cut through the chaff and a picture soon emerges of a world leader in action.

The driver behind this – beyond Toyoda's inspirational leadership – is the Toyota Group's trend-busting financial health. By most measures, it is not only the world's largest producer of cars – a goal it has notably never set itself, nor publicly set any store by – but also one of the

most profitable. Its margins have been averaging around 6%-8% over the past five years, a level that has, at times, rivalled that of much smaller, purely premium car makers, let alone ones in the mainstream where Toyota predominantly lives.

Data from analysts LMC Automotive suggests that while so-called light-vehicle (car) production in the Asia-Pacific region is on course to drop by 6% year on year in 2019, mainly as a result of output declines in China and India, Toyota's production volume is expected to grow by 5%. That will

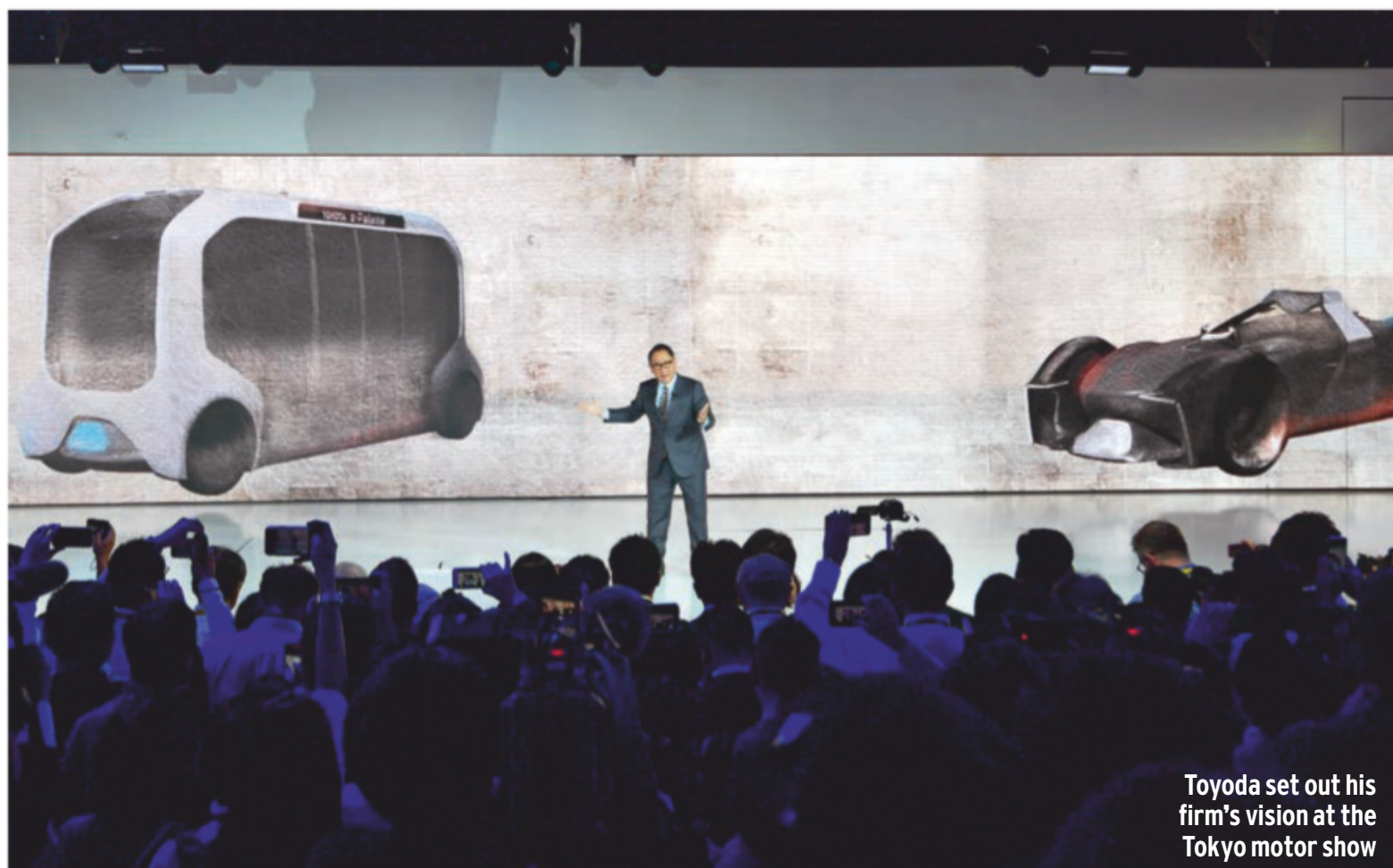
mean it is one of only two of the top 10 makers in the region to grow. Likewise, and more significant for stability, Toyota's global output is expected to rise 3% against a market average drop of 5%.

Driving this volume growth are refreshed mainstream, global models such as the Corolla and RAV4 – both significantly sold with hybrid options, as are an increasing number of Toyotas like the revised CH-R and new Yaris. When car making is done well, large profits follow – and this cash-rich environment is the ideal one from which to be making the huge capital investments required at a time of change and instability.

This scale also gives Toyota opportunities that others are scrabbling to replicate, be it through acquisition, merger or partnership.

Not only can it spread its investment costs across more cars sold than rivals, but it has also been growing its influence by setting the standard around co-operations for some time, both at home (it holds shares in Mazda, Subaru, Suzuki and Yamaha, among others) and internationally (most notably with BMW, on projects including everything from the Supra to fuel cell development).

Critics say Toyota has been slow to develop electric cars. Insiders say it remains unconvinced that battery-electric technology is the right environmental answer. But with the world's leaders having set a seemingly prescriptive course, Toyota is now using its hybrid know-how to respond, unleashing its scale and profit-driven R&D budgets to ensure it remains at the top of the industry. **JH**



Toyoda set out his firm's vision at the Tokyo motor show

MOTORSPORT IN JAPAN



Close and exciting Super Formula draws in talent from Europe

THE NATIONAL MOTORSPORT scene in Japan has earned global cult status. Headlined by Formula 3, Super Formula (an equivalent to Indycars), Super GT and, more recently, its own sport of drifting, Japanese motorsport thrives within its own ecosystem, almost totally self-contained and for the past 30 years dancing to its own tune on rules and regulations. The cars are fast and spectacular, the home-grown heroes know the circuits intimately and, like everything in this fascinating country, it all feels exotic and a bit alien to Europeans.

The other attraction for foreign drivers is that you can get paid to race in Japan – and get paid well. That's what drew a generation away from Europe in the 1990s. Eddie Irvine was the best-known example to use All-Japan Formula 3000 (as Super Formula was then) as a springboard to Formula 1, but the list of those who joined and followed him is long. Nearly all

who experienced Japan returned with tall tales of great racing, lovely people and the odd bit of hedonism from nights out in Tokyo.

Today, Super Formula thrives, with a bespoke Dallara chassis, sticky Yokohama tyres and Honda and Toyota vying for engine superiority. Honda, Lexus and Nissan also do fierce battle in Super GT, a series last year won by avid Japanophile Jenson Button. He, like so many before him, found the whole scene and its unique racing culture a breath of fresh air, especially after so many years immersed in uptight F1.

Change could be on the near horizon, following a recent 'dream race' that mixed DTM and Super GT at Fuji after years of talks about such a collaboration. Opening that door is exciting – so long as it doesn't pollute one of the most colourful, diverse and healthy racing ecosystems found anywhere in the world. **DS**

JAPANESE MAKERS' FUTURE IN THE UK



Honda will close Swindon plant when Civic ends in 2021

THE LOVE STORY between Japan and the UK has soured recently, as the industry's trials and tribulations have hit car manufacturing. Honda's shock announcement last year that it will close its Swindon plant in 2021 when the current Civic generation ends means the loss of 3500 jobs. Honda attributed the move to "unprecedented changes in the global automotive industry", adding that "resources and production systems for electrified vehicles will be focused in regions with a high volume of customer demand".

Questions remain about Nissan's commitment to Sunderland, where it has already pulled planned production of the next X-Trail, blaming the diesel sales downturn and Brexit uncertainty. Recent reports that the factory, which builds the popular Qashqai, will close if the UK leaves the EU without a trade deal adds further fuel to the fire.

However, Toyota's future in the UK is looking brighter. In 2017, it announced a £240 million investment in its Burnaston plant to accommodate production of vehicles on its new global platform. Another Japanese maker is also helping to secure its future. As part of a tie-up between Toyota and Suzuki, hybrid Suzuki models will be built at the factory. **RB**

WHAT YOU NEED TO KNOW

HONDA

- New i-MMD petrol-hybrid engine promises class-leading fuel economy in cars such as the Civic and Jazz.
- Spending on a new plant and R&D is at a high level, which bodes well for the future.
- Delivery vans equipped with i-MMD – possibly based on Odyssey MPV – represent an untapped opening.
- Honda's European presence is under serious threat.

MAZDA

- Electric MX-30, arriving in early 2021, will also get rotary-engined range-extender variant.
- Mazda remains committed to petrol and diesel and is also researching biofuel.
- Tie-up with Toyota and Denso will help accelerate its electrification plans.

MITSUBISHI

- Next-gen ASX, due in 2021 after next year's facelift, will be Mitsubishi's first EV since the 2009 i-Miev city car.
- Japan makes the most Mitsubishi's (661,000) but

is only the fourth-biggest market for sales (104,000). ■ R&D spend in 2019 will be double that of 2014.



NISSAN

- Leadership crisis has affected its relationship with Renault and long-term plans.
- Reaching crucial IMX to grab a slice of the burgeoning electric SUV market.



- Most recent quarterly profits slumped 55% – and the company has hinted at worse to come.
- New Juke will help its UK market share, but Brexit uncertainty continues to threaten its Sunderland plant.

SUBARU

- Tightly run company with a single platform and all-wheel drive.
- Toyota's stake is a big help with electrification and quality processes.
- It needs to address its reliance on the US and its tiny presence in Europe.
- Plug-in hybrid drivetrains needed soon.

SUZUKI

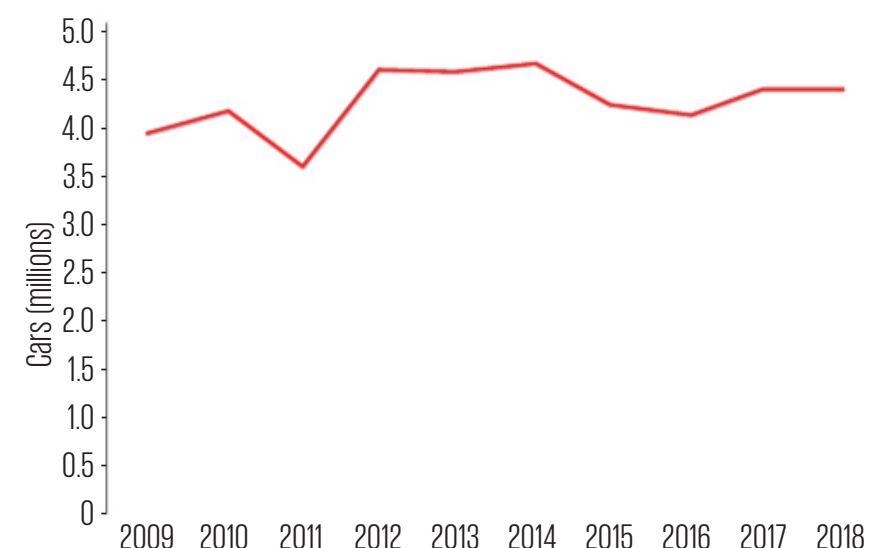
- European market share is above 1.5% for the first time in eight years.
- UK waiting list for the popular Jimny is 12 months.
- Its deal with Toyota will bring Suzuki-badged hybrid vehicles based on the RAV4 and Corolla.

TOYOTA

- Its global sales are growing despite the industry-wide downturn.
- Slow in battery-electric space but can use hybrid know-how to catch up.
- R&D spend, scale and partnerships give it near-unique level of resource.

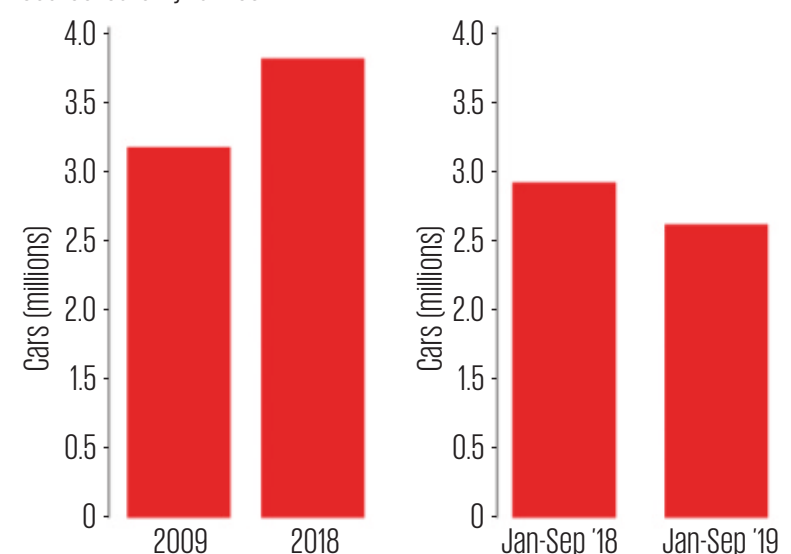
NUMBER OF CARS SOLD IN JAPAN SINCE 2009

Source: Jato Dynamics



MADE-IN-JAPAN EXPORTS

Source: Jato Dynamics



BLOCK PARTY

To mark the 10-millionth Mini, Simon Davis drives the great Brit to a great Dane of even longer standing built on a similar ethos of ingenious, simple design and a sense of fun

PHOTOGRAPHY LUC LACEY





E9 ABA
M123 ABB
Y121 ABC
P24 ABE
R121 ABY
P21 ACB
P23 ACC
M27 ACH
P27 ACK
Y555 ACS
N21 ACT
R25 ADA
P21 ADB
P21 ADH
AFZ 959
M29 AGS
M24 AGY
AGZ 585
P21 AJA
N836 AJB
L28 AJD
R321 AJF
P24 AJK
P321 AJM
R29 AKS
P21 AKY
AKZ 646
P21 ALA
G16 ALC
R29 ALE
N27 ALG
P23 ALH
N25 ALL
P28 ALM
R321 ALM
N29 ALP
P29 ALP
M121 ALS
P24 AMA
R21 AMD
R23 AME
P21 AMF
J400 AMH
P23 AMJ
L31 AMK
R23 AML
P24 AML
R28 AMM
L31 AMT
W6 ANH
V31 ANJ
R23 ANS
M25 ANY
T29 APP
N26 APR
N21 APS
W9 APT

Y700 ARC
P23 ARD
P28 ARK
Y31 ARL
R27 ARR
L500 ARY
R29 ASA
S31 ASA
P90 ASA
ASZ 919
G83 ATH
R24 ATS
P25 AUG
L21 AVE
M21 AVE
T4 AXE
AXZ 565
PI21 BAB
P26 BAK
P29 BAM
N24 BAN
N24 BAS
P999 BAY
N31 BBS
P29 BBY
W707 BEC
P24 BED
S700 BED
L25 BEK
N123 BEK
R29 BER
R23 BES
P24 BES
BFZ I15
BGZ 848
BHZ 949
BIG 7284
GP03 BMW
P25 BON
PI21 BOO
Y600 BOW
N26 BOY
N28 BRO
P29 BRO
P23 BRU
R31 BRU
Y9 BSB
Y7 BSH
BSZ 434
M26 BUD
P29 BUL
K52 BUL
T321 BUT
L21 BYE
L21 BYY
R121 CAB
M27 CAC

M321 CAD
R29 CAF
P31 CAG
LI21 CAH
N23 CAP
N31 CCH
M31 CCK
M21 CCO
N31 CCO
R24 CEC
RI21 CEL
N27 CER
M23 CEY
CFZ 353
CGZ 626
M21 CHB
N200 CHE
M21 CHH
RI21 CHR
PI21 CJC
LI23 CJP
P26 CJT
M21 CKA
G3 CKM
P24 CLA
K31 CLA
M21 CLB
Y111 CLC
V100 CLK
N123 CLK
P26 CMH
L26 CMS
P24 COD
S411 COE
Y11 COP
NI23 COR
P321 COR
MI21 COY
N27 CRA
P24 CUT
R31 CUT
CXZ 818
R321 DAB
NI23 DAC
P28 DAF
R21 DAP
M26 DAR
M253 DAV
W9 DCP
J007 DDY
R24 DEK
Y400 DEM
N29 DER
P888 DER
Y600 DEV
R24 DEW
DEZ 8181

M21 DGS
DGZ 535
DHZ 616
P300 DJC
L27 DJD
N321 DJH
L25 DJR
PI21 DJS
DJZ 787
DKZ 878
M31 DLE
DLZ 929
L321 DMC
P321 DMH
P21 DMR
N321 DMS
R321 DMW
R700 DOB
L25 DOD
R70 DOL
R29 DOR
P23 DOW
T999 DOW
M27 DRS
LI21 DRW
P21 DSM
S777 DUF
H11 DUT
DXZ 383
N60 ESA
N26 ESH
S444 ESS
N321 GEO
Y900 GER
GFZ 323
GFZ 343
GHZ 696
DI9 GJS
L25 GJW
GJZ 969
GLZ 585
LI21 GMC
Y24 GMS
T333 GOR
D007 GRA
L12 GTS
S300 GUS
P23 GYM
N27 HAL
R121 HAL
P23 HAM
W900 HAM
W777 HAR
P23 HAT
R29 HAW
R31 HAW
NI21 HAY

HBZ 773
HCZ 343
HDZ 585
R90 HEB
P99 HED
W400 HEL
R31 HEP
R23 HER
P25 HER
M27 HER
L24 HEW
R555 HEW
HFZ 646
HGZ 828
HHZ 393
HJZ 122
HKZ 855
P24 HLL
G9 HMB
R70 HOB
L25 HOE
N25 HOP
Y19 HOT
P25 HOW
K900 HUD
N900 HUG
N77 HUW
HXZ 533
IDZ 223
IDZ 773
IFZ 929
IHZ 353
ILZ 833
Y29 JAF
OX06 JAK
R23 JAL
M321 JAP
T800 JAP
R28 JAR
NI23 JCB

P28 JCK
P25 JCM
Y400 JDB
MI21 JDC
LI23 JDM
P28 JEC
R888 JED
P28 JEL
T23 JER

S400 JOR
Y700 JPB
Y27 JPC
P321 JPH
Y700 JRH
P23 JRP
B789 JRS
V222 JRW
JRZ 181

N23 KES
N27 KEY
KFZ 525
LI21 KJB
MI23 KKY
P23 KNG
N900 KNG
M21 KOP
P23 KOP

MI21 LEO
P24 LER
M28 LER
P27 LET
P29 LEX
LFZ 383
LFZ 838
Y300 LJW
L24 LLE

Y444 MAP
MF07 MAR
R23 MAW
N31 MAW
PI23 MCB
G475 MCL
PI21 MCM
N24 MCP
M29 MCP
N23 MCR
P24 MCW
R26 MDB
N23 MDC
P321 MDS
P21 MEC
R29 MED
G19 MEE
T29 MES
MEZ 545
M27 MFC
MFZ 929
P21 MGR
L77 MGS
MHZ 656
X546 MJD
PI23 MJF
L26 MJG
M31 MJK
Y29 MJL
NI21 MJP
LI23 MJR
GB56 MJS
L26 MJT
P321 MLS
P25 MLS
N29 MLS
R321 MLS
MLZ 939
M31 MMA
P21 MMC
P29 MMM

R28 MMS
N26 MOD
N23 MOE
P77 MOE
P23 MON
N31 MOO
S7 MOP
W28 MOR
P31 MOS
RI21 MPH
M27 MPS
PI23 MRC
P21 MRG
W29 MRH
B20 MRM
L121 MRT
MRZ 727
P23 MSB
P777 MSC
N23 MUR
M31 MUS
P25 NAB
R700 NAB
R24 NAG
N25 NAM
N23 NAN
M25 NAP
T28 NAR
P25 NAY
L28 NAY
NBZ 552
NCZ 565
J30 NDA
N23 NDY
P23 NED
M24 NED
N24 NED
P24 NER
MI23 NER
R26 NET

R321 NEV
M26 NEW
R321 NEW
NFZ I21
LI21 NJB
P31 NJC
E27 NJS
N28 NJW
NJZ 227
RI23 NKY
NLZ 334
ME04 NNA
N24 NNN
B004 NNY
R28 NOR
P31 NOR
NRZ 474
N23 NUT
N24 NUT
S800 NUT
Y321 OAK
RI21 OBY
OBZ 533
N21 OCT
OCZ 696
ODZ 566
L31 OFT
OFZ 313
L27 OHN
OJ1 535
OJZ 878
OKZ 191
T31 OLD
M24 OLL
N28 OND
R31 ONE
N31 ONG
ONZ 727
L21 OSS
L21 OST

N21 OVE
N21 OWE
LI21 PAB
L800 PAD
M26 PAG
PI1 PAK
Y888 PAL
P31 PAN
W555 PAR
S202 PAW
C6 PBB
J2 PCW
PDZ 939
T99 PEA
P47 PEG
S29 PEM
P27 PEP
RI21 PEP
P25 PER
P29 PES
S300 PES
NI21 PET
RI23 PET
PFZ I99
PFZ 919
PHZ 789
MI3 PIC
E8 PIE
LI23 PIW
PKZ 828
PLZ 262
N23 PMB
P28 PMS
PNZ 474
M80 POL
RI21 POL
N26 POP
R23 POR
R29 POT
N27 PRO
L21 PUD
X30 PUG
W7 PUT
N23 RAG
M26 RAH
L27 RAK
HO04 RAN
P26 RAN
W21 RAT
R29 RAT
V88 RAV
Y800 RAW
RAZ I280
R31 RCB
M31 RCC
PI23 RCH

L26 RDS
Y9 RDT
P29 REA
N49 REB
P31 REE
Y300 REG
R29 REL
M31 REL
M321 REM
V444 REN
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M24 RES
K888 RES
M31 RET
N24 REV
REX 861R
R21 RFC
RFZ 626
K8 RGD
RIL 686
N27 RJD
L28 RJH
L29 RJM
R29 RJP
RJZ I51
P26 RKR
P321 RKS
RKZ 878
P31 RLS
RLZ I61
N29 RMB
L23 RNS
R28 RNS
RI23 ROE
PI4 ROL
M25 ROL
L34 ROL
R321 ROO
M21 ROR
P24 ROX
P24 RRR
J22 RRS
P29 RRS
W23 RRY
M24 RST
P31 RTS
RI21 RUN
M25 SAD
NI21 SAF
R28 SAP
F55 SCH
P24 SCT
SCZ 969
SDZ 434
P23 SEA
R29 SEA
P31 SEC

P26 SED
P23 SEL
M25 SEN
P21 SEP
N29 SER
MI21 SES
M31 SEW
SFZ 535
W9 SHP
L29 SJD
SJI 4625
P21 SJS
MI21 SJS
SKZ 858
N24 SLB
SLZ 616
R27 SMA
P24 SMD
P321 SMG
M31 SMP
L26 SMR
YI21 SMS
M27 SMW
R26 S00
P21 SPB
P23 SPH
P28 SPY
LI23 SRS
N25 SSS
N23 SSS
P25 SSS
T8 STD
N300 STR
L21 STS
P24 STV
SUI 656
N23 SUL
T26 SUL
M23 SUM
N25 SUM
M27 SUN
N25 SUS
P26 U25
N800 SUT
Y321 SYD
R23 TAB
M24 TAB
L17 TAC
P23 TAC
S70 TAD
N25 TAF
P700 TAF
P27 TAL
N27 TAP
C444 TAP
P28 TAR
R28 TAR

Y600 TAY
TBZ 414
R25 TCH
TDZ 622
R24 TEC
M28 TEC
N29 TEE
M21 TEN
R27 TER
R2 TET
TFZ 919
TFZ 929
M321 THA
LI21 TJH
Y300 TJW
TJZ 252
TKZ 696
L28 TMC
RI21 TOD
R26 TOP
P27 TOP
AS05 TOR
N25 TOR
M27 TOR
C5 TPB
T7 TPR
A2 TRD
J600 TRE
G8 TSP
P26 TTS
NI21 TTS
HA07 TTY
NI21 TTY
TUI 424
N28 TUR
TXI 868
UBZ 227
UBZ 337
UCZ 656
UDZ 747
UFZ 818
UHZ 424
UJZ 255
UJZ 525
UKZ 585
ULZ 969
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56 AUTOCAR.CO.UK 4 DECEMBER 2019

So here we are, then. Some 60 years after visionary car designer and all-round Autocar hero Sir Alec Issigonis decided it would be a smart idea to mount a four-cylinder engine transversely at the nose of his new compact, fuel-efficient city car, photographer Luc Lacey and I find ourselves looking – somewhat apprehensively, I might add – at a verdant green example of that original car’s modern-day descendant.

The car in question is a Mini. Of course, it is. How could it be anything else? And this particular Mini isn’t just any old Mini, either: it’s the 10-millionth Mini built since the now defunct British Motor Corporation launched the genre-defining original in 1959. Specifically, it’s a limited-run 189bhp Cooper S 60 Years Edition, which seems rather convenient considering that it also happens to be the 10-millionth Mini. Did I mention it’s the 10-millionth Mini? It’s the 10-millionth Mini. Can you see the stickers on the car? Tough to miss, right?

Anyway, back in 1959, the Mini brand didn’t officially exist in its own right, BMC marketing Issigonis’s breakthrough model under its Austin and Morris brands as the Seven and Mini-Minor respectively. It has been known by a few different names since then, too, while the Mini brand itself has been passed from keeper to keeper before finally finding its current home at BMW in the late 1990s.

But the Mini story is one that’s been told 10 million times before. And Lacey and I haven’t arrived at Autocar’s south-west London road test base on what could be described, politely, as a ‘very cold’ November morning for a history lesson. No, our task is a different one. An epic

European road trip. One that should – everything going to plan – provide a fitting tribute to what is a landmark car, from a landmark brand in a landmark year.

The plan is simple: take the Mini to Monaco and retrace the route of the 1964 Rallye Monte-Carlo. Actually, no, it isn’t. I’m only kidding. As good a trip as that would undoubtedly be, it’s also a bit, well, predictable, and for this road trip, we wanted to do something a little different. A little off the wall. So instead of crossing the Channel and immediately making a desperate dash south for the invitingly warmer climes of the French Riviera, we’ll continue east, before hooking a bit of a left and travelling north. Quite a long way north.

Our destination is the small town of Billund in Denmark, the home of another company whose focus on compact, ingenious design and unshakeable sense of fun and character have seen it become a much loved household name in its own right – just like Mini. That company is Lego, the famous maker of brick-based build-it-yourself toys whose forms are ultimately limited by only the breadth of your imagination. Considering that it has been around since 1932, I’d wager you’ve probably heard of it.

The plan is to get from London to Lego House in Billund for a look at its wares and a photoshoot before turning around and heading all the way back to London again – all in the space of three days. Taking two overnight halts in the German city of Bremen into account, Google Maps puts our trip at just over 1500 miles in total. That’s a hell of a distance to travel in any vehicle, let alone a Mini – a car that hasn’t always won praise for a soothing, comforting ride. Perhaps you can see where that →



Ten million in 60 years. Can you tell?

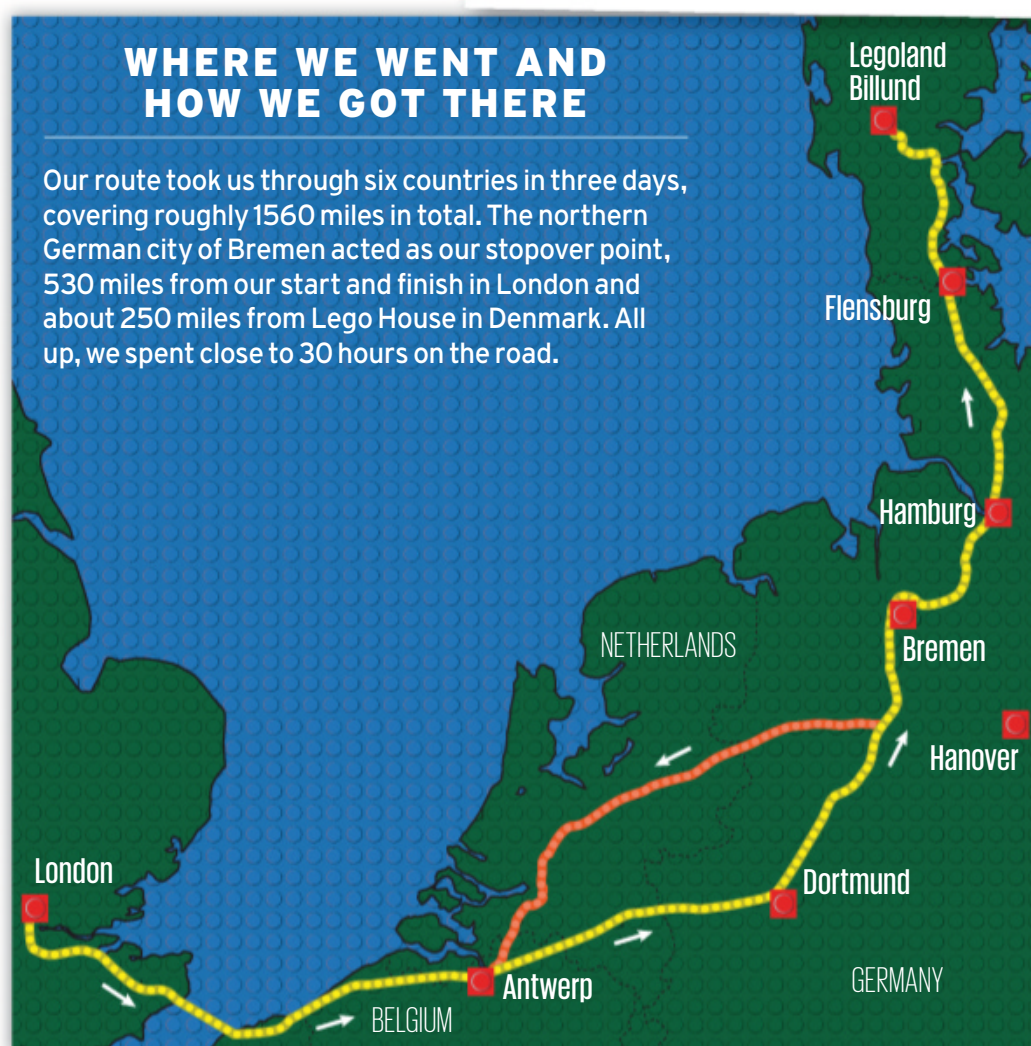


Packaging of the original was a masterpiece

“Our trip is 1500 miles. That’s a hell of a distance in any car, let alone a Mini”



Davis finds the seat comfortable and the firm ride tolerable



Our route took us through six countries in three days, covering roughly 1560 miles in total. The northern German city of Bremen acted as our stopover point, 530 miles from our start and finish in London and about 250 miles from Lego House in Denmark. All up, we spent close to 30 hours on the road.

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BAII DEB DEB BALL	BEII DOC DOCTOR	BUII ANN ANN BULL	BUII ROD ROD BULL	FEII AHS FELLA'S	ROII TOP ANTIQUES
BAII DOC DOC BALL	BEII FRY GOLF CLUB	BUII BEN BEN BULL	BUII ROY ROY BULL	FEII MEN PERSONAL	ROII UPS TOBACCO
BAII GUY GUY BALL	BEII GUY GUY BELL	BUII BOB BOB BULL	BUII TED TED BULL	HAII DOC DOCTOR	SAII YES SALLYS
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BAII OTS POLITICS	BEII NAT NAT BELL	BUII LES LES BULL	CAII KLM AIRLINE OR INITIALS	HAII REX REX HALL	VAII ORY VALLORY
BAII PAM PAM BALL	BEII PAM PAM BELL	BUII LTD COMPANY	CAII LOG ANSWER SERVICE	HUII BMW DEALER	WAII LTD COMPANY
BAII PAT PAT BALL	BEII REX BELL REX	BUII LYN LYN BULL	CAII LTD COMPANY	HUII LTD COMPANY	WEII OUT CRICKET
BAII RAY RAY BALL	BEII ROD ROD BELL	BUII MAX MAX BULL	CAII RAC RECOVERY OR INITIALS	HUII ROD ROD HALL	WEII RAN ATHLETE/HORSES
BAII REX REX BALL	BEII RON RON BELL	BUII NAT NATALIE BULL	CAII SPY INVESTIGATORS	MAII THE SHOPPING/RETAIL	YEII LTD COMPANY
BAII ROY ROY BALL	BEII ROY ROY BELL	BUII PAM PAM BULL	CAII TEL COMMUNICATIONS	MRII YOU RESPECT	V6 XJL JAGUAR XJ LWB
BAII TED TED BALL	BEII TED TED BELL	BUII PAT PAT BULL	CAII UPS COURIER	RAII YES RALLY WRC	
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HOW TO BUILD YOUR OWN MINI

Lego has collaborated with a number of car manufacturers over the years to launch brick-based renditions of some of their best-known models and Mini is no exception.

Under its Creator Expert series, Lego launched its take on the Mini Cooper Mk7 – the car that, when production ceased in 2000, represented the end of the line for the original Mini. This model was made up of 1077 pieces and was finished in British Racing Green. Its bonnet lifted to reveal a detailed engine and the seats were made to look as though they were finished in a patchwork-style upholstery.

It even came with a picnic basket – not unlike the original car.

Today, under its Speed Champions series, Lego has recreated the Monte Carlo Rally-winning 1967 Mini Cooper S, as well as a 2018 Mini John Cooper Works rally buggy. Both come as part of the same 481-piece set.



Two Minis are part of a 481-piece Lego set

← aforementioned apprehension might be coming from.

But with a Eurotunnel train to catch, press on we must; which is exactly what we do once the diminutive rear seats have been collapsed to make way for Lacey's expansive collection of camera equipment. Amusingly, this process provides a rather poignant reminder that while the Mini has grown over the years, its fundamental design has stayed largely the same. Its transverse engine still allows for the wheels to be positioned towards its extremities, which in turn frees up cabin space for its occupants – provided the boot remains fairly small.

Today, the end result might not be quite as groundbreakingly effective as it was in 1959. Increasingly stringent safety requirements and greater customer appetites for as many bells and whistles as possible have done their respective bits to inflate proportions and take up space (you didn't even get seatbelts on the original) – but the overall blueprint remains unmistakably Mini. Such is the price of progress, I guess.



This wee fella is too small to be a Great Dane

Nevertheless, the hop down to Folkestone and across to Calais via the Eurotunnel is pleasingly painless. The Mini's impressively supportive seats – upholstered here in attractive special-edition brown leather – do well to ward off any aches, while the seat heaters quickly neutralise the winter's chill.

Gripes at this point are fairly limited, too. The firm-edged ride hasn't proved problematic just yet, although I haven't completely warmed to the seven-speed dual-clutch 'box. It can be a bit too slow on the uptake, hesitating when I'd prefer a snappy downshift for a swift passing manoeuvre. Given the choice, I'd have gone for the standard six-speed manual without thinking about it. But with practically all of the trip still ahead of us – and most of that being on potentially congested motorways and autobahns – I'm nonetheless grateful for the dual-clutch gearbox's ease of use. As is my left leg.

Eventually, we clear the expansive, relatively dull farming plains of northern France and Belgium and are soon bearing down on the German border from the Netherlands. A quick driver change just before we cross into Germany puts Lacey at the wheel and gives me some much-needed rest, right in time for the skies to open and unleash one of the heaviest deluges I think I've ever seen. Thankfully,

the Mini remains staunchly unflummoxed all the way to our hotel in Bremen, but the rain scuppers any attempt to make the most of the derestricted autobahns.

By the time we wake up to the cold, grey dawn of the second day of our trip, the rain has lifted. Save for a brief run-in with the Autobahnpolizei, this allows for swift progress to be made into Denmark. The Mini's 2.0-litre four-pot proves powerful enough so as not to be grossly shown up on the autobahn and it doesn't become too much of an earache when cruising

at speeds of between 100mph and 130mph, either.

After roughly four hours on the road, we roll into Billund and arrive at Lego House. Despite turning up somewhat unannounced, the ever-charming Lacey manages to sweet-talk his way into parking the Mini on the pavement for a few snaps in front of the building and a chance encounter with Trine Nissen – the head of communications for Lego House – leads to a fascinating, and very entertaining, impromptu tour →

Our Mini arrives outside Lego House in Billund, Denmark



“Lego and Mini will face change, driven by shifting eco concerns”



Current Mini may be slightly cartoonish but it has nothing on Lego

← of this Mecca for all things small.

In addition to an impressive array of Lego-based constructions (the 'Tree of Creativity' is a highlight, being made of more than six million pieces and standing 15 metres tall), Nissen sheds light on how Lego came to be the global success it is today.

Unsurprisingly, the decision of founder Ole Kirk Christiansen to introduce interlocking plastic building bricks alongside the company's existing line-up of wooden toys plays a key role. However, these original bricks were hollow, which limited their structural integrity and versatility. A solution was soon found, though, and as with all great designs that fix, it was a delightfully simple one: a series of reinforcing cylindrical tubes was added to the interior of every new brick. Lego patented the concept and the rest – as they say – is history. And with the photographs in the bag, so, too, is our time in Billund.

Back in Bremen, we wake on the third and final day of our trip to find a thick, soupy fog has swept across

the city like a ghostly stage curtain. The weather once again seems to be doing its best to work against us. Out on the autobahn, visibility is all but non-existent and we're limited to a more conservative pace. Nonetheless, the Mini takes it all in its stride.

As we push on through the murk and cross into the surprisingly sunny Netherlands, before meandering back towards Calais and on to Britain, I can't help but be amused by the commonalities between Issigonis and Christiansen. Both men were pioneers in their own right and led teams of clever people whose respective creations went on to inspire leagues of copycats. Whether they would have got on in real life

“
Both companies have form in coming up with clever solutions
”

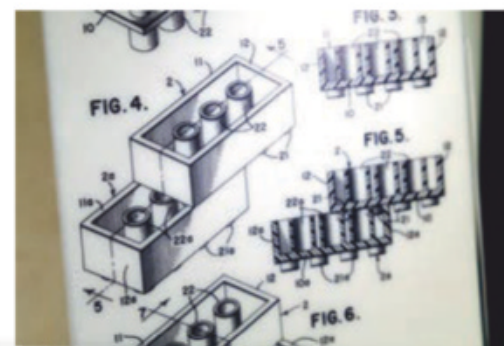
I've no idea; but surely there'd be some degree of mutual respect for the simple engineering solutions and clever design that helped catalyse the success of the other's brainchild.

During our time in Billund, Nissen mentioned that six identical 2x4 Lego bricks could be combined to create 915,103,765 different permutations. Obviously, a Mini can't take quite that many forms, but that's not to say it hasn't sprouted permutations of its own over the course of its 60-year life. In 2019 alone, we have the Mini Clubman, Countryman and Cabriolet models, as well as the likes of the Coupé and Paceman in recent years. We've had a fair few quick Minis, too, as well as Minis that have gone on to become motorsport icons (Rallye Monte-Carlo, anyone?).

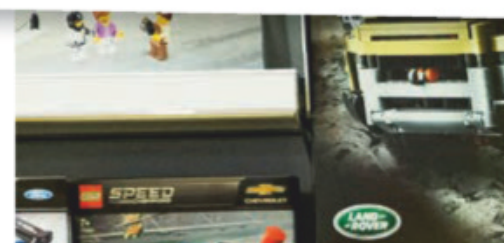
As time progresses, however, both companies will face even greater change, driven in no small part by shifting environmental concerns. The long-awaited Mini Electric will arrive early next year as one response and Lego will have to come to grips with the possibility that the non-biodegradable plastics on which a lot of its products are based could well fall out of fashion.

That said, it's not like both companies don't have form in coming up with clever, often beautifully simple solutions to complex challenges. Given the inherent creativity that has driven their respective success, I'm confident both will be around for some time yet. **A**

More than six million Lego pieces create a tree that's 15m tall



Lego started out by making wooden blocks



Davis is drawn to the best section of the Lego House shop



No, Davis, you can't re-create this with the Mini on the drive home



If you've ever wanted to own a Porsche 911 GT3 RS, Lego can help



THE ORIGINAL MINI ADVENTURE

The ad line for the first BMW-era Mini implied lifestyle fun awaited, but the first real Mini adventure took place inside its Cowley factory. Richard Bremner relates the story

PHOTOGRAPHY WILL WILLIAMS

I imagine ordering an extensive and rather elaborate new kitchen, and then discovering after it has been part-installed that you must move house and transfer your shiny new units and white goods to a room of a different design and layout. Now

imagine the scale of that challenge multiplied by several hundred. And there you have the task facing the team kitting out BMW's Mini factory in Cowley, Oxford, 19 years ago.

The new Mini developed by Rover and BMW in the late 1990s was originally intended to be built at Longbridge, Birmingham, where

most original Minis were produced during its 41-year life. All that changed when then chancellor Gordon Brown refused to grant BMW a relatively modest amount of aid to assist with the modernisation of Longbridge. This was the last straw for a BMW board riven by the difficulties faced by its "English Patient".

In March 2000, BMW announced that it was disposing of Rover, keeping Mini and selling Land Rover to Ford. The Phoenix Consortium that bought Rover for a nominal £10 was gifted the Longbridge plant, the MG F, Rover 25, 45 and 75 – the last of these assembled in the Cowley factory that, suddenly, was going to



produce the new Mini. Not that the staff of Cowley knew that straight away. "There was a one-hour gap between hearing that Rover was to be sold and that Mini would be coming to Cowley," says Andy Brook, then in pipeline logistics for the 75, now a materials planning manager.

There are still plenty of people at Mini's Oxford plant today who were involved in this transfer. Mick Fisher, who joined Austin as an apprentice in 1965, drolly describes it as "stripping the Rover 75 out and putting the Mini in", which rather underestimates the Herculean task involved.

"The challenge was that all the equipment was designed for Longbridge and we now had to fit it into a much smaller building," he says. "The glazing stations and the rolling roads were all going into a much smaller building."

The method of attaching parts to the underside of Minis changed, too. "We had rotary slings for the

For the contrast-colour roof, bodies had to go around the paint shop twice. "It's still a bottleneck today," says Fisher.

“Food and sleep were for wimps. They were long days”

Some of the original team recall 'challenges'



Mini," Fisher says. These turned the body through 90deg to make it easier to attach parts, whereas the 75's underbelly was attended to from a pit beneath.

"We wanted to prove the kit," he says. "We built the first cars on the run. The normal shop-floor build [for a new model] is three years. We had nine months.

There was only one body-in-white build phase before the start of production instead of three or four. The first Mini made was carried down the line, because the skillet lines [the body conveyors] were not driven." Fisher adds that "there was a bouquet of roses on the bonnet" of that car in December 2000. It wasn't quite the first R50-generation Mini, Longbridge having built a few pre-series cars, but it was a very significant one.

The factory was clearly teeming with activity. "There were a lot of BMW staff. There were four teams: the Mini project team kept their jobs," says Jason Field, a senior IT specialist. "Cowley was paired with BMW's Regensburg plant and there was a charter flight there to train from Monday to Friday." The person tasked with overseeing the project is now boss of the Volkswagen Group.

"Herbert Diess was a turnaround manager," says Fisher. "He was nice to the workforce but hard to work for." Field jokes: "Sleep and food were for wimps. They were long days."

The effort was worth it, though, the buzz building around the car a novelty for a Cowley staff unused to having a big hit on their hands. "After the press event, we kept a lot of early cars," says Dom Nolan, now a manager in materials supply. "We used them at the weekend and they would be swarmed."

Yet some had doubts. "With the Rover 75, we believed we had built a really good car and it didn't sell. This could be a repeat," says Brook.

It wasn't. "As orders started coming back, there were more shifts," says John Cowan, ex-Rover and now on the electric Mini production integration team. "The weekend shift came on and it was seven days a week."

Not just building cars but "keeping the kit going", says Fisher. "It was not designed for here. It was almost thrown together. It was a real challenge. The line went up, down and around," he says of the snake-like path it took. "The start of production was in April, as planned, but there weren't masses built," says Fisher. The Mini was launched to the public on 7 July 2001. "It was one launch date we couldn't miss," says Cowan.

Despite growing demand, Brook says: "There was still talk two years later that the plant might shut." But as production grew, worries faded. "In 2001, it was less than 50,000 cars," says Fisher, "but by 2005, it was over 200,000." A year later, Fisher and his colleagues were finding ways to extend the production line within the old Rover buildings. "It was pretty innovative," he says of solutions that made plentiful use of roof space. Ingenuity of the kind that made the original Mini famous is clearly flourishing at the factory that BMW calls 'The Home of the Mini', its next targets the launch of the Mini Electric and surviving Brexit. **A**

WHAT'S IT FEEL LIKE TO DRIVE TODAY?

The youngest of the first R50 generation of hatchback Minis is now 13 years old, yet there are still plenty about, partly because it was a big success and partly because it's a very well-made car. And still desirable. Examine one today and you're struck by its perfect proportions – sadly absent from the current, long-nosed Mini hatch – the jolly interior and the fact that this first new Mini, criticised for its size at launch, now seems quite small.

And it definitely feels Mini-like: the flat cornering, quick steering and eager engine are an enjoyable surprise even today. That enthusiasts are collecting the very earliest – of which this is one – should be no surprise.



YOUR VIEWS

WRITE TO
autocar@haymarket.com

Boffins in action

Michael Griffiths asks what boffins in sheds are doing about older-car emissions (Your Views, 20 November). The answer is quite a lot. Just ask Castrol about its fuel additives for older vehicles. There is also a small company in Germany, Malcan Greentec, whose fuel additive is TUV-tested and shown to bring about a considerable improvement in emissions for both petrol and diesel engines. These are just two examples.

The problem is not with the boffins but with the legislators, who blindly, and contrary to evidence, impose blanket bans and restrictions.

Paul Buck
Via email

Aston's great...

The Aston Martin DBX is, in my view, fantastically well conceived and executed. Design boss Marek Reichman and his team have taken brilliant advantage of not being restricted by an SUV tradition or the expectations of existing customers. This sleek, sporty yet capacious design gives real meaning to sports utility vehicle and I bet it goes damned well, too.

Suddenly, everything else in this top-of-the-market category looks rather ordinary. Will it save the company? Surely, it will!

David Stevens
Woking, Surrey

Aston grates

Aston DBX? Oh, dear. I'm in the 'yes, please' camp to these types of supercar/SUV mutants but what have they done? The black diffuser and plate area looks odd, and side on, it looks like bits are missing. And what on earth is that rising crease over the boot? Did something slip on the clay model and not get noticed?

There is something equally odd about the interior. I can't quite put my finger on it – and for £158k won't be putting anything else on it! Shame. Nice idea, poorly executed. I can see my shares slipping as we speak.

David Armstrong
Via email



GTX tag on a VW: you saw it here first

LETTER OF THE WEEK



A Raptor out of context

It was interesting to read your story on the Ford Ranger Raptor (Our Cars, 13 November) because, before I retired back to England after 50 years in Canada, I used to sell the F150 Raptor where size of vehicle or engine wasn't really a factor in their appeal.

The North American Raptor definitely had a more 'look at me' appearance that seemed to go down well there, but the UK Ranger Raptor looks a bit more subdued. In terms of performance, it was said ours was born in the Baja desert (through which I drove a Mini in 1973) whereas I see the Brit version was developed in Australia.

It would be interesting to see an off-road comparison between, say, a Land Rover Defender and a Raptor. Conventional wisdom in all things off road is that a shorter vehicle is more nimble in such adventures, but the F150 Raptor was supposedly designed to drive at 100mph across country out of the box... Try that in a Jeep Wrangler or a Defender without severe modifications.

David Filbey-Haywood
Littlehampton, West Sussex

WIN

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



Valet PRO
PROFESSIONAL VALETING SUPPLIES

Don't forget the Scirocco

I noticed in your story about VW's planned GTX electric range that you said the name is new to VW (News, 13 November). Just to remind you that in 1985, VW replaced the GTI variant in the Mk2 Scirocco range with an improved version labelled GTX. Enhanced with bodykit and sporting features, it was a better bet than the equivalent Golf, or so I thought after nine brilliant years in my 1987 one.

Rory Anderson
Bristol

A Hustler here, a Hustler there

Rick Wellings was correct about Suzuki's use of the name Hustler on a 250cc motorbike in the early 1970s (Your Views, 20 November). However, you're missing a use of the

name much closer to home. The late, great William Towns, designer of the Aston Martin Lagonda, marketed an exciting range of kit cars from 1978 bearing the Hustler name. They were Mini- and later Metro-based and recycled the excellent packaging of those cars to create spacious and innovative cars.

Matt Rutter
Via email

A load of pony

Dear, oh dear. They've finally ruined the car that made Bullitt and turned Steve McQueen into Mr Cool. A wild stallion is now a seaside donkey. Did they *have* to call it a Mustang?

I'm glad I'm getting old (70) and will hopefully miss the demise of the petrol engine. What will a car



Patrick spotted this Hustler in Japan

nut dream about in future – the charging rate of a battery? I doubt it. But I do know they won't dream of having a Mustang.

Chris Thomas
St Neots, Cambridgeshire

Special kei

You recently posed the question 'Could kei cars be the answer?' (News analysis, 6 November) and also had some fun with the Hustler name. Visiting Japan, I was enamoured of the kei cars and offer you a photo (above) of a luxury Hustler, featuring the wonderfully descriptive 'Idlingstop'. Except for the badge-engineered Vauxhall Agila, I'm not aware of any other Japanese kei cars that made their home here.

Patrick Hogan
Beaconsfield, Buckinghamshire

Leave off MG

John Miles is rather scathing in his view of the current MG SUV offering (Your Views, 20 November). MG is now looking forward and, I'm sure, could soon develop an exciting new sports car to complement the existing SUV/small hatch line-up without the need to overly reference the past.

My everyday car, an SUV, was written off 18 months ago, so I looked at, tried and bought a new



MG ZS SUV (with the 1.0-litre three-cylinder turbo and six-speed auto). It is exceptional value, with a fit and finish beyond the price point, and it drives and handles much better than stated by much of the motoring press.

Phil Harris

Via email

Musk do better

Wow! The Tesla Cybertruck! Futuristic? Well, by the standards of 1980s cheap sci-fi TV series and films, yes. It's like a cobbled-together outcast from a Mad Max rip-off. Exquisitely, stunningly, passionately ugly. Put your specs on, Elon.

Jon Lashford

Via email

Drivers are the limit

I read with interest the 'Letter of the week' (Your Views, 13 November). While I would echo that enormous improvements in vehicle quality, engineering and braking are there for everyone to see, the same cannot be said of driving standards over the same period and perhaps this is why the continuance of speed limits is needed on motorways. There are so many drivers who think the car can do everything for them. Unfortunately, that is not the case: a car still has to be driven with considered purpose.

Carole Gandy

Maidstone

The smart money buys used

I have just experienced a Peugeot 2008 as a hire car and am staggered that anyone would spend their hard-earned cash on such a car. But my purpose in writing is not to rubbish Peugeot. Rather, it is to encourage readers to follow your articles in the back of the magazine about older but far better quality cars.

Do not spend £25,000 on a tinny, badly conceived car that will give you no pleasure. Buy an older, quality car from one of the top manufacturers. You will pay a mere fraction of the cost, the maintenance will be very little more expensive, and you will discover the joy of driving a properly designed and constructed car.

Anthony French

Via email



Aston Martin's DBX has proved to be a divisive newcomer

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 11 DECEMBER

SPECIAL DOUBLE ISSUE

HUGE
164-PAGE
SPECIAL



The very best of 2019

Our annual extravaganza this year stars a special Christmas road trip, James Ruppert's Christmas used cars, our favourite car films, Colin Goodwin's grand day out, the cars we own and so much more



FEATURE

Cars of the year

Which cars impressed most? Join our testers over Christmas lunch



FEATURE

Car vs bike

Age-old question: which is better? But with a twist: we head off road...

EVERY WEEK



OUR CARS

Long-term awards 2019

We hand out gongs to the long-term test cars that stood out most in 2019



MOTORSPORT

Mick Schumacher interview

Meet the young racing star following in his famous father's footsteps



USED BUYING GUIDE

Porsche 911 (993)

For many, it was the end of the era. For many more, it's a great used buy

SUBSCRIBE autocar.co.uk/subscribe or see p22

OUR CARS

FEATURED THIS WEEK



DS 7 CROSSBACK



MAZDA 3



MG ZS



PEUGEOT 508



TOYOTA COROLLA



VOLKSWAGEN TOUAREG



DS 7 CROSSBACK

DS has its eyes on the wealthy uplands of the premium-loving buyer. Has this SUV been the vehicle to take DS there?

FINAL REPORT

MILEAGE 8087

WHY WE RAN IT

To see if Citroën's luxury offshoot has finally built a car with the integrity and premium feel to take on Europe's elite

Ever found yourself staunchly defending one of your offspring while knowing full well they've done something wrong? That's what running the DS 7 Crossback for a few months has felt like.

With the odd exception, everyone who borrowed the big DS for a short period always came back with something to complain about, rather than a glowing report. Whether this is more indicative of the inherent need to critique (or just plain cynicism) of my colleagues or

something fundamentally wrong with the car is up for debate, but it certainly wasn't universally loved.

Although I initially shared many of my peers' criticisms of the car, I found the foibles softened through familiarity. Part of that could be because of the generally more positive reactions of friends and family, particularly when they'd climbed aboard and experienced the car's best asset – its interior ambience.

With a 110-mile town and motorway round-trip commute to contend with each day, its ability to relax you was always welcome. The soft, watch-strap leather seats were superbly comfortable and endlessly adjustable, with little touches such as electrically reclining rear seats and multi-mode massaging on our Prestige model aiding this.



Ergonomic quirks and laggy infotainment menus were demerits

More subjectively, everything looked and felt significantly more premium and, for that matter, special than something like a Nissan Qashqai, which it should, given the price. The DS is not a cheap car, but whenever I asked anyone how much they thought it was, most said something in the region of £50k.

Passenger space was excellent, too. There was loads of room for all sizes in the front. I also found that three adults could get comfortable enough for a couple of hours in the back before needing a break – and the same can't be said of a Jaguar E-Pace. The boot also proved easily capable of swallowing luggage for a week away and, in one instance, me, when I slept

across the folded back seats after a music festival.

The flip side of DS's design-led approach is that the ergonomics are less than perfect, which was my colleagues' main complaint. After 8000 miles at the wheel, I adapted to such things as the odd placement of the window switches in the centre console, the hidden-away cruise control stalk, the fussy layout of the digital dials and the need to press and hold the lane keep assist button on every drive to turn the system off and avoid infuriating steering interventions. But I never warmed to the infotainment, a clear and large screen spoiled by often laggy menus,

Our experience of a DS dealer in Crawley, West Sussex, was positive

Our 7 Crossback made relaxing work of a long commute



DS 7 looks more upmarket than, say, a Nissan Qashqai

SECOND OPINION



I feel like the DS 7 confuses premium with complicated. I've sat in Lamborghinis that made more sense than the 7's design-centric cabin layout. The bigger issue is that even once you get your head around the relocated window controls or diamond-centric touchscreen, it's still too easy to spot the PSA Group switchgear and low-res reversing camera lurking underneath. There's work to be done before DS can target the more affluent customer base it wants. **TM**

irritatingly fiddly touch-sensitive function buttons and the DAB signal, which dropped out when switching back to it from another source.

Another common whinge was the shortage of refinement and grunt from the diesel engine. Again, this was something I became accustomed to: the sedate pace combined with the gruff, pronounced engine note at higher revs, made worse by the lack

of wind and road noise, encouraged a more relaxed gait. But a couple of days in the more powerful 2.0-litre model reminded me how much I missed having plenty of torque in reserve and how not needing to work the engine as hard to get up to speed worked wonders for the noise issue. It wasn't even notably less efficient, so that's definitely the one to go for.

If it sounds like I'm being negative... well, I am a bit. Niggles like these detracted from a car that, in all other respects, did a stellar job of providing a soothing and relaxing commuting experience. The ride, too crashy on our first petrol Performance Line model with 20in wheels, seemed notably more settled on the 19in-equipped diesel, its supple nature welcome after a stressful day.

The driving experience in general was clearly engineered with comfort at the forefront, although we were a little disappointed to find Citroën's cheaper C5 Aircross to be more isolating. Still, the 7 has nice steering

Despite mixed impressions, I developed a fondness for its overall charm

“ ”



TEST DATA

DS 7 CROSSBACK BLUEHDI 130 PRESTIGE AUTOMATIC

MILEAGE

At start	304
At end	8087

PRICES

List price new	£36,875
List price now	£38,620
Price as tested	£37,470
Dealer value now	£26,700
Private value now	£23,734
Trade value now	£22,450

OPTIONS

Metallic paint £595

FUEL CONSUMPTION AND RANGE

Claimed economy	49.3mpg
Fuel tank	62 litres
Test average	47.5mpg
Test best	51.3mpg
Test worst	43.4mpg
Real-world range	648 miles

TECH HIGHLIGHTS

0-62mph	10.7sec
Top speed	123mph
Engine	4 cyls, 1499cc, turbocharged, diesel
Power	128bhp
Torque	221lb ft
Transmission	8-spd automatic
Boot	555 litres
Wheels	19in, alloy,
Tyres	235/50 R19
Kerb weight	1428kg

SERVICE AND RUNNING COSTS

Contract hire rate	£351 per month
CO ₂	106g/km
Service costs	None
Other costs	Adblue £22
Fuel costs	£975.80
Running costs inc fuel	£997.80
Cost per mile	8 pence
Depreciation	£10,175
Cost per mile inc dep'n	£1.39
Faults	Premature service light

PREVIOUS REPORTS

10 July, 21 Aug, 11 Sep, 18 Sep, 2 Oct, 16 Oct, 6 Nov

and better body control than its lesser sibling, so while you won't relish every corner, it proved at least competent enough that nobody felt seasick whenever the pace was upped.

Despite mixed impressions over our time with the 7, I developed a fondness for its overall charm. Maybe it's just that you don't see many around, but it turned a lot more heads than a BMW X3 would have and the swivelling headlights made a cool impression at night.

But there's still a job to do on the image front: I lost count of how many times I had to 'explain' DS to people, and when the response was "so it's a posh Citroën?" I found it hard to disagree. DS needs to ramp up its dealer presence, marketing efforts and product rollout, which, we're assured, is the brand's plan. A new flagship saloon is coming next year, for starters, and that should be sufficient to make a brand identity impact if not a substantial boost in sales.

We wish the brand all the best.

LAWRENCE ALLAN

OWN ONE? SHARE YOUR EXPERIENCE
lawrence.allan@haymarket.com

LOVE IT



CABIN AMBIENCE

This could be the PSA Group's plushiest model yet and the detailing makes it a feel-good environment.



DEALER EXPERIENCE

DS knows service a cut above that of Citroën is crucial and it's on the right track from what we saw.



SPACE

The DS 7 is priced to compete with Audi's Q3 but it's a good deal bigger, which paid dividends on holiday.

LOATHE IT



ERGONOMICS

Those not accustomed to the car found the infotainment and button placement an irksome affair.



1.5-LITRE DIESEL

Avoid it. Its so-so performance and refinement mean it has no place in a supposedly premium car.



PEUGEOT 508

All change: we've swapped a petrol fastback for a diesel estate. Good move or not?

MILEAGE 2217

WHY WE'RE RUNNING IT

To see if Peugeot's smart new generation of 508s really do offer a viable alternative to premium rivals

Life with the estate version of Peugeot's smart 508 is passing as effortlessly as it was in the GT fastback.

This is a smooth, sophisticated motor car. I was about to add 'for a Peugeot' to that sentence, but perhaps in 2019 I really shouldn't.

The change of shape has naturally brought a variation in price and spec, too. Let's start with the engine. From 1.6-litre inline four-cylinder turbocharged petrol, we've switched to 1.5-litre inline four turbocharged diesel. That results in a notable drop in power: 225bhp versus a modest 130bhp. But naturally what we've lost in that regard we've gained in torque: 221lb ft at 2750rpm versus 300lb ft at 1750rpm.

Still, you can't help but notice the loss in outright performance. The petrol GT has a top speed of 155mph and a pert 0-62mph time of 7.3sec.

LOVE IT

DAB RADIO SIGNAL

In the GT, this was under 'loathe it' because the signal kept dropping. It doesn't in the SW. Odd.

LOATHE IT

SPEED CAMERA WARNING

The bong seems to have got louder. (What have I pressed now?) I must turn it off, but that means reading the manual...



SW adds a more practical rear to the fastback's attractive-looking front

The diesel SW runs out of puff at 129mph and takes an unremarkable 10.1sec to do the 0-62mph.

On price, there's a significant difference. The fastback base amount might raise the odd eyebrow at £36,420, with the estate coming in at £32,280, or £33,435 with the options fitted to our car (details in 'Test data', right). Add in the diesel's big drop in combined CO₂ emissions – 130-132g/km plays 92-98g/km – and on face value the wagon has it.

There's little in it on dimensions. On the same 2793mm wheelbase, the estate is identical in width, 17mm taller and (inevitably) 28mm longer. At 1500kg, the kerb weight is only up by 80kg on the saloon and, of course, you gain in luggage capacity, but not by a huge amount given the fastback's generosity in this regard despite its svelte rear lines. Seats up, the estate gives you 530 litres of boot space versus 487, stretching to 1780 litres versus 1537 with the seats down. Both have proven more than



up to the task of daily family life, but for special trips – picking up an office desk with two small children in the car – the estate fell well short. Most would, to be fair. We reverted to the packaging marvel that is our trusty 10-year-old Ford S-Max for that one.

The driving comparison so far? In honesty, despite the spec differences, there's little to choose between the variants. Refinement levels remain admirably high, the diesel delivering what power it has with little fuss or noise. Yes, there's a diesel rattle on start-up from cold, but fine sound-proofing ensures it's remote, and once the engine is warm, it settles down anyway. At a cruise, all is quiet.

Primary ride on the 18in wheels (the petrol fastback rode on 19in) is untroubled and, as previously, the eight-speed automatic gearbox is smooth and makes progress easy. Steering remains light – perhaps too much on occasion, as if the wheels are floating on a bubble of air. That's fine on motorways but,

on sweeping country A-roads, a more pronounced sensation of grip to the surface would be welcome. It will be interesting to see how it feels on frosty roads, as winter takes hold. Will there be any sensation at all through the trademark small-diameter steering wheel?

The interior is identical to the GT fastback's, so the i-Cockpit's attributes – comfy seats, pleasant ambience – still stand. But that means its drawbacks do, too: infuriating warning systems that take ages

to turn off because the menus are hard to navigate and a touchscreen that doesn't always respond to first contact. It's a distraction from the road.

But I've saved the best bit about the 508 SW to last. In the month we've run it so far, I've averaged 58mpg on journeys predominantly made up of my 80-mile round commute to work, which means I'm edging 600 miles between fill-ups. Once again, on this aspect alone, you can't beat diesel.

DAMIEN SMITH

TEST DATA

PEUGEOT 508 SW BLUEHDI GT LINE

Price £32,280 **Price as tested** £33,435
Options Metallic paint £575, 'smart' electric tailgate £400, power folding door mirrors £180 **Faults** None **Expenses** None
Economy 58.0mpg **Last seen** 13.11.19

OWN ONE? SHARE YOUR EXPERIENCE
 damien.smith@haymarket.com

VOLKSWAGEN TOUAREG

What happens on tour stays on tour. Oh well, if you insist...



MILEAGE 5011

WHY WE'RE RUNNING IT

To see if Volkswagen's re-engineered SUV is a fitting flagship – and how well it can do diesel

Not long after Steve Cropley's Volkswagen Touareg arrived on our fleet, I borrowed it for a rare 'social' with three mates to far-off North Wales. Just the sort of test that a large, premium-priced SUV should be suited to.

As chaps of a certain age with families and plenty of responsibilities, we don't get together as much as we used to. So once a year we block out a few days and head for a remote valley for a weekend of outdoor 'activities' (not just involving alcohol, honest). There are four of us from the south-east, with others travelling from Devon, Cambridgeshire and Ireland. The rendezvous is a cottage that becomes our weekend base camp, although this year I was diverting the south-east quartet for an evening of rally action at Oulton Park in Cheshire, as Wales Rally GB kicked off.

I'd promised something comfortable for the journey, and the chaps weren't disappointed – even Steve and Martin in the back. The big SUV proved the perfect tool for motorway cruising – quiet, refined, powerful, smooth – although it took us literally minutes to find ourselves confused by the giant touchscreen; even Martin, the least 'analogue', was left scratching his head on occasion.

Tony, riding shotgun, said: "The ride quality in the motorway setting



It will carry more bags than you can count

was like an executive saloon. I've got a friend who's had an Audi Q7 and now has a Range Rover. The VW definitely competes and feels as well built. And he's had issues with the Range Rover engine management. Wow, expensive to fix... So if you're not a slave to the badge, this is a cheaper way without giving up on quality."

Steve was also taken with the Touareg. "As a rear passenger, it provided a great degree of comfort over the six-hour journey," he said. "Plenty of rear leg room and acres of space for two adults. Technology slightly got the better of us, though, as we couldn't get the independent rear climate control working."

From the driver's seat, the best bit

LOVE IT

HARD-WEARING STOWAGE

No carpets in the capacious boot is perfect for 'outdoors' living. Swallowed our stuff (and the odd bottle) with room to spare.

LOATHE IT

TOUCHSCREEN TROUBLE

Why is it so hard to find your way around the controls? Buttons are nice. What's wrong with buttons?

was the sweeping A-roads that led us from Oulton into Wales. After a fantastic evening of spectacular night-time rally action, the sat-nav told us it would take two hours to make our cottage rendezvous – and it was on the nose. On a clear night, the Touareg ate through the miles, proving remarkably agile.

Flat cornering, endless torque and seamless auto changes carried us to the bumpy, narrow track that leads to the cottage, and without a hint of car sickness from the 'kids' in the back. We'd become familiar enough with the touchscreen by now to raise the ride height, and the potholes and rough surfaces were reduced to mere ripples.

The convivial weekend passed quickly and far too soon we were departing for home. On that last leg, we discovered the massage function for the front seats. "I loved that," said Tony. "It helped me out on a long trip and it's not just a gimmick."

Bones and joints begin to creak at our age, but the Touareg was always a soothing companion. One refill of diesel was all that it required for a trip that topped 600 miles, too, so that's a big tick for the Touareg on tour.

DAMIEN SMITH

TEST DATA

VOLKSWAGEN TOUAREG R-LINE TECH 286 4MOTION
Price £58,335 Price as tested £67,986.50
Economy 39.0mpg Faults None
Expenses None Last seen 27.11.19

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



Toyota Corolla

MILEAGE 3892

LAST SEEN 20.11.19

There's seemingly nothing particularly special about the Corolla's seats. They're not performance-honed buckets, or swathed in leather. They do offer a heating function but, mostly, appear to be really quite ordinary. So why do I mention the Corolla's seats? Simple: they're exceptionally comfy, without being overly fancy. Bit like the Corolla as a whole, really. **JA**



MG ZS EV

MILEAGE 493

LAST SEEN 27.11.19

Calling the air conditioning into action has an instant and visible effect on the ZS's remaining range. With a full charge, the dashboard suggests a 30 to 35-mile reduction if you want to heat the cabin instead of relying on the heated seats. Other EVs aren't quite as upfront in this regard, but it helps when planning to next visit the charging station. **TM**



Mazda 3

MILEAGE 2850

LAST SEEN 27.11.19

That feeling of embarrassment at stalling at a junction has returned with the 3. It was happening daily at first, and I breathed a sigh of relief when I found out other colleagues had suffered the same indignity. A slightly abrupt clutch action aside, most of the blame can be placed on us for being so used to the low-down grunt of turbo motors. **LA**

USED CARS

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

WHAT WE
ALMOST
BOUGHT
THIS WEEK



PEUGEOT 406 2.0 HDI SE ESTATE

One owner, full service history and a recent cambelt change – what's not to like about this 120,000-mile, 2003-reg 406 wagon, described as being in good condition? Agreed, a same-age Ford Mondeo and Vauxhall Vectra have bigger business ends but the 406's lower loading height and wide-opening tailgate let you make better use of what space there is.



James Ruppert

THE HIGH PRIEST OF BANGERNOMICS



This kind of shot is far more enticing than on a driveway

ADVERTISING STANDARDS

You need to raise yours if you want your classified ad to stand out

Selling a car, as you frequently tell me, is a complete and utter faff. Not only do you have to cope with the great unwashed coming round to your gaff, kicking the tyres and probably slagging the car off, but they don't want to pay your asking price, either. Oddly enough, I was talking about all this the other day and what's missing from most adverts is presentation. A car, even a nominally interesting one, needs to have a twist. Plus it needs to be properly presented and realistically priced. So let's see if there are any particular private ads out there that catch our interest.

I only have to rewind to the previous week where I spotted an otherwise unremarkable 2006 Ford Fiesta ST at £2500: the presentation was uniformly excellent. First, the seller had taken loads of pictures, to a decent quality, and it was expertly posed to the extent that it could have been an Autocar feature star. The icing on the ST cake was refurbished alloy wheels. Your eye was drawn to that detail. Feeding the Fiesta inner geek was an extensive description that included 'Mountune exhaust upgrade'. Excellent.

Range Rover Evoque: a vehicle that is bought for style rather than purpose. Yet 99% of the adverts I looked at had them parked in their natural habitat, the suburban executive home estate drive. I looked twice at a 110,000-mile 2013 2.2 SD4 Pure Tech, though. That was partly

because it was on grass and some point stone. Yes, it had strayed off Tarmac. The background was trees. Lovely. The ad also mentioned alloys, 22in ones. They had been kerbed, but there was a ton of detail, which I liked. No doubt about the damage at all, plus some bodywork nicks were highlighted. Maximum points for accuracy. The actual description was a bit sparse but, hey, pictures tell you more than boring old words.

“
This Mini has been
a dream car and
makes me smile
”

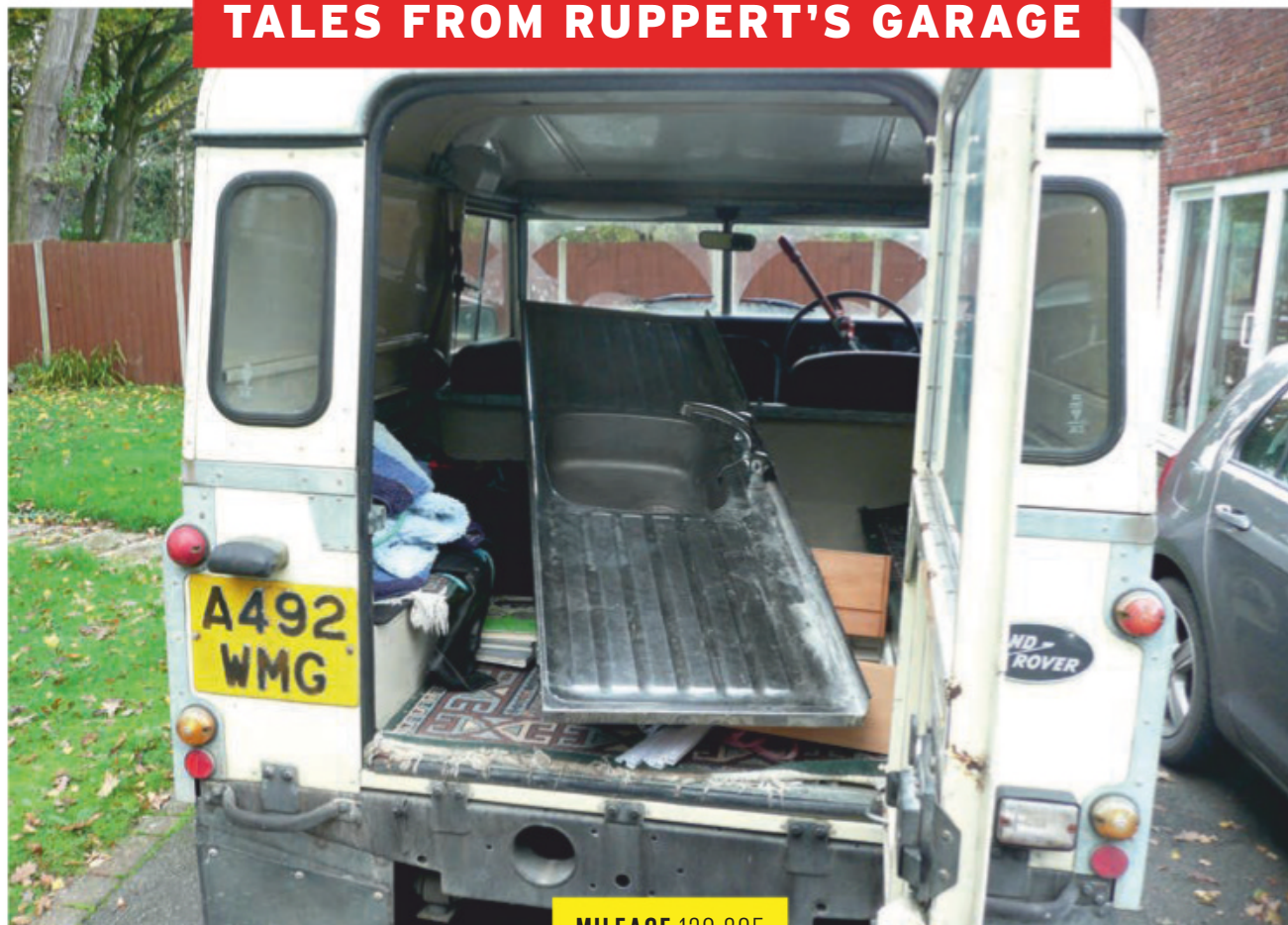
Convertibles should never be tucked up in a garage or on a drive. That's why the seller of a 2011 80,000-mile Mini Cooper SD Convertible had not only cleaned it thoroughly but also made a trip into the countryside to take uncluttered, decent-quality pictures in the wild. What's more, the description was both comprehensive and enthusiastic. The seller channelled their inner road tester, actually describing it as a fun drive and I quote: “The Mini has been a dream car for the past couple of years and makes me smile every time I drive it.” That's how you do it, folks.

How not to do a car advert is absolutely everywhere. Simply avoid doing what everyone else is doing on that Faceache Marketplace thing or Flea Bay site. Good luck.



Go the extra mile, literally, for your soft-top ad photos

TALES FROM RUPPERT'S GARAGE



LAND ROVER SERIES 3

The Lorry is back with a fresh MOT and some new parts. Up front, there are new hubs, so at least it won't keep dripping on the drive. It has been a bad year for the Lorry dripping on the drive and brake fluid was just as bad as the petrol. Being a British Leyland product from the early 1980s, oil leaks are a given.

The Lorry is back to work because I've gutted a bathroom and getting rid of the evidence at the local tip has been a doddle. Another year of work, rest and not much play lies ahead.

READER'S RIDE



Audi A2

Steve is back after showing us his Audi A4. "I've been after this A2 for about a year and the owner eventually agreed to sell. I've always fancied an A2 because of the heritage and the space inside and the fact that Audi lost money on each one. My A2 was not much money but has a few bits broken, which means searching eBay etc. All part of the fun. And £30 tax is surprising.

Also, some parts from Audi are cheaper than online.

"The car is a 2004 TDI 90 with 115,000 miles. I bought it from someone who has owned it for the past five years. There are a few issues, such as a broken rear light, a bonnet that needs respraying, various broken trim pieces, a chipped windscreen and cracked oil filler pipe. All will be fixed."

READERS' QUESTIONS



QUESTION

I'm in the market for a new VW Golf 1.5 petrol. Should I wait for the all-new model or buy a current Mk7 now?

Molly Clarke, Tonbridge

ANSWER

I suspect that if you're buying new, you want the latest model or else why bother? So the Mk8 it must be. It has pretty much the same engine, chassis and dimensions as the Mk7 but more technology and an updated look. However, if you suspected that there's money to be saved by buying a Mk7 over a Mk8, you'd be right. We'll assume you're financing it on a PCP, in which case VW is offering a £1500 deposit contribution and finance at 3.8%, plus discounts of around £2700. Push hard and you'll get a Match Edition with Winter pack, heated seats, LED headlights and dual-zone air-con for the same price as a Match. **JE**



QUESTION

What's the safest thing to do if you break down on a smart motorway?

Rob Parkin, via email

ANSWER

Highways England (HE) says that if you aren't in a refuge area, you should get out of your car and wait behind the safety barrier, if there is one, and well clear of the car. But it also says that if there is no barrier, you should stay in your vehicle with your seatbelt on and dial 999. HE says it monitors motorways constantly and would close the lane and direct help to you. But an HE report admitted it takes on average 17min for the agency to identify a broken-down vehicle in a live lane. You better buckle up securely. **JE**

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

AS GOOD AS NEW

AUDI A3 SPORTBACK

A 2016 facelift made a good car even better. **John Evans** tyre-kicks used ones

The Sportback is the five-door member of the A3 family and very popular it is, too, with around six times as many of them on the used car market as there are three-door models. The two extra doors make the Sportback's appeal easy to understand, plus it has a bit more presence about it, being slightly longer and taller.

We're talking about 2016-reg cars and newer, by the way. The year matters because that's when this upmarket hatchback, launched in 2013, was facelifted.

The 2016 facelift brought new headlights, a more angular single-frame grille and restyled tail-lights and rear bumper. The engine range gained a couple of new petrol units: a 113bhp 1.0-litre turbocharged three-cylinder and a more conventional 187bhp 2.0-litre turbo. They joined the existing 148bhp 1.4 petrol turbo, which has cylinder-on-demand (CoD) tech for better economy, and two diesels: a 108bhp 1.6 TDI and 148bhp 2.0 TDI. Also carried over were the 296bhp S3 and extreme 395bhp RS3.

Trims range from entry-level SE (16in alloy wheels, standard suspension, xenon lights and the A3's party trick, a retractable 7.0in infotainment display) through SE Technik (sat-nav, rear parking sensors) and Sport (17in alloys, dual-zone climate control) to S line (stiffer suspension, 18in alloys, a bodykit, LED headlights and sports seats). Oh, and one more: top-spec Black

Edition, with black detailing and a premium sound system. Across the board, safety tech includes semi-autonomous traffic jam assist, a smarter lane assist system and a cross-traffic assist function.

Used Sportbacks are split 50:50 between petrol and diesel. Of the two diesel engines, the 1.6 TDI is more numerous but you're better off with the 2.0 TDI, which is quicker and more relaxed at a cruise but almost as economical. It was more expensive new, of course, but thanks to diesel's fall from grace, its premium has all but vanished. For example, we found 32,000-mile, 2016/66-reg examples of both engines priced at £12,500 apiece. It pays to shop around.

Of the petrols, the 2.0-litre is a rare bird and expensive. In any case, the 1.4 TFSI CoD (it was replaced by the more economical 1.5 TFSI COD in 2018) is the pick. It's a punchy thing that produces its maximum torque from as low as

1400rpm all the way to 4000rpm. That's a wider

powerband than the 2.0-litre diesel. Add good fuel economy and uncanny refinement, and it's the engine to have. A 2016/66-reg 1.4 Sport with 30,000 miles is around £11,500. The manual gearbox is more involving, but once you've spent time with the seven-speed S tronic auto, you won't look back.

The 1.0 TFSI plugs into the fashion for small, hard-working three-pots and is perky and, if you're careful, economical enough. However, used ones are at least as expensive as 1.4 TFSIs so we'd give it a miss.

TOP SPEC PICK BLACK EDITION

On top of the bodykit, leather seats, sat-nav, tauter suspension and everything else the lower trims pile on, this spec adds purposeful-looking black exterior trim and darker windows.



Black Edition adds black body addenda and privacy glass



SMALL CROSSOVERS BEST LEASE DEALS



VOLKSWAGEN T-CROSS 1.0 TSI S 5DR
£1092 deposit, £182 per month, 48 months, 8000 miles per year

The class leader is frugal and lively, rides well and has tidy handling. It's practical, too, with a standard-fit sliding rear bench seat. Interior quality isn't quite up to VW standards but otherwise it's impressive.



SEAT ARONA 1.0 TSI SE TECHNOLOGY 5DR
£997 deposit, £166 per month, 48 months, 8000 miles per year

Until the T-Cross arrived, this was the class champ and it still impresses thanks to its broad range of engines, refinement and drivability. Style is a key requirement in this sector and the Arona has lots of it.



RENAULT CAPTUR TCE 90 ICONIC 5DR
£896 deposit, £149 per month, 36 months, 8000 miles per year

The sector's top seller is due to be replaced next year but it still looks and feels attractive. It's a stylish affair thanks to a fundamentally appealing design that can be enhanced by optional two-tone paint finishes.

NEED TO KNOW

- Newer A3s use a power rating system to identify them, rather than the traditional engine size. Audi's argument is that in these downsized times, power output is a better indicator of performance than capacity. Numbers start at 30 (a power band from 110-130hp) and rise by increments of five.
- The Sportback's boot is only 15 litres larger than the three-door hatchback's, although with the rear seats folded, there's 120 litres more load space. Meanwhile, despite the Sportback's wheelbase being 35mm longer, rear cabin space is barely any greater, either.
- To avoid an unpleasant surprise after purchase, compare models with the standard suspension to those with firmer sports suspension (for example, S line).

OUR PICK

AUDI A3 1.4 TFSI CoD S LINE

This smooth, torquey and economical 148bhp 1.4 TFSI engine with cylinder-on-demand tech is a great all-rounder and ideal for the average-mileage driver. S line trim brings a sportier feel.

WILD CARD

AUDI RS3 QUATTRO S TRONIC

The 395bhp range-topper does 0-62mph in 4.1sec but it's the ferocity, stability and quality that really impress. Just make sure yours is fitted with the optional magnetic dampers.

ONES WE FOUND

- 2016 A3 1.6 TDI 110 Sport, 125,000 miles, £6995
- 2017 A3 1.0 TFSI 116 SE, 30,000 miles, £10,995
- 2018 A3 30 TDI SE Technik, 15,000 miles, £15,495
- 2019 A3 35 TDI SE Technik, 1000 miles, £20,000



It looks and feels good. Screen motors up and down



Handling is secure and predictable



MAZDA CX-3 2.0 SE NAV+ 5DR

£1116 deposit, £186 per month, 36 months, 8000 miles per year

Good looks inside and out and tidy handling are the CX-3's attractions. They're sufficiently strong to blind you - almost - to the rather cramped boot and rear cabin. The diesels are punchy but blunt the fun a little.



AUDI Q2 30 TFSI TECHNIK 5DR

£1310 deposit, £218 per month, 48 months, 8000 miles per year

The Q2 brings more than a touch of premium-badge motoring to this sector. Classy but distinctive looks, a plush interior and the brand's trademark build quality are big draws. The surprise is how well it handles.



CITROEN C3 AIRCROSS 1.2 PURETECH 110 FLAIR 5DR

£1189 deposit, £198 per month, 48 months, 8000 miles per year

Quirky styling is easily the C3's strongest attribute. A close second are its high comfort levels and decent practicality. A pity it's not better to drive.

**BUY THEM
BEFORE WE DO**



JUST ONE
OWNER
FROM NEW

Toyota Landcruiser 3.0 D-4D LC4 £4750

Our round-up of 4x4s prepared for whatever winter can throw at them kicks off with this leggy Landcruiser. The 2004-reg motor has done 203,000 miles but it comes direct from its first owner and has a full service history. The timing belts were replaced at 119,000 miles (the official interval is 100,000) and the turbocharger three years ago. It got a new alternator last year.

So it's worth a look, along with the other five or so 4x4s that experts say you should also check out. The thing is they know an old 'cruiser can be trouble, but to misty-eyed enthusiasts, the model can do no wrong.

If only that were true. For example, we've deliberately sought out a 2004-reg because this and earlier J120s – Toyota's codename for this generation of 2003-09 Landcruiser – avoided the copper injector seal

problems that blighted later models.

Corrosion can be an issue at all ages. The sills and floorpan fare worst but even brake lines can rust through. It's a heavy vehicle so expect the suspension and steering bushes to be showing signs of strain.

Then there's the combined engine and gearbox radiators, which can break down, allowing their fluids to mix, and on top-spec LC5 models, the possibility of the high-tech heater

controls failing. Go for an LC4: it's much more straightforward.

It all makes pretty grim reading but it's best you know so you can avoid the worst and buy the best. Do that and you'll be very pleased with your big 'cruiser. A cavernous cabin, tough ladder-frame chassis, diffs galore (the LC4 has hill-start assist control at the rear instead) and even air suspension on the LC5: it's all here.

JOHN EVANS

TOUGH AS
OLD (ARMY)
BOOTS



Mercedes-Benz GE300 3dr £14,495

You could argue it's all about the image with these old G-Class motors but let's not forget their ancestor (the G-Wagen) was conceived as a military vehicle and it passed its toughness and ability on to all its descendants, including this 150k-mile, 1991 example.

TINY TOT
WITH A BIG
HEART



Suzuki Jimny 1.3 JLX £2390

Suzuki's miniature 4x4 is a likeable, characterful motor and capable in challenging conditions. Our pick is a 2005-reg with 112,000 miles and full Suzuki service history. It's the tin-top model. Don't buy the soft-top, which is cheaper but not as tough.

Ural-4320 6x6 diesel £10,000

It's hard to imagine getting stuck in this six-wheel-drive leviathan with locking diffs, but if you do, its seller is mid-way through fitting a sink, lavvy and bed. The diesel is rarer than the petrol and more economical and this one has done only 11,000 miles.



RALLY-
WINNING
PEDIGREE

Ssangyong Musso 2.9 TD GL £1995

The Musso is, let's face it, an ugly old thing, but under its bonnet is a bombproof 2.9-litre Mercedes diesel engine. It has off-road chops, too, being a Pharaohs Rally winner. This 2005 one has done 114,000 miles. Its kit includes alloy wheels and air-con.



WILD CARD

AUCTION WATCH



VAUXHALL CAVALIER SRi 130 5DR

In days of old, when reps were bold, they voted for a Cavalier SRi. Its 2.0-litre motor produced 128bhp, not much compared with today's 1.0-litre three pots but respectable enough. In any case, the natty SRi graphic on the doors must have been worth another couple of horses.

What's more, being front-wheel drive, it felt much more secure than its arch rival, the rear-drive Cortina, which not only bounced up and down but could also shimmy from side to side.

SRis are rare now but some lucky soul bagged this 1987-reg one with 79,000 miles for £2862 at auction.



BRIEF

Find me the best-sounding car you can for £5000, please.



Alfa Romeo Brera 3.2 V6 £4532



Ford Focus ST £4250

MAX ADAMS The tone of an engine is such a subjective matter, but we can all agree that the Italians know a thing or two about making a car sound great, which is why I've plumped for this Alfa Romeo Brera. Its 3.2-litre V6 is a mechanical tenor that'll have you reaching for the window switches while you floor it through every tunnel.

MARK PEARSON The trouble with a car making a noise, whether it be a sonorous or purposeful or characterful one, is that when all is said and done, it is just a noise. However, I like a large-bore exhaust and this modded five-cylinder Focus ST looks eager enough for under £5k. It has 300bhp, too. Apparently, it burbles, backfires, pops and bangs, so enough to keep even the oldest adolescent happy.

MA Some might prefer an engine with range, which my naturally aspirated Brera fortunately has. Your forced-induction Focus is a tad flat off boost, whereas mine will pull cleanly from a basso rumble and crescendo to a stunning 6700rpm climax.

MP I'm afraid I've got no idea what you're talking about. Have you been drinking?

MA A crisp Italian wine, if you must know. Far better than your can of Stella.

MP John, you're a musical man. Sort this out...

VERDICT

Brera - the Pavarotti of motors. **JOHN EVANS**



FUTURE CLASSIC



Audi TT 3.2 TFSI S tronic quattro Price £4450

With the current TT likely to be the last, now might be a good time to snare a collectable example of one of its forebears before people get wind. The Mk2 3.2 TFSI S tronic of 2006 springs to mind. There's power aplenty here - 247bhp plus 235lb ft torque - for 0-62mph in 5.7sec. Wider front and rear tracks mean it's more stable than the Mk1 and a good one should feel taut and composed in corners. Our find is a 2006-reg with 94,000 miles but full Audi service history.

HOW TO BUY A BMW M6



BUY NOW, PAY LATER

That's a common outcome for people who, tempted by a 500bhp V10-engined BMW M6 for £9000, fail to check it properly. But fear not: **John Evans** knows what's what

They start at around the same prices (less than £10,000) and they share the same naturally aspirated 500bhp V10 and pin-sharp chassis. But although the E60-generation M5 of 2005 is the one folk lust after, its sibling, the E63-gen M6 coupé, is actually slightly quicker. Big deal if you need the saloon's four doors, of course, but if you don't and you hanker after a big, powerful coupé with decent practicality and an exotic engine, the M6 could be just the car for you

But be warned: buying a dud will leave your finances in tatters. Running one is expensive – and doesn't the trade know it. When we mentioned 'M6 buying guide', the specialists we spoke to dashed

for cover shouting 'unreliable SMG automated manual!' and 'warranty too expensive!'. It may explain why, with dealers running scared of the cars and offering low money for them, half the M6 coupés and convertibles on one popular classified website are private-sale motors. They range in price from £10,000 to £20,000, which is top money for the model. It's likely these private sellers will bite your hand off if you offer considerably less and sweeten your bid with cash.

Because the fact is that you'll need a war chest with an M6 to cover incidentals such as an oil service, brakes and premium tyres, plus likely repair or preventative work, including a new clutch and flywheel, throttle actuators and big end

bearings. Regarding that last item, that's only something to be wary of on higher-mileage cars but a new clutch and flywheel could be required from just 30,000 miles.

Have we put you off BMW's big coupé? We don't mean to because its foibles aside, it's a sublime motor that, when push comes to shove, feels just that little bit sharper and more planted than the M5. To some extent, that's because it's 50kg lighter, due in part to a carbonfibre roof that also helps make the car's centre of gravity 60mm lower. It has a slightly wider rear track, too.

Launch control permits even more rapid starts but cooks the clutch and strains the rear differential. At least private-sale cars give you the opportunity to meet the owner and

gauge their level of hooliganism.

Features include electronic damper control (EDC), which offers three ride settings. The model was facelifted in 2007, when it gained smarter lighting and a mildly reworked cabin. The M6 coupé outnumbers the cabriolet by two to one. The drop-top's hood is a complex, high-quality affair, but although the body is stiffened where it matters, ultimately the model lacks the coupé's poise and bite.

Whichever bodystyle you're tempted by, aim to buy the best-serviced and best-equipped one you can afford; one that stands out from the crowd. That way, you'll make the most of the emerging interest in naturally aspirated motors such as the M6's stupendous V10.

HOW TO GET ONE IN YOUR GARAGE



An expert's view

**JACK DAY, SUTHERLAND
M POWER CARS**

"We buy and sell all types of M car but I can't remember when we last had an M6 in the showroom. It's the unreliable SMG gearbox that bothers people. It's not like today's twin-clutch transmissions. It's a peculiar thing, and when it goes wrong, it can be expensive. Putting a warranty on the model is another big expense. And I'd be wary of the convertible for the extra complication it brings. On the positive side, the M6 is quicker than the M5 saloon, and although it's not as practical, it looks fantastic. There's a growing demand for powerful, naturally aspirated engines, too."

Buyer beware...

■ ENGINE

Listen for valvetrain noise and grumbles from below, hopefully signalled by the engine warning light before terminal crank failure occurs. Check the service history for on-the-button oil changes, which conrod bearings, in particular, require. Inspect the throttle bodies and actuators. Expect a healthy engine to consume a litre of oil every 1000 miles.

■ TRANSMISSION

Even a sensibly used clutch lasts only 50,000 miles. (Check for the red cog warning light on the dashboard.) Expect the gearbox to be clunky around town but to free up with speed. A good one should pick up smoothly from rest and reverse without drama, although juddering may be a (relatively inexpensive) clutch release bearing and guide bush on its way out. Updated SMG3 'boxes from 2006 onwards are more reliable than earlier ones. Whining and clunks from the rear diff are a no-no. Check it for oil leaks, too.

■ SUSPENSION, STEERING AND BRAKES

Juddering through the steering wheel may be worn control arms. Replacement dampers for the electronic damper control system are expensive (about £600 each). Check for worn pads and lipped discs. Beware aftermarket alloy wheels, which may be oversized and rubbing the arches. Check tyres are premium brands.

■ BODY AND INTERIOR

Check for water in the headlights and also in the cabin, which it enters via blocked roof drains. Problems with the hard drive can cause the iController to freeze on the BMW opening page.

Also worth knowing

Don't downplay the significance of any warning lights. The MOT comes down hard on those, including the engine warning light and any deemed to be safety related, including brakes, tyre pressure sensors, airbags and stability control. Repairs could bankrupt you.

How much to spend

£9000-£12,499

Mainly early, private-sale cars around 100,000 miles optimistically priced but some with good histories and valuable recent work, including a 2005 car with 87,000 miles, full service history and new clutch and flywheel for £10,750.

£12,500-£13,999

Mainly lower-mileage 2006-07 cars with good service histories but, again, mainly private-sale examples.

£14,000-£18,999

Tidier cars with faultless service histories and around 50,000 miles.

£19,000-£21,000

Some exceptional, late-plate coupés and convertibles but also some merely good cars at strong prices.



One we found

**BMW M6, 2007/57-REG,
51,000 MILES, £16,495**

This private-sale car (so scope for a price reduction) is the facelift model and has full BMW service history and an official BMW extended warranty. Nothing about it having had a new clutch and flywheel, which is reassuring, but get that price down.



M6's 500bhp V10 enables 0-62mph in a scant 4.6sec



22sec

The time the hood of a healthy M6 convertible takes to fold.

Check for damaged upholstery and glitchy infotainment



“It's a sublime motor that feels just that little bit sharper and more planted than the M5”

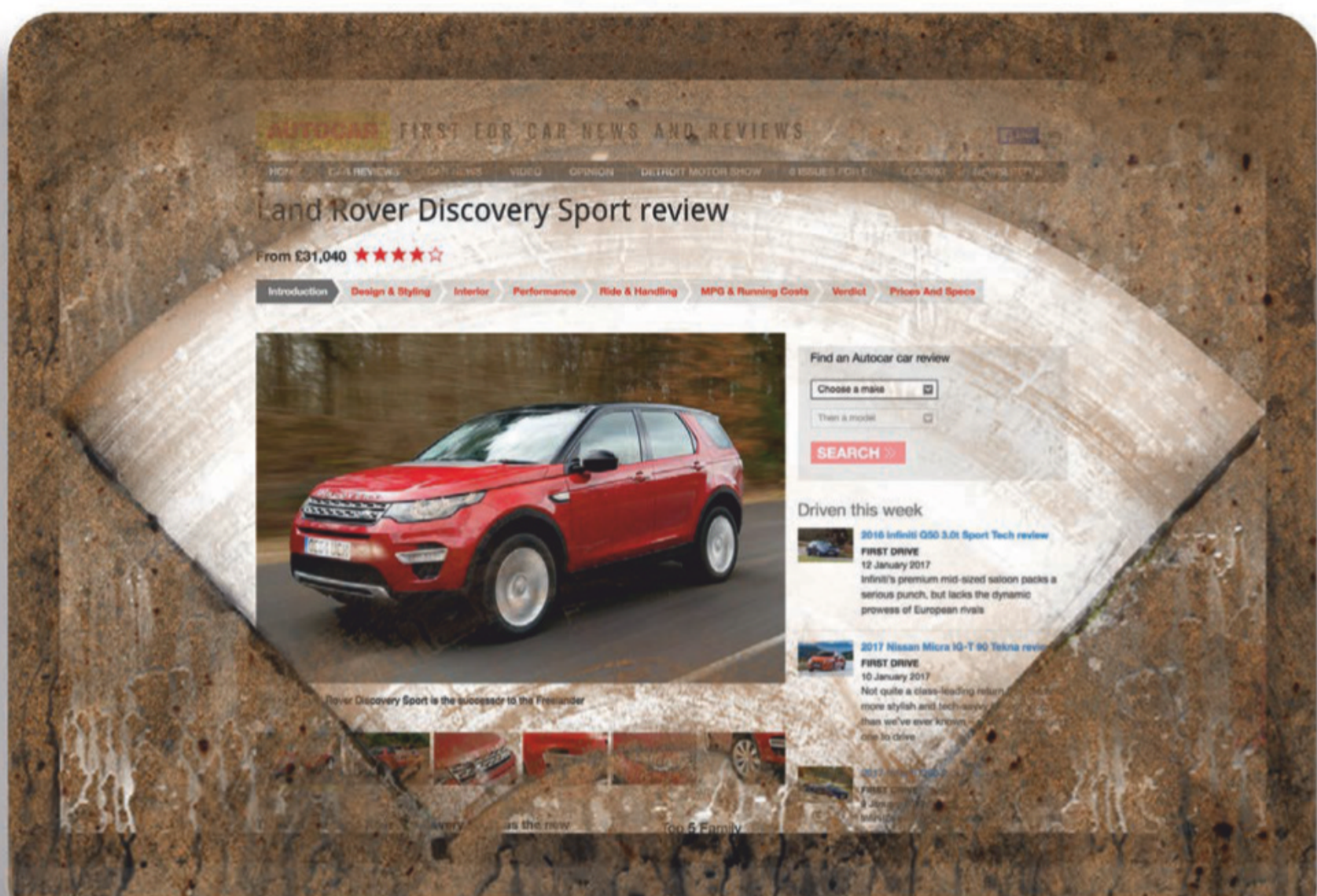
AUTOCAR

REVIEWS

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ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

- » **30-70MPH** Indicates overtaking ability through the gears.
- » **50-70MPH** Recorded in top gear (*kickdown

with an automatic) and demonstrates flexibility.

- » **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†.
- » **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.
- » **MPH/1000RPM** Figure is the speed achieved in top gear.



Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★★												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★★★												
2.2D 210Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★★★												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★★												
B3Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	-/-	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★★												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★★												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★★												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBSSuperl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A1 Sportback 5dr hatch ★★★★★												
35TFSISline	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★★												
RS3Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★★												
2.0TDISline	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4TDI	155	4.6	11.5	4.1	-	2.87	342	516	50.2	29/54	1871	18.9.19
RS4Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★★★												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★★★												
2.0TFSISline	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★★												
40TDSI'se Avant	149	8.4	22.6	7.5	-	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★★★												
50TDSISport	155	5.8	14.9	5.3	-	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★★												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★★												
55quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	-	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★★												
1.4TFSISport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★★												
2.0TDISline	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★★												
SQ74.0TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★★												
50TDSISline	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★★												
V10Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★★												
W12First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★★												
6.75V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
BMW												
1 Series 5dr hatch ★★★★★												
118iMSport	132	8.2	24.2	7.9	13.9	2.75	138	162	-	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★★												
220dC'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★★												
218dLuxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★★												
320dMSport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330eMSport	140	6.3	15.7	5.7	6.9	2.9	249	310	40.8	40/47	1660	4.10.17

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
4 Series 2dr coupé ★★★★★												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★★												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★★★												
630d xDrive M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★★												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★★												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★★												
1.35 Range Ext	99	7.7	—	6.6	4.0*	3.0	181	199	—	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★★												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★★												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★★★												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★★												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★★★												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★★												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
CATERHAM												
Seven 2dr roadster ★★★★★												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Corvette 2dr coupé ★★★★★												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★★★												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★★★												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★★★												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★★★												
BlueHDi 180	131	9.0	25.6	8.5	—	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★★★												
2.0TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★★★												
1.75 Access	97	15.3	—	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★★												
SCe 115 Comfort	107	13.1	—	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DALLARA												
Stradale Odr roadster ★★★★★												
Stradale	165	3.7	9.2	3.4	3.1	2.39	395	369	26.4	26/30	987	16.10.19
DS												
3 5dr hatch ★★★★★												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
3 Crossback 5dr SUV ★★★★★												
Puretech 155	129	8.8	24.6	8.3	14.9	2.90	153	177	32.7	41/49	1205	10.7.19
4 Crossback 5dr hatch ★★★★★												
BlueHDi 120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★★★												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	—/—	1525	25.5.16
488 Pista	211	2.8	5.6	2.0	4.8	2.34	710	568	28.9	17/26	1465	7.8.19
812 Superfast 2dr coupé ★★★★★												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	—/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★★												
4x4 Twinair	103	14.6	—	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★★												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
Tipo 5dr hatch ★★★★★												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
Abarth 124 Spider 2dr roadster ★★★★★												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★★	LC500Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970 18.10.17
NX 5dr SUV ★★★★★	300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	—	32/38	1905 1.10.14
RC F 2dr coupé ★★★★★	RCF	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765 18.2.15
ES 4dr saloon ★★★★★	300hTakumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	—	42/49	1742 6.2.19
LS 4dr saloon ★★★★★	500hPremAWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380 6.6.18
LOTUS												
Elise 2dr roadster ★★★★★	Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920 29.6.16
Evora 2dr coupé ★★★★★	EvoraS 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430 30.3.11
Exige S 2dr coupé ★★★★★	ExigeS	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176 3.4.13
MASERATI												
Ghibli 4dr saloon ★★★★★	Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835 12.3.14
Levante 5dr SUV ★★★★★	Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205 30.11.16
	S Granlusso	164	5.1	12.7	4.5	—	2.73	424	478	39.8	16/24	2232 8.5.19
MAZDA												
2 5dr hatch ★★★★★	1.5SkyV-GSE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050 22.4.15
3 4dr saloon/5dr hatch ★★★★★	2.0Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425 6.11.19
MX-5 2dr roadster ★★★★★	1.5SE-LNav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050 2.9.15
CX-3 5dr SUV ★★★★★	1.5DSE-LNav	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60	1275 22.7.15
CX-5 5dr SUV ★★★★★	2.2DSportNav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594 28.6.17
McLAREN												
570S 2dr coupé ★★★★★	3.8V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440 30.3.16
600LT Spider 2dr convertible ★★★★★	3.8V8	201	2.9	6.1	2.1	—	2.52	592	457	36.5	17/30	1404 22.5.19
720S 2dr coupé ★★★★★	4.0V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420 24.5.17
Senna 2dr coupé ★★★★★	4.0V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345 10.10.18
P1 2dr coupé ★★★★★	PI	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	— 7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★★	C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715 3.6.15
	C63S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850 8.2.17
	C63S Coupé	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745 24.4.19
CLS53 4dr saloon ★★★★★	CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980 17.10.18
GT 2dr coupé ★★★★★	S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715 29.7.15
	R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555 10.5.17
GT 4-Door AMG 4dr coupé ★★★★★	GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135 13.3.19
SLC 2dr convertible ★★★★★	SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595 6.7.16
GLC 5dr SUV ★★★★★	GLC63S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020 13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★★	A200Sport	139	8.7	22.4	7.9	—	3.2	161	184	33.6	39/57	1379 4.7.18
B-Class 5dr MPV ★★★★★	B180Sport	132	8.4	23.5	8.3	—	2.73	134	148	33.6	33/51	1405 3.4.19
CLA 4dr saloon ★★★★★	CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	—	34/49	1555 21.8.19
C-Class 4dr saloon/5dr estate ★★★★★	C220Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700 23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★★	E400Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845 14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★	S350Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975 16.10.13
	S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070 3.12.14
GLA 5dr SUV ★★★★★	GLA220CDiSE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535 14.5.14
GLC 5dr SUV ★★★★★	GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845 10.2.16
G-Class 5dr SUV ★★★★★	G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451 17.7.19
GL 5dr SUV ★★★★★	GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455 24.7.13
X-Class 4dr pick-up ★★★★★	X250d 4Matic	109	11.2	38.9	11.6	—	3.2	187	332	31.3	27/36	2159 20.6.18
SL 2dr convertible ★★★★★	SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815 8.8.12
MG												
3 5dr hatch ★★★★★	1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150 25.12.13
ZS 5dr SUV ★★★★★	EV Exclusive	87	8.9	—	8.0	5.2*	3.60	141	260	—	2.7/3.1†	1556 4.12.19
MINI												
Mini 3dr hatch ★★★★★	CooperS	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235 2.4.14
	C'perS Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235 6.12.17
Clubman 5dr hatch ★★★★★	CooperD	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320 25.11.15
Convertible 2dr convertible ★★★★★	Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280 6.4.16
Countryman 5dr hatch ★★★★★	CooperD	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480 22.2.17
	Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735 26.7.17

Make and model													TEST DATE
	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lbft)	Mph/1000rpm	Mpg or equivalent: test average/ touring	Weight (kg)		
MITSUBISHI													
Eclipse Cross 5dr SUV ★★★★★													
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18	
Outlander 5dr SUV ★★★★★													
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	—	44/38	1810	16.4.14	
MORGAN													
3 Wheeler 2dr roadster ★★★★★													
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/—	520	6.6.12	
NISSAN													
Micra 5dr hatch ★★★★★													
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17	
DIG-Ti17 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19	
Juke 5dr SUV ★★★★★													
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10	
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13	
Qashqai 5dr SUV ★★★★★													
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14	
X-Trail 5dr SUV ★★★★★													
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14	
GT-R 2dr coupé ★★★★★													
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16	
NOBLE													
M600 2dr coupé ★★★★★													
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09	
PEUGEOT													
208 3/5dr hatch ★★★★★													
1.2 VTi Active	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12	
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15	
308 3/5dr hatch ★★★★★													
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14	
508 4dr saloon ★★★★★													
GTiBt HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18	
2008 5dr SUV ★★★★★													
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13	
3008 5dr SUV ★★★★★													
1.6 Bt HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17	
5008 5dr MPV ★★★★★													
2.0 Bt HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17	
PORSCHE													
718 2dr coupé/roadster ★★★★★													
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16	
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16	
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18	
911 GT2 2dr coupé ★★★★★													
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18	
911 2dr coupé ★★★★★													
Carrera S	191	3.4	7.7	2.8	14.3	—	444	391	44.1	23/39	1515	29.5.19	
918 Spyder 2dr coupé ★★★★★													
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14	
Panamera 4dr saloon ★★★★★													
4S Diesel	177	4.1	10.3	3.8	—	3.0	416	627	50.7	32/43	2050	1.2.17	
Macan 5dr SUV ★★★★★													
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14	
Cayenne 5dr SUV ★★★★★													
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18	
RENAULT													
Twingo 5dr hatch ★★★★★													
Dynamique	94	17.6	—	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14	
Zoe 5dr hatch ★★★★★													
Dynamique	84	12.3	—	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13	
Clio 5dr hatch ★★★★★													
TcE 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19	
Mégane 5dr hatch ★★★★★													
1.5 dCi Dyn. S Nav 116	111	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16		
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19	
Grand Scenic 5dr MPV ★★★★★													
dCi 130 Dyn. S Nav 118	114	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17		
Kadjar 5dr SUV ★★★★★													
dCi 115 Dyn. S Nav 113	14.5	—	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15		
Koleos 5dr SUV ★★★★★													
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	—	34/38	1747	20.8.17	
ROLLS-ROYCE													
Phantom 4dr saloon ★★★★★													
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18	
Ghost 4dr saloon ★★★★★													
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10	
Wraith 2dr coupé ★★★★★													
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14	
Dawn 2dr convertible ★★★★★													
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16	
SEAT													
Ibiza 5dr hatch ★★★★★													
SE Tech'y 1.0 TSI 113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17		
Leon 3/5dr hatch ★★★★★													
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14	
Arona 5dr SUV ★★★★★													
SE Tech'y 1.0 TSI 107	10.5	—	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17		
Ateca 5dr SUV ★★★★★													
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16	
SMART													
Forfour Electric Drive 5dr hatch ★★★★★													
Prime Premium 81	13.2	—	14.5	10.6	2.8	80	118	—	3.1/3.9†	1200	23.8.17		
SKODA													
Fabia 5dr hatch ★★★★★													
1.2 TSI 90SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15	
Scala 5dr hatch ★★★★★													
1.5 TSI 150 DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19	
Octavia 4dr saloon/5dr estate ★★★★★													
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17	
Superb 5dr hatch/estate ★★★★★													
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15	
Karoq 5dr SUV ★★★★★													
2.0 TDI 150 Scout 122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19		
Kodiatq 5dr SUV ★★★★★													
2.0 TDI Edition 121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16		

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO₂ figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO₂ figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class-leading in key areas and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

	Power (bhp)	Top speed (mph)	0-60/0-20mph	Economy (mpg)	CO ₂ (g/km)
ABARTH					
595 3dr hatch/2dr open	£16,685-£25,485	★★★★☆			
The Fiat 500's Abarth makeover makes it a true pocket rocket. LxWxH 365x1627x1485 Kerb weight 1070kg					
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Esseesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open	£23,895-£25,895	★★★★☆			
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. LxWxH 365x1627x1485 Kerb weight 1045kg					
1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

ALFA ROMEO					
Giulietta 5dr hatch	£19,975-£25,730	★★★★☆			
Long in the tooth but still seductive, shame it's not rounded or lavish enough. LxWxH 435x1798x1465 Kerb weight 1305kg					
1.4 T 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon	£33,595-£64,900	★★★★☆			
Handsome and special dynamically but lacks finesse and only comes as an auto. LxWxH 4643x1860x1436 Kerb weight 1429kg					
2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 Biturbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV	£37,745-£70,900	★★★★☆			
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. LxWxH 4687x1903x1671 Kerb weight 1604kg					
2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 Biturbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA					
B3 S 5dr touring	£63,000	★★★★☆			
Previously falling behind in the power stakes, but the recent facelift rectifies that. LxWxH 4632x1811x1431 Kerb weight 1705kg					
3.0 Biturbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open	£73,100-£78,600	★★★★☆			
A retuned version of the 4 Series that feels more at home on the track than the road. LxWxH 4640x1825x1373 Kerb weight 1690kg					
3.0 Biturbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring	£89,000-£91,000	★★★★☆			
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. LxWxH 4956x1868x1466 Kerb weight 2015kg					
4.4 V8 Biturbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon	£121,850	★★★★☆			
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Class. LxWxH 5250x1902x1491 Kerb weight 2060kg					
4.4 V8 Biturbo	599	205	4.2	24.4	265

D5 S 4dr saloon	£62,000	★★★★☆			
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. LxWxH 4956x1868x1466 Kerb weight 1870kg					
3.0 Biturbo	345	171	4.9	TBC	TBC

XD3 5dr SUV	£57,900	★★★★☆			
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. LxWxH 4732x1897x2015 Kerb weight 2015kg					
3.0 Biturbo	330	158	4.9	TBC	TBC

ALPINE					
A110 2dr coupé	£47,810-£56,810	★★★★☆			
A much, much greater car and achievement than the sum of its parts suggest. LxWxH 4180x1980x1252 Kerb weight 1080kg					
1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL					
Atom odr open	£39,950	★★★★☆			
Simple, purist concept remains but everything else has changed... for the better. LxWxH 3520x1880x1122 Kerb weight 595kg					
2.0 turbo	320	162	2.8	TBC	TBC

Nomad odr open	£38,000	★★★★☆			
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. LxWxH 3215x1850x1425 Kerb weight 670kg					
2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN					
Vantage 2dr coupé	£123,850	★★★★☆			
The faster, cleverer, more hardcore entry-level Aston tops its class. LxWxH 4465x1942x1273 Kerb weight 1630kg					
4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open	£147,900-£174,995	★★★★☆			
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. LxWxH 4739x2060x1279 Kerb weight 1875kg					
4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open	£225,000-247,500	★★★★☆			
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. LxWxH 4712x2146x1280 Kerb weight 1693kg					
5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon	£194,950	★★★★☆			
The Rapide is one of the most elegant four-door sports cars in the world. LxWxH 5019x1929x1360 Kerb weight 1995kg					
6.0 V12	599	205	4.2	TBC	TBC

AUDI					
A1 Sportback 5dr hatch	£18,310-£27,230	★★★★☆			
Quite pricey, but a rounded car with plenty of rational appeal. LxWxH 4029x1746x1418 Kerb weight 1105kg					
1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch	£23,300-£39,145	★★★★☆			
All the above but with the added convenience of five doors and a usefully larger boot. LxWxH 4313x1785x1426 Kerb weight 1180kg					
1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon	£25,020-£39,320	★★★★☆			
Undercuts the case to own an A4. Upmarket interior and good to drive. LxWxH 4458x1796x1416 Kerb weight 1240kg					
1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open	£31,095-£43,515	★★★★☆			
Compact, affordable, usable and refined. Strong performance, too. LxWxH 4423x1793x1409 Kerb weight 1380kg					
1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon	£29,260-£42,940	★★★★☆			
High quality and competent but leaves the dynamic finesse to its rivals. LxWxH 4726x1842x1427 Kerb weight 1320kg					
2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate	£30,660-£68,270	★★★★☆			
Classy and demure estate lacks the dynamic sparkle of rivals. LxWxH 4725x1842x1434 Kerb weight 1370kg					

	Power (bhp)	Top speed (mph)	0-60/0-20mph	Economy (mpg)	CO ₂ (g/km)
2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé	£35,465-£69,660	★★★★☆			
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. LxWxH 4673x1846x1371 Kerb weight 1390kg					
2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé	£34,790-£69,660	★★★★☆			
Refined, good-looking four-door coupé is sadly short on charm and finesse. LxWxH 4733x1843x1386 Kerb weight 1425kg					
2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open	£39,395-£58,310	★★★★☆			
More practical than smaller options. Lower-powered, steel-sprung trim is best. LxWxH 4673x1846x1383 Kerb weight 1600kg					
2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon	£39,860-£55,400	★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. LxWxH 4939x1886x1457 Kerb weight 1645kg		
2.0 45 TFSI quattro	242 155 6.0	33.6-34.0 188-192
2.0 45 TFSI quattro	235 155 5.1	30.1-30.7 209-212
2.0 40 TDI	201 152 8.1	47.1-48.7 153-158
2.0 40 TDI quattro	201 153 7.6	44.8-46.3 161-164
3.0 50 TDI quattro	282 155 5.5	38.7-39.2 188-191

NEW CAR PRICES



Q2 5dr SUV £23,395-£37,820 ★★★★★
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg
1.0 30 TFSI 114 122 10.3 44.8-46.3 137-142
1.5 35 TFSI 148 131 8.5 40.9-42.2 152-157
2.0 40 TFSI quattro 187 141 6.5 33.2-34.9 184-192
2.0 SQ2 TFSI 298 155 4.8 32.1-33.2 192-199
1.6 30 TDI 114 122 10.5 43.5-44.8 166-170
2.0 35 TDI quattro 148 131 8.1 44.1-46.3 160-168

Q3 5dr SUV £30,805-£47,130 ★★★★★
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg
1.5 35 TFSI 148 128-131 9.2-9.6 36.7-37.7 169-176
2.0 40 TFSI quattro 187 136 7.4 30.4-30.7 208-210
2.0 45 TFSI quattro 227 144 6.3 31.0 205-207
2.0 35 TDI 148 128 9.2 44.1-44.8 165-167
2.0 35 TDI quattro 148 131 9.3 39.2-40.9 182-188
2.0 40 TDI quattro 188 137 8.0 37.7 196-197

Q3 Sportback 5dr SUV £36,365-£48,765 ★★★★★
A more sporting take on the compact SUV, with similarly stable handling. **LxWxH** 4500x1856x1567 **Kerb weight** 1460kg
1.5 35 TFSI 148 126 9.6 47.9-48.7 134-132
2.0 45 TFSI quattro 227 144 6.5 37.7 171
2.0 35 TDI 148 126 9.3 50.4-51.4 148-146

Q5 5dr SUV £42,095-£55,035 ★★★★★
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg
2.0 45 TFSI quattro 242 147 6.4 30.4-32.5 198-211
2.0 40 TDI quattro 187 136 8.1 36.2-38.2 193-204
2.0 50 TFSI e 249 148 6.1 128.4 49
3.0 V6 TDI SQ5 quattro 342 155 5.1 TBC TBC

Q7 5dr SUV £54,070-£95,060 ★★★★★
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg
3.0 V6 45 TDI quattro 228 142 7.3 32.5-33.6 220-228
3.0 V6 50 TDI quattro 282 152 6.3 32.1-33.2 221-231
4.0 V8 SQ7 TDI 429 155 4.8 37.2 200

Q8 5dr SUV £67,760-£104,990 ★★★★★
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg
3.0 V6 55 TFSI quattro 335 155 5.9 26.2-25.7 246-249
3.0 V6 50 TDI quattro 282 152 6.3 32.5-32.8 225-228
4.0 V8 SQ8 TDI 429 155 4.8 36.2 205

TT 2dr coupé £32,140-£53,905 ★★★★★
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg
2.0 40 TFSI 194 155 6.6 40.9 155-156
2.0 45 TFSI 242 155 5.8-5.9 39.8 161-162
2.0 45 TFSI quattro 242 155 5.2 35.3 181-182
2.0 TTS 302 155 4.5 34.9-35.3 182-183
2.5 TTRS 395 155 3.7 30.7-31.0 207-209

TT Roadster 2dr open £33,890-£55,655 ★★★★★
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg
2.0 40 TFSI 194 155 6.9 39.8 160-162
2.0 45 TFSI 242 155 6.0-6.1 38.7 165-166
2.0 45 TFSI quattro 242 155 5.5 34.0-34.4 187-188
2.0 TTS 302 155 4.8 34.0 187-188
2.5 TTRS 395 155 3.9 29.7-30.1 213-215

R8 2dr coupé £128,295-£154,195 ★★★★★
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg
5.2 V10 FSI quattro 532 198 3.5 21.4-21.6 297-298
5.2 V10 FSI Plus quattro 601 205 3.2 21.2-21.4 299-301

R8 Spyder 2dr open £136,985-£162,885 ★★★★★
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg
5.2 V10 FSI quattro 532 197 3.6 21.2 301-302
5.2 V10 FSI Plus quattro 601 204 3.3 20.9-21.1 304-305

BAC ★★★★★
MONO 0dr open **£165,125** ★★★★★
An F-22 Raptor for the road, only significantly better built.

	Power (bhp)	Top speed (mph)	0-60/0-120mph	Economy (mpg)	CO ₂ (g/km)
LxWxH 3952x1836x1110 Kerb weight 580kg					
2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY ★★★★★
Continental GT 2dr coupé £148,800-£159,900 ★★★★★
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg
4.0 V8 542 198 3.9 TBC TBC
6.0 W12 626 207 3.6 24.1 308

Continental GTC 2dr open £163,700-£176,000 ★★★★★
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg
4.0 V8 542 198 4.0 TBC TBC
6.0 W12 626 207 3.7 20.2 317

Mulsanne 4dr saloon £234,000-£280,500 ★★★★★
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg
6.75 V8 505 184 5.1-5.3 17.4 365
6.75 V8 Speed 530 190 4.9 17.4 365

Bentayga 5dr SUV £130,500-£182,200 ★★★★★
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg
4.0 V8 542 171 4.5 21.7 296
6.0 W12 Speed 626 190 3.9 TBC 308

BMW ★★★★★
1 Series 5dr hatch £24,430-£36,430 ★★★★★
May not drive like a traditional BMW but delivers on upmarket hatch values. **LxWxH** 4319x1799x1434 **Kerb weight** 1365kg
118i 138 132 8.5 40.9-45.6 114-121
M135i xDrive 302 155 4.8 34.4-35.8 155-157
116d 114 TBC 10.1-10.3 54.3-61.4 103
118d 148 134 8.4-8.5 54.3-57.6 108-111
120d xDrive 187 TBC 7.0 48.7-58.3 117-119

2 Series 2dr coupé £25,765-£53,260 ★★★★★
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg
218i 134 130 8.8-8.9 35.8-38.2 TBC
220i 181 143 7.2 36.2-38.2 TBC
230i 248 155 5.6 35.8-36.7 TBC
M240i 335 155 4.6-4.8 32.5 TBC
M2 Competition 404 155 4.2-4.4 28.2-29.1 TBC
218d 148 132 8.3-8.5 47.9-52.3 TBC
220d 187 143 7.1-7.2 47.1-50.4 TBC
220d xDrive 187 140 7.0 43.5-46.3 TBC
225d 220 151 6.3 46.3-47.9 TBC

2 Series Convertible 2dr open £28,965-£43,085 ★★★★★
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg
218i 134 130 9.4-9.6 33.6-36.2 TBC
220i 181 143 7.7 34.4-35.8 TBC
230i 248 155 5.9 34.0-34.9 TBC
M240i 335 155 4.7-4.9 31.4 TBC
218d 148 132 8.8-9.0 45.6-47.9 TBC
220d 187 143 7.5-7.6 45.6-48.7 TBC
225d 220 151 6.5 44.1-44.8 TBC

2 Series Active Tourer 5dr hatch £25,565-£37,550 ★★★★★
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4432x1800x1555 **Kerb weight** 1360kg
218i 134 127 9.3 39.8-44.1 TBC
220i 181 142 7.4 37.2-38.7 TBC
225xe 248 125 6.7 88.3-100.9 TBC
216d 335 121 11.1 55.4-58.9 TBC
218d 148 129 9.0-9.1 49.6-55.4 TBC
220d 187 141 7.6 50.4-53.3 TBC
220d xDrive 187 138 7.5 47.9-51.4 TBC

2 Series Gran Tourer 5dr MPV £27,470-£37,750 ★★★★★
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg
218i 134 127 9.5-9.8 38.2-40.9 TBC
220i 181 137 7.8 35.3-36.2 TBC
216d 335 119 11.8 53.3-55.4 TBC
218d 148 127 9.6 47.9-51.4 TBC
220d 187 138 8.2 47.9-49.6 TBC
220d xDrive 187 135 8.0 45.6-47.1 TBC

3 Series 4dr saloon £32,565-£48,555 ★★★★★
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg
320i 181 146 7.1 41.5-43.5 124-127
330i 254 155 5.8 38.2-41.5 134-139
330e 288 155 5.9 188.3-201.8 37-38
M340i xDrive 369 155 4.4 34.0-34.9 162
318d 148 132 8.3-8.4 52.3-55.4 109-116
320d 187 146 6.8-7.1 49.6-56.5 110-118
320d xDrive 187 144 6.9 47.1-49.6 119-121
330d 263 155 5.5 44.1-47.9 133-138
330d xDrive 263 155 5.1 42.2-47.1 136-140

3 Series Touring 5dr estate £35,235-£48,765 ★★★★★
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. **LxWxH** 4620x1811x1430 **Kerb weight** 1565kg
330i 254 155 5.9 39.2-40.4 139-146
320d 188 142 7.1-7.9 49.6-50.4 115-121
320d xDrive 188 142 7.4 47.9-51.4 121-124
330d xDrive 261 155 5.4 42.8-43.5 142-146

4 Series 2dr coupé £34,805-£65,300 ★★★★★
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg
420i 181 146 7.3-7.5 35.3-37.7 TBC
420i xDrive 181 144 7.6-7.8 33.6-36.2 TBC
430i 248 155 5.8-5.9 34.9-37.2 TBC
440i 321 155 5.0-5.2 31.0-33.6 TBC
M4 425 155 4.1-4.3 27.7-28.5 TBC
M4 Competition pack 444 155 4.0-4.2 24.7-28.5 TBC
420d 187 146 7.2-7.4 46.3-50.4 TBC
420d xDrive 187 144 7.3 43.5-45.6 TBC
430d 254 155 5.5 40.9-42.2 TBC
430d xDrive 254 155 5.2 38.7-39.2 TBC
435d xDrive 308 155 4.7 39.2-40.4 TBC

4 Series Convertible 2dr open £41,495-£68,720 ★★★★★
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg
420i 181 146 8.2-8.4 34.0-35.8 TBC
430i 248 155 6.3-6.4 32.8-35.3 TBC
440i 321 155 5.4 29.7-30.4 TBC
M4 425 155 4.4-4.6 27.2-28.0 TBC
M4 Competition pack 444 155 4.3-4.5 26.9-28.0 TBC
420d 187 146 8.1-8.2 44.1-46.3 TBC
430d 254 155 5.9 39.2-39.8 TBC
435d xDrive 308 155 5.2 37.7-38.2 TBC

4 Series Gran Coupé 4dr coupé £34,755-£50,040 ★★★★★
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg
420i 181 146 7.5-7.7 34.9-37.1 TBC
420i xDrive 181 144 7.8-8.1 33.2-25.8 TBC
430i 248 155 5.9 34.4-37.2 TBC
440i 321 155 5.1 30.7-31.7 TBC
420d 187 146 7.4-7.6 46.3-51.4 TBC
420d xDrive 187 144 7.5 43.5-46.3 TBC
430d 254 155 5.6 40.9-41.5 TBC
430d xDrive 254 155 5.3 38.2-39.2 TBC
435d xDrive 308 155 4.8 39.2-39.8 TBC

5 Series 4dr saloon £37,640-£98,100 ★★★★★
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg
520i 181 146 7.8 38.2-40.4 TBC
530i 248 155 6.2 35.8-38.2 TBC
540i xDrive 335 155 4.8 29.4-31.4 TBC
M5 592 155 3.4 23.5-24.1 TBC
M5 Competition 616 155 3.3 23.5-24.1 TBC
530e 248 146 6.2 117.7-128.4 TBC
518d 148 132 8.8 47.1-52.3 TBC
520d 187 147 7.5 44.1-52.3 TBC
520d xDrive 187 144 7.6 43.5-48.7 TBC
530d 261 155 5.7 43.5-45.6 TBC
530d xDrive 261 155 5.4 39.2-41.5 TBC

5 Series Touring 5dr estate £39,890-£55,900 ★★★★★
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg
520i 181 139 8.2 34.9-38.2 TBC
530i 248 155 6.5 34.0-36.7 TBC
540i xDrive 335 155 5.1 28.2-30.4 TBC
520d 187 147 7.8 44.1-47.9 TBC
520d xDrive 187 144 7.9 42.2-46.3 TBC
530d 261 155 5.8 40.9-43.5 TBC
530d xDrive 261 155 5.6 37.7-41.5 TBC

6 Series Gran Turismo 5dr hatch £43,910-£59,010 ★★★★★
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg
630i 254 155 6.3 32.1-34.9 TBC
640i xDrive 335 155 5.3 28.9-29.1 TBC
620d 198 137 7.9 42.8-46.3 TBC
620d xDrive 198 135 8.0 40.4-44.8 TBC
630d 261 155 6.1 40.4-43.5 TBC
630d xDrive 261 155 6.0 37.2-40.9 TBC

7 Series 4dr saloon £69,565-£139,120 ★★★★★
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg
740i 338 155 5.5 31.7-34.0 TBC
750i xDrive 527 155 4.0 25.7-26.9 TBC
M760i xDrive 583 155 3.8 20.8-21.6 TBC
730d 261 155 6.1 41.5-43.5 TBC
730d xDrive 261 155 5.8 39.2-40.9 TBC
740d xDrive 315 155 5.2 37.7-39.8 TBC
745e 283 155 5.1-5.2 104.6-141.2 TBC

8 Series 2dr coupé/2dr open £71,840-£107,220 ★★★★★
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg
840i 335 155 5.0 33.2-33.6 TBC
M850i xDrive 523 155 3.7 26.2-26.9 TBC
840d xDrive 316 155 4.9 39.2-40.4 TBC

8 Series Gran Coupé 4dr saloon £69,340-£97,720 ★★★★★
Four-door grand tourer offers greater practicality than its two-door siblings. **LxWxH** 5072x1932x1397 **Kerb weight** 1800kg
840i 335 155 5.2 31.7-33.2 TBC
M850i xDrive 523 155 3.9 24.4-24.6 TBC
840d xDrive 316 155 5.1 38.2-39.2 TBC

X1 5dr SUV £28,795-£38,145 ★★★★★
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg
sDrive18i 138 127 9.7 39.2-40.9 TBC
sDrive20i 189 138 7.4 36.7-38.2 TBC
xDrive20i 189 TBC 7.7 34.4-35.8 TBC
sDrive18d 148 126 9.3-9.4 47.9-49.6 TBC
xDrive18d 148 126 9.3-9.4 46.3-47.9 TBC
xDrive20d 187 136 7.8 45.6-47.9 TBC

X2 5dr SUV £29,725-£44,235 ★★★★★
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg
sDrive18i 138 127 9.6 39.8-43.5 TBC
sDrive20i 189 141 7.7 37.2-39.8 TBC
xDrive20i 189 TBC 7.6 34.9-36.2 TBC
M35i 302 155 4.9 33.6-34.0 TBC
sDrive18d 148 129 9.3-9.8 47.9-52.3 TBC
xDrive18d 148 128 9.2 46.3-49.6 TBC
xDrive20d 185 137 7.7 45.6-50.4 TBC

X3 5dr SUV £40,355-£77,190 ★★★★★
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg
xDrive20i 181 134 8.3 29.4-31.4 TBC
M40i 355 155 4.8 25.7-26.6 TBC
X3M Competition 503 155 4.1 26.9 TBC
xDrive20d 187 132 8.0 39.2-41.5 TBC
xDrive30d 261 149 5.8 36.7-38.7 TBC
M40d 321 155 4.9 35.3-36.7 TBC

X4 5dr SUV £44,875-£80,110 ★★★★★
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg
M40i 336 155 4.9 25.9-26.9 TBC
X4M Competiton 503 155 4.1 26.7 TBC
xDrive20d 187 131 8.0 39.2-41.5 TBC
xDrive30d 254 145 5.8 36.7-40.9 TBC
M40d 322 155 4.9 35.3-27.2 TBC

X5 5dr SUV £57,640-£74,170 ★★★★★
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg
xDrive40i 335 155 5.5 25.0-27.2 TBC
xDrive45e 282 TBC 5.6 188.3-235.4 TBC
M50i 523 155 4.3 22.6-23.2 TBC
xDrive30d 261 130 6.8 34.0-37.7 TBC
M50d 395 155 5.3 32.5-33.6 TBC

X6 5dr SUV £59,340-£76,870 ★★★★★
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg
xDrive40i 338 155 5.5 26.4-28.5 TBC
M50i 523 155 4.3 23.0-23.5 TBC
xDrive30d 254 143 6.7 32.5-33.6 TBC
M50d 375 155 5.2 29.4-30.1 TBC

X7 5dr SUV £72,315-£90,935 ★★★★★
BMW's largest SUV yet crowns the line-up, but faces strong competition. **LxWxH** 5151x2000x1805 **Kerb weight** 2395kg
xDrive40i 338 155 6.1 24.6-24.8 TBC
M50i 523 155 4.7 21.6-21.9 TBC
xDrive30d 262 155 7.0 32.8-33.6 TBC
M50d 398 155 5.4 31.0-31.4 TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
CADILLAC					
CTS-V 4dr saloon £85,428				★★★★☆	
Eat your heart out, Germany - but lacks handling finesse of its European rivals. LxWxH 5050x1863x1447 Kerb weight 1850kg					
6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260				★★★★☆	
Cadillac's luxury SUV remains too large and ungainly for the UK. LxWxH 5179x2061x1896 Kerb weight 2635kg					
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM					
Seven 2dr open £26,490-£53,885				★★★★☆	
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. LxWxH TBC Kerb weight 490kg					
1.6 Sigma TI-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma TI-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET					
Camaro 2dr coupé/convertible £35,770-£47,850				★★★★☆	
An affordable American muscle car, but LHD only and less usable and unfined. LxWxH 4784x1897 Kerb weight 1539kg					
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945-£100,305				★★★★☆	
LHD only and less usable and less able than rivals, but disarming and inimitable. LxWxH 4492x1872x1239 Kerb weight 1539kg					
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN					
C-Zero 5dr hatchback £20,520				★★★★☆	
Well-engineered electric city car, but too expensive and lacks the range of rivals. LxWxH 3475x1475x1600 Kerb weight 1120kg					
Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £10,140-£14,110				★★★★☆	
Slightly cheaper than its Toyota sibling but less visually charming. LxWxH 3455x1615x1460 Kerb weight 855kg					
1.0 VTi 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £13,050-£19,310				★★★★☆	
Funky, fresh look gives a lease of life, shame that underneath isn't the same. LxWxH 3996x1749x1474 Kerb weight 976kg					
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £16,655-£21,245				★★★★☆	
Funky-looking C3 gets a jacked-up, rugged SUV look. LxWxH 4155x1765x1637 Kerb weight 1088kg					
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £19,070-£23,335				★★★★☆	
Interesting and novel to look at but flawed to drive. LxWxH 4157x1729x1480 Kerb weight 965kg					
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,780-£31,270				★★★★☆	
Plushness and an improved dynamic make for a better car. LxWxH 4438x1826x1610 Kerb weight 1280kg					
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,880-£33,070				★★★★☆	
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. LxWxH 4602x1826x1638 Kerb weight 1297kg					
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,830-£32,730				★★★★☆	
Smooth-riding SUV has an easy-going nature, but not the most dynamic. LxWxH 4500x1859x1670 Kerb weight 1530kg					
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC

Berlingo 5dr MPV £19,430-£26,650				★★★★☆	
Boxy, slightly quirky and immensely practical van-based car returns to top form. LxWxH 4403x1921x1849 Kerb weight 1398kg					
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHDi 75	75	95	16.5	TBC	TBC
1.5 BlueHDi 100	101	109	12.3	TBC	TBC
1.5 BlueHDi 130	128	116	10.3	TBC	TBC

CUPRA					
Ateca 5dr hatch £35,900-£41,175				★★★★☆	
First model from Seat's stand-alone performance brand has decent pace and precision. LxWxH 4376x1814x1615 Kerb weight 1615kg					
2.0 TSi 300	296	153	5.2	TBC	TBC

DACIA					
Sandero 5dr hatch £6995-£11,595				★★★★☆	
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. LxWxH 4069x1733x1519 Kerb weight 969kg					
1.0 ScE 75	71	98	14.2	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC
1.5 dCi 95	93	111	11.9	TBC	TBC

Sandero Stepway 5dr hatch £9195-£12,055				★★★★☆	
A more expensive and slightly more rugged cheap car - but still limited. LxWxH 4089x1761x1555 Kerb weight 1040kg					
1.0 ScE 75	73	98	15.1	TBC	TBC
0.9 TcE 90	87	104	11.1	TBC	TBC
1.5 dCi 95	93	106	13	TBC	TBC

Logan MCV 5dr estate £8495-£13,095				★★★★☆	
Lacks its stablemates' charms but retains their cheapness. LxWxH 4501x1733x1552 Kerb weight 980kg					
1.0 ScE 75	71	98	14.7	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 dCi 95	93	111	11.8	TBC	TBC
Logan MCV Stepway 5dr estate £12,695-£15,155				★★★★☆	
Given a rugged makeover but still lacks charm. Extremely practical, though. LxWxH 4528x1761x1559 Kerb weight 1090kg					
0.9 TcE 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC

Duster 5dr SUV £10,995-£19,955				★★★★☆	
A value champion. If cheap family transport is what you require, the Duster delivers. LxWxH 4315x2000x1625 Kerb weight 1147kg					
1.0 TcE 100 4x2	99	105	12.5	TBC	TBC
1.3 TcE 130 4x2	128	118	11.1	TBC	TBC
1.3 TcE 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC

DS					
3 3dr hatch/2dr open £19,480-£23,480				★★★★☆	
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. LxWxH 3948x1715x1483 Kerb weight 1090kg					
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

3 Crossback 5dr SUV £24,555-£34,705				★★★★☆	
First foray into compact SUVs comfortably competes with more established rivals. LxWxH 4118x1802x1534 Kerb weight 1205kg					
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC

7 Crossback 5dr SUV £27,435-£44,120				★★★★☆	
DS's first premium SUV certainly has the right price tag, equipment and appeal. LxWxH 4570x1895x1620 Kerb weight 1420kg					
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI					
Portofino 2dr open £166,551				★★★★☆	
The entry-level Ferrari has the power, the looks and the touring ability. LxWxH 4586x1938x1318 Kerb weight 1664kg					
3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418-£278,850				★★★★☆	
Calm ride mixed with explosive performance. LxWxH 4568x1952x1213 Kerb weight 1475kg					
3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

F8 Tributo 2dr coupé £203,476				★★★★☆	
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. LxWxH 4611x1979x1206 Kerb weight 1435kg					
3.9T V8 Tributo	710	211	2.9	TBC	TBC

GTCC4 Lusso 2dr coupé £200,890-£243,126				★★★★☆	
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. LxWxH 4922x1980x1383 Kerb weight 1865kg					
3.9T V8	592	188	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

812 Superfast 2dr open £263,033				★★★★☆	
More powerful than the F12, but with better road manners making it the star of the range. LxWxH 4657x1971x1276 Kerb weight 1630kg					
6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT					
500 3dr hatch/2dr open £12,165-£20,995				★★★★☆	
Super desirable, super-cute city car. Pleasant, if not involving to drive. LxWxH 3571x1627x1488 Kerb weight 865kg					
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,910-£18,210				★★★★☆	
A costly option but has some style to fill out some of its missing substance. LxWxH TBC Kerb weight TBC					
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £18,500-£24,700
★★★★☆

Familiar styling works rather well as a crossover. Drives okay, too.

LxWxH 4248x1796x1600 Kerb weight TBC

1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.0 T-GDI 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDI 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDI 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDI 136 2WD	134	119	10.2	52.3	TBC
Electric 39KWh	134	96	9.6	TBC	0
Electric 64KWh	201	104	7.6	TBC	0

Nexo 5dr SUV £65,995 ★★★★★
Impressive effort that heads in the right direction for fuel cell cars.
LxWxH 4670x2060x1640 **Kerb weight** 1814kg
95kW fuel cell 161 130 9.6 42mpkg 0

Tucson 5dr SUV £22,045-£34,945 ★★★★★	
Classy, roomy cabin and predictable handling. A very competitive SUV. LxWxH 4475x1850x1650 Kerb weight 1379kg	
1.6 GDI 132PS	130 113 11.5 35.3 TBC
1.6 T-GDI 177PS	175 125-126 8.9-9.2 34.9-36.2 TBC
1.6 CRDI 115PS	113 109 13.7 48.7-49.6 TBC
1.6 CRDI 136PS	134 114-116 10.6-12.0 45.6-47.1 TBC
2.0 CRDI 185PS	182 125 9.5 40.9 TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★★★
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg
2.2 CRDI 200 197 127 9.3-9.4 38.7-43.5 TBC
2.2 CRDI 200 AWD 197 127 9.4-9.5 38.7-40.4 TBC

JAGUAR	
XE 4dr saloon £31,505-£45,640 ★★★★★	
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. LxWxH 4672x1967x1416 Kerb weight 1450kg	
2.0d 163	160 132-133 8.3-8.9 47.8-50.7 TBC
2.0d 180	177 140 7.6-7.9 45.7-51.1 TBC
2.0d 180 AWD	177 140 7.8 40.8-44.7 TBC
2.0d 240 AWD	236 155 6.1 38.9-42.5 TBC
2.0t 200	197 148 7.2 32.5-35.1 TBC
2.0t 250	246 155 6.2 32.6-25.1 TBC
2.0t 300 AWD	295 155 5.4 30.0-33.2 TBC

XF 4dr saloon £34,950-£53,035 ★★★★★
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg
2.0d 163 160 132 8.7 46.1-50.4 TBC
2.0d 180 177 136 8.0-8.1 44.8-50.9 TBC
2.0d 180 AWD 177 136 8.4 40.2-44.4 TBC
2.0d 240 AWD 236 153 6.5 38.5-42.7 TBC
3.0d V6 300 295 155 6.2 40.8-43.2 TBC
2.0t 250 246 152 6.6 31.5-34.4 TBC
2.0t 300 AWD 295 155 5.8 29.9-32.6 TBC

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★★
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg
2.0d 163 160 136 9.3-9.4 45.8-48.2 TBC
2.0d 180 177 138 8.8 44.0-48.4 TBC
2.0d 180 AWD 177 136 8.9 39.3-43.1 TBC
2.0d 240 AWD 236 150 6.7 37.8-41.5 TBC
3.0d V6 300 295 155 6.6 40.1-42.1 TBC
2.0t 250 246 150 7.1 30.8-33.3 TBC
2.0t 300 295 155 6.1 28.9-31.0 TBC

XJ 4dr saloon £62,360-£83,105 ★★★★★
Mixes dynamism and refinement so well, but not as spacious or cossetting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg
3.0d V6 300 295 155 6.2 35.7-36.3 TBC

F-Type 2dr coupé £51,925-£113,085 ★★★★★
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg
2.0t 300 295 155 5.7 30.3-31.2 TBC
3.0s V6 340 335 161 5.3-5.7 25.1-28.3 TBC
3.0s V6 380 374 171 4.9-5.5 24.6-26.6 TBC
3.0s V6 380 AWD 374 171 5.1 25.0-25.3 TBC
5.0s V8 550 R AWD 542 186 4.1 25.7-25.9 TBC
5.0s V8 575 SVR AWD 567 200 3.7 25.5 TBC

F-Type Convertible 2dr open £57,405-£118,575 ★★★★★
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg
2.0t 300 295 155 5.7 30.4-31.1 TBC
3.0s V6 340 335 161 5.3-5.7 27.4-27.9 TBC
3.0s V6 380 374 171 4.9-5.5 25.9-26.2 TBC
3.0s V6 380 AWD 374 171 5.1 25.0-25.4 TBC
5.0s V8 550 R AWD 542 186 4.1 25.7-26.0 TBC
5.0s V8 575 SVR AWD 567 195 3.7 25.5 TBC

E-Pace 5dr SUV £28,930-£46,060 ★★★★★
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg
2.0 D150 148 124 9.5 39.1-42.6 TBC
2.0 D150 AWD 148 120 9.9-10.1 36.3-41.7 TBC
2.0 D180 AWD 177 127-128 8.7-9.4 36.1-41.1 TBC
2.0 D240 AWD 236 139 7.0 34.5-36.9 TBC
2.0 P200 AWD 198 134 7.7 27.8-30.1 TBC
2.0 P250 AWD 245 143 6.6 27.1-29.5 TBC
2.0 P300 AWD 295 151 5.9 26.2-28.1 TBC

F-Pace 5dr SUV £36,520-£74,835 ★★★★★
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4748x2070x1667 **Kerb weight** 1690kg
2.0d 163 160 121 10.2 40.9-44.8 TBC
2.0 20d 180 177 129 8.5 39.9-43.4 TBC
2.0 20d 180 AWD 177 129 8.7 36.8-40.0 TBC
2.0 25d 240 AWD 236 135 7.2 35.4-38.5 TBC
3.0 V6 30d 300 AWD 295 160 6.2 34.2-36.6 TBC
2.0 25t 250 AWD 246 135 6.8 27.2-29.2 TBC
2.0 30t 300 AWD 295 145 6.0 26.2-28.0 TBC
5.0 V8 SVR 550 AWD 548 176 4.1 22.1 TBC

I-Pace 5dr SUV £64,495-£74,995 ★★★★★
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg
EV400 398 124 4.5 TBC 0

JEEP	
Compass 5dr SUV £23,755-£35,325 ★★★★★	
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. LxWxH 4394x2033x1629 Kerb weight 1430kg	
1.4 Multiair II 140	138 119 9.9 TBC TBC
1.4 Multiair II 170 4WD	167 124 9.5 TBC TBC
1.6d MultiJet II 120	118 115 11.0 TBC TBC
2.0d MultiJet II 140 4WD	138 118 10.1 TBC TBC
2.0d MultiJet II 170 4WD	167 122 9.5 TBC TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
Renegade 5dr SUV £23,500-£31,400					★★★★☆
Middling compact crossover with chunky looks but no obvious charm. LxWxH 4236x1805x1667 Kerb weight 1346kg					
1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★★★★
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg
2.2d MultiJet 185 4WD 182 127 8.8 TBC TBC

Grand Cherokee 5dr SUV £49,880 ★★★★★
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg
3.0 MultiJet 250 4WD 247 126 8.2 TBC TBC

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★★
Heavy-duty off-road goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg
2.2d MultiJet II 200 4WD 197 114 9.5 28.8-30.4 TBC

KIA	
Picanto 5dr hatch £9720-£14,720 ★★★★★	
Nice drive and cabin, but now overshadowed by rivals. LxWxH 3595x1406x1485 Kerb weight 935kg	
1.0 MPI	66 100 13.8 49.6-50.4 127-129
1.0 T-GDI	99 112 10.1 48.7 133
1.25 MPI	83 100-107 11.6-13.2 42.2-49.6 129-151

Rio 5dr hatch £12,220-£18,010 ★★★★★
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg
1.0 T-GDI 99 99 115 10.3 48.7 132-133
1.0 T-GDI 118 118 118 9.8 44.8-47.1 137-142
1.25 MPI 83 107 12.5 45.6-46.3 138-140
1.4 MPI 98 103-108 11.8-13.4 42.2-46.3 138-151

Ceed 5dr hatch £18,295-£27,185 ★★★★★
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg
1.0 T-GDI 118 118 116 10.9 47.9-50.4 127-134
1.4 T-GDI 138 138 128-130 8.6-8.9 43.5-46.3 139-148
1.6 T-GDI 201 201 142 7.5 38.2 169
1.6 CRDI 114 114 118 10.6 57.6-58.9 126-129
1.6 CRDI 134 134 122 10.2 57.6 129

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★★
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg
1.0 T-GDI 118 118 118 10.9 47.1 136-137
1.4 T-GDI 138 138 128-130 8.8-9.1 41.1-45.6 141-146
1.6 CRDI 114 114 119 10.7 56.5-58.9 127-132

Proceed 5dr hatch £23,840-£28,140 ★★★★★
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg
1.4 T-GDI 138 138 127-130 8.8-9.1 42.8-45.6 142-150
1.6 T-GDI 201 201 140 7.2 39.3 163
1.6 CRDI 134 134 124 9.8-10.0 54.3-56.5 132-136

Soul 5dr hatch £14,725-£30,495 ★★★★★
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg
1.6 GDI 130 130 115 10.6 TBC TBC
1.6 T-GDI 201 201 122 7.5 TBC TBC
1.6 CRDI 134 134 112-113 10.7-10.8 TBC TBC
27kWh Electric Drive 109 90 11.0 TBC 0

Optima 4dr saloon £22,260-£25,700 ★★★★★
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg
1.6 CRDI 134 134 121-122 10.6-11.2 53.3-54.3 137-139

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★★★
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg
1.6 CRDI 134 134 124 9.8-10.7 51.4-52.3 140-143
2.0 T-GDI 241 241 144 7.3 30.4 211
2.0 GDI PHEV 202 119 9.1 188.3 34

Stinger 4dr saloon £32,435-£40,535 ★★★★★
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best. **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg
2.0 T-GDI 244 149 5.8 29.4 217
3.3 V6 T-GDI 365 168 4.7 27.7 233
2.2 CRDI 197 143 7.3 40.9 179

Venga 5dr hatch £15,625-£19,520 ★★★★★
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg
1.6 123 111-115 10.4-11.1 34.4-37.2 172-187

Carens 5dr MPV £19,505-£28,445 ★★★★★
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg
1.6 GDI 133 115 10.9 TBC TBC
1.7 CRDI 114 114 110 12.7 TBC TBC
1.7 CRDI 139 139 117-120 10.0-10.9 TBC TBC

Niro 5dr SUV £23,490-£30,845 ★★★★★
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg
1.6 GDI Hybrid 139 101 11.1 TBC TBC
1.6 GDI Hybrid PHEV 139 107 10.4 TBC TBC

Stonic 5dr SUV £16,540-£21,200 ★★★★★
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg
1.4 MPI 98 107 12.2 45.6 141
1.0 T-GDI 118 115 9.9 46.3-47.1 137-138
1.6 CRDI 108 112 10.9 57.6 128

Sportage 5dr SUV £20,305-£34,545 ★★★★★
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg
1.6 GDI 130 113 11.1 34.9-35.7 179-184
1.6 T-GDI 174 127 8.9 34.4-34.9 184-187
1.6 T-GDI AWD 174 125-126 8.8-9.2 31.7-32.5 198-203
1.6 CRDI 114 114 109 11.4 49.6 150
1.6 CRDI 134 134 112 10.8-11.4 44.8-47.1 158-167
1.6 CRDI 134 AWD 134 112 11.6 42.8-43.5 169-173
2.0 CRDI 182 48V AWD 182 125 9.2 39.8-40.4 183-186

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
Sorento 5dr SUV £30,225-£42,925 ★★★★★					
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. LxWxH 4780x1890x1685 Kerb weight 1932kg					
2.2 CRDI	197	127	9.0-9.6	37.7-41.5	177-196

KTM	
X-Bow 0dr open £57,345-£70,717 ★★★★★	
Eccentric looks and sharp handling but expensive. LxWxH 3738x1915x1202 Kerb weight 847kg	
2.0 R	290 143 3.9 TBC TBC
2.0 GT	280 143 4.1 TBC TBC

LAMBORGHINI

Huracán 2dr coupé £162,900-£238,000 ★★★★★
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg
5.2 V10 572 198 3.4 21.4 332
5.2 V10 Evo 631 201 2.9 20.3 332
5.2 V10 Performante 631 201 2.9 19.7 357

Aventador 2dr coupé £278,000-£360,000 ★★★★★
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg
6.5 V12 S 730 217 2.9 15.4 499
6.5 V12 SVJ 759 217 2.8 15.8 486

Urus 2dr coupé £159,925 ★★★★★
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg
4.0 V8 631 189 3.6 22.2 325

LAND ROVER

Range Rover Evoque 5dr SUV £31,295-£49,565 ★★★★★
Refined, luxurious baby Range Rover has matured for its second generation. **LxWxH** 4371x1996x1649 **Kerb weight** 1891kg
2.0 e04 145 113 10.6 TBC TBC
2.0 P200 198 134 8.0 29.1-31.3 TBC
2.0 P250 248 143 7.0 29.1-31.2 TBC
2.0 P300 298 150 6.3 28.9-30.9 TBC
2.0 D150 148 125 10.5 42.1-44.9 TBC
2.0 D150 AWD 148 122 11.2 39.9-40.0 TBC
2.0 D180 178 127 9.3 38.2-41.5 TBC
2.0 D240 238 140 7.2 37.8-40.9 TBC

Range Rover Velar 5dr SUV £45,260-£86,685 ★★★★★
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg
2.0 P250 248 135 7.1 27.7-30.8 TBC
2.0 P300 298 145 6.2 26.9-29.8 TBC
5.0 V8 P550 SVAD 548 170 4.5 23.0 TBC
2.0 D180 178 120 8.9 37.8-42.0 TBC
2.0 D240 238 135 7.4 36.5-41.1 TBC
3.0 V6 D275 272 135 7.0 34.7-38.0 TBC
3.0 V6 D300 298 150 6.7 34.7-38.0 TBC

Range Rover Sport 5dr SUV £68,155-£101,810 ★★★★★
Bigger and better, a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1760 **Kerb weight** 211kg
2.0 P300 298 125 7.3 24.0-26.1 TBC
2.0 P400e PHEV 401 137 6.7 75.3-86.9 TBC
3.0 P400 398 140 6.2 24.9-27.4 TBC
5.0 V8 P525 522 155 5.3 18.9-20.2 TBC
5.0 V8 P575 SVR 572 176 4.5 18.9 TBC
3.0 SDV6 302 140 7.1 28.5-32.0 TBC
4.4 SDV8 336 140 7.2 25.5-27.0 TBC

Range Rover 5dr SUV £83,655-£115,875 ★★★★★
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg
3.0 SDV6 272 130 7.9 29.1-31.5 TBC
4.4 SDV8 336 135 7.3 25.4-26.6 TBC
3.0 P400 398 140 6.3 25.1-26.7 TBC
2.0 P400e 399 137 6.8 75.7-85.1 TBC
5.0 V8 P525 522 155 5.4 18.9-20.0 TBC
5.0 V8 P565 SVAD 562 155 5.4 18.9 TBC

Discovery Sport 5dr SUV £31,575-£42,475 ★★★★★
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg
2.0 D150 148 121 10.5 42.0-47.8 TBC
2.0 D150 AWD 148 118 10.7 38.0-40.9 TBC
2.0 D180 178 126 9.1 37.3-40.4 TBC
2.0 D240 238 137 7.2 36.6-39.6 TBC
2.0 P200

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
CX-5 5dr SUV £24,795-£34,395					★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. LxWxH 4550x1840x1675 Kerb weight 1575kg					
2.0 Skyactiv-G 165	162	125	10.3	36.7/38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995-£25,795					★★★★★				
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. LxWxH 3915x1735x1225 Kerb weight 1050kg									
1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC				
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC				

MX-5 RF 2dr open £22,595-£29,195						★★★★★	
Remains perfectly poised and vibrant, even with a folding metal roof. LxWxH 3915x1735x1230 Kerb weight 1090kg							
1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC		
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC		

McLAREN										
540C 2dr coupé		£126,055								★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. LxWxH 4530x2095x1202 Kerb weight 1449kg										
3.8 V8		533	199	3.5		23.2		276		

570S 2dr coupé/open **£145,305-£164,750**
★★★★★

Blisteringly fast and exciting supercar-slayer with hugely appealing handling.
 LxWxH 4530x2095x1202 **Kerb weight** 1440kg

3.8 V8	562	204	3.1	23.2	276
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570GT 2dr coupé

£154,000

★★★★★

The 570GT retains the lusty, fast appeal of its sister car, even with added practicality.

LxWxH 4530x2095x1201

Kerb weight 1498kg

3.8 V8

562

204

3.3

23.2

276

600LT 2dr coupé £185,500					★★★★★				
Lighter, faster and more athletic than the 570S. McLaren at its very best.									
LxWxH 4604x2095x1191 Kerb weight 1356kg									
3.8 V8	592	204	2.9		23.2		277		

720S 2dr coupé		£218,020		★★★★★	
The start of an era for McLaren and what a way to begin it is.					
LxWxH 4543x2059x1196 Kerb weight 1419kg					
4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000					★★★★★				
Woking's most user-friendly car to date is still a McLaren first and foremost. LxWxH 4683x2095x1213 Kerb weight 1530kg									
4.0 V8	612	203	3.2	23.7	270				

Senna 2dr coupé
£750,000
★★★★★

Astounding circuit performance made superbly accessible.

LxWxH 4744x2155x1229
 Kerb weight 1309kg

4.0 V8	789	208	2.8	22.7	280
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MERCEDES-BENZ

A-Class 5dr hatch

£23,075-£35,580

★★★★☆

A little bit of luxury in a desirable, hatchback-sized package.

LxWxH 4419x1992x1440

Kerb weight 1445kg

1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725-£36,485				★★★★☆	
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. LxWxH 4549x1796x1446 Kerb weight 1465kg					
1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975-£32,375				★★★★☆			
A slightly odd prospect, but practical and classy nonetheless.							
LxWxH 4393x1786x1557				Kerb weight 1395kg			
1.3 B180	136	132	9.0	40.4	47.1	TBC	
1.3 B200	163	139	8.2	39.8	46.3	TBC	
1.5 B180d	116	124	10.7	51.4	60.1	TBC	
2.0 B200d	148	136	8.3	51.4	57.7	TBC	
2.0 B220d	187	145	7.2	50.4	56.5	TBC	

C-Class 4dr saloon £30,845-£75,733				★★★★☆			
Merc ramps up the richness, but the engines and dynamics aren't refined enough. LxWxH 4686x1810x1442 Kerb weight 1450kg							
1.6 C180	156	140	8.2-8.3	37.7	43.5	TBC	
1.5 C200	181	149	7.7	37.7	43.5	TBC	
1.5 C200 4Matic	181	145	8.1	35.3	39.8	TBC	
2.0 C300	258	155	5.9	35.3	39.8	TBC	
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0	29.4	TBC	
4.0 V8 AMG C63	469	155	4.1	25.5	25.9	TBC	
4.0 V8 AMG C63 S	503	180	4.0	25.5	25.9	TBC	
1.6 C200d	158	140	7.9-8.5	44.7	61.4	TBC	
2.0 C220d	192	149	6.9	45.6	53.3	TBC	
2.0 C220d 4Matic	192	145	6.9	40.9	47.9	TBC	
2.0 C300d	241	155	5.9	43.5	49.6	TBC	
2.0 C300d 4Matic	241	155	5.8	42.2	47.9	TBC	

C-Class Estate 5dr estate £32,045-£79,528				★★★★☆			
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. LxWxH 4702x1810x1457 Kerb weight 1495kg							
1.6 C180	156	138-139	8.4-8.5		34.0	42.2	TBC
1.5 C200	181	146	7.9		36.7	40.9	TBC
1.5 C200 4Matic	181	143	8.4		34.5	38.7	TBC
2.0 C300	258	155	6.0		34.5	38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8		27.4	28.8	TBC
4.0 V8 AMG C63	469	155	4.2		25.0	25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1		24.8	25.5	TBC
1.6 C200d	158	137	8.2-8.7		47.1	57.7	TBC
2.0 C220d	192	145	7.0		44.8	51.4	TBC
2.0 C220d 4Matic	192	142	7.4		41.5	46.3	TBC
2.0 C300d	241	155	6.0		42.8	47.9	TBC
2.0 C300d 4Matic	241	155	6.0		41.5	47.1	TBC

C-Class Coupé 2dr coupé £35,285-£78,023					★★★★☆				
Nice balance of style, usability and driver reward.									
LxWxH 4696x1810x1405 Kerb weight 1505kg									
1.6 C180	156	140	8.5	35.3-42.8	TBC				

	Power (bhp)		Top speed (mph)		0-60/62mph		Economy (mpg)		CO ₂ (g/km)	
1.5 C200	181	149	7.9		37.7	42.2	TBC			
1.5 C200 4Matic	181	145	8.4		35.3	39.8	TBC			
2.0 C300	258	155	6.0		35.8	39.8	TBC			
3.0 V6 AMG C43 4Matic	385	155	4.7		28.0	29.4	TBC			
4.0 V8 AMG C63	469	155	4.0		25.0	25.5	TBC			
4.0 V8 AMG C63 S	503	180	3.9		25.0	25.5	TBC			
2.0 C220d	192	149	7.0		46.3	52.3	TBC			
2.0 C220d 4Matic	192	145	7.3		42.8	47.9	TBC			
2.0 C300d	241	155	6.0		44.1	49.6	TBC			
2.0 C300d 4Matic	241	155	6.0		42.8	48.7	TBC			

C-Class Cabriolet 2dr open £39,104-£93,036						
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	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai 5dr SUV £19,995-£31,145 ★★★★★

The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg
1.3 DIG-T 140 138 120 10.5 40.1-41.4 TBC
1.3 DIG-T 160 158 123-124 8.9-9.9 40.0-41.4 TBC
1.5 dCi 115 113 112 12.3 51.9-53.7 TBC
1.7 dCi 150 148 119 9.5 46.4-50.2 TBC

X-Trail 5dr SUV £29,930-£37,525 ★★★★★

There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg
1.6 dCi 130 128 111-116 10.5-11.4 TBC TBC
1.6 dCi 130 4WD 128 115 11.0 TBC TBC
1.6 DIG-T 163 160 124 9.7 TBC TBC
2.0 dCi 177 174 123 9.6 TBC TBC
2.0 dCi 177 4WD 174 121-126 9.4-10.0 TBC TBC

370Z 2dr coupé £29,805-£40,305 ★★★★★

Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg
3.7 V6 323 155 5.3 23.3-23.6 TBC
3.7 V6 Nismo 339 155 5.2 23.2 TBC

GT-R 2dr coupé £81,995-£151,995 ★★★★★

Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg
3.8 V6 562 196 TBC 20.2 TBC
3.8 V6 Nismo 591 196 TBC 19.6 TBC

NOBLE**M600 2dr coupé £248,000-£287,600** ★★★★★

Deliciously natural and involving, a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1118kg
4.4 V8 662 225 TBC TBC TBC

PEUGEOT**10n 5dr hatch £20,534** ★★★★★

Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg
47kW 62 81 15.9 TBC 0

108 3dr/5dr hatch £9690-£14,985 ★★★★★

Sister car to the Aygo - and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg
1.0 72 71 100 13.0 53.5-57.3 TBC
1.0 72 2-Tronic 71 100 15.2 51.6-55.0 TBC

208 3dr/5dr hatch £14,900-£18,735 ★★★★★

A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg
1.2 PureTech 82 79 109-111 12.2-14.5 46.6-51.5 TBC
1.2 PureTech 110 107 118 9.8-9.6 39.1-46.5 TBC
1.5 BlueHdi 100 102 117 10.7 55.6-67.7 TBC

308 5dr hatch £20,000-£29,920 ★★★★★

Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg
1.2 PureTech 110 107 117 11.1 40.4-47.7 TBC
1.2 PureTech 130 126 128-129 9.1-9.6 41.3-48.9 TBC
1.6 PureTech 225 224 146 7.4 36.9-40.1 TBC
1.6 PureTech 260 259 155 6.0 37.8 TBC
1.6 BlueHdi 100 99 112 12.2 54.9-63.8 TBC
1.5 BlueHdi 130 126 127 9.8 53.2-62.7 TBC
2.0 BlueHdi 180 EAT8 175 140 8.2 45.0-49.4 TBC

308 SW 5dr estate £20,950-£29,330 ★★★★★

Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg
1.2 PureTech 110 107 117 11.6 40.4-47.7 TBC
1.2 PureTech 130 126 127 9.5-10.0 41.3-48.9 TBC
1.6 PureTech 225 224 146 7.5 36.9-40.1 TBC
1.5 BlueHdi 100 99 111 12.3 54.9-63.8 TBC
1.5 BlueHdi 130 126 126 10.0 53.2-62.7 TBC
2.0 BlueHdi 180 EAT8 178 139 8.4 45.0-49.4 TBC

508 4dr saloon £25,039-£37,439 ★★★★★

Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg
1.6 PureTech 180 178 143 7.9 38.0-41.8 TBC
1.6 PureTech 225 223 155 7.1 36.3-39.8 TBC
1.5 BlueHdi 130 129 129 9.4-9.7 51.4-59.8 TBC
2.0 BlueHdi 160 158 143 8.4 45.2-51.1 TBC
2.0 BlueHdi 180 174 146 8.0 45.0-50.6 TBC

508 SW 5dr estate £26,845-£40,944 ★★★★★

Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. **LxWxH** 4778x1859x1420 **Kerb weight** 1430kg
1.6 PureTech 180 178 140 8.0 38.0-41.8 156
1.6 PureTech 225 223 153 7.4 36.3-39.8 167
1.5 BlueHdi 130 128 129 9.9-10.1 51.4-59.8 128-131
2.0 BlueHdi 160 159 140 8.5 45.2-51.1 149

2008 5dr SUV £17,730-£24,490 ★★★★★

Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg
1.2 PureTech 82 79 105 13.5 43.8-46.8 TBC
1.2 PureTech 110 107 117-119 9.9-10.3 39.1-44.8 TBC
1.2 PureTech 130 126 124 9.3 44.4-49.9 TBC
1.6 BlueHdi 100 96 112 11.3 TBC TBC
1.6 BlueHdi 120 116 119 9.6 52.9-58.2 TBC

3008 5dr SUV £24,575-£36,845 ★★★★★

Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg
1.2 PureTech 130 126 117 10.5-10.8 36.5-43.6 TBC
1.6 PureTech 180 178 136 8.0 35.2-39.6 TBC
1.5 BlueHdi 130 126 119 9.5 48.0-56.3 TBC
2.0 BlueHdi 180 175 131 8.9 42.3-47.1 TBC

5008 5dr SUV £26,725-£38,995 ★★★★★

Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg
1.2 PureTech 130 126 117 10.4-10.9 36.5-44.2 TBC
1.6 PureTech 180 178 135 8.3 36.2-39.6 TBC
1.5 BlueHdi 130 129 119 10.7 48.0-56.3 TBC
2.0 BlueHdi 180 175 131 9.1 42.3-47.1 TBC

PORSCHE**718 Boxster 2dr open £46,651-£73,405** ★★★★★

Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg
2.0 290 170 4.9-5.1 31.4-33.2 TBC
2.0 T 296 170 4.7-5.3 31.4-32.8 TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790-£75,348 ★★★★★

Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg
2.0 290 170 4.9-5.1 31.4-33.2 TBC
2.0 T 296 170 4.9-5.3 31.4-32.8 TBC
2.5 S 339 177 4.4-4.6 29.1-31.0 TBC
2.5 GTS 355 180 4.3-4.6 28.5-30.7 TBC
4.0 GT4 414 188 4.4 25.7 TBC

911 2dr coupé £82,793-£98,418 ★★★★★

Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. **LxWxH** 4519x1852x1300 **Kerb weight** 1565kg
3.0 Carrera 380 182 4.0 26.6-28.5 TBC
3.0 Carrera 4 380 180 4.0 26.2-28.2 TBC
3.0 Carrera S 444 191 3.5 27.2-28.5 TBC
3.0 Carrera 4S 444 190 3.4 25.7-27.2 TBC

911 Cabriolet 2dr open £92,438-£108,063 ★★★★★

Fewer compromises than ever, if rewarding only at full attack. **LxWxH** 4519x1852x1297 **Kerb weight** 1585kg
3.0 Carrera 380 180 4.2 26.2-28.0 TBC
3.0 Carrera 4 380 179 4.2 25.9-27.7 TBC
3.0 Carrera S 444 190 3.7 26.4-28.0 TBC
3.0 Carrera 4S 444 188 3.6 25.0-26.6 TBC

Panamera 4dr saloon £72,890-£149,537 ★★★★★

Revamped big saloon is an absolute better, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg
3.0 V6 4 321 162 5.5-5.6 25.0-26.9 TBC
2.9 V6 4S 428 179 4.4-4.5 TBC TBC
2.9 V6 E-Hybrid 449 172 4.6-4.7 78.5-85.6 TBC
4.0 V8 GTS 458 181 4.1 22.2-23.5 TBC
4.0 V8 Turbo 533 190 3.8-3.9 22.1-23.0 TBC
4.0 V8 Turbo S E-Hybrid 671 192 3.4-3.5 74.3-80.7 TBC

Panamera Sport Turismo 5dr estate £75,037-£142,279 ★★★★★

The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg
3.0 V6 4 321 160 5.5 24.6-25.6 TBC
2.9 V6 4S 428 177 4.4 TBC TBC
2.9 V6 E-Hybrid 449 170 4.6 76.3-80.7 TBC
4.0 V8 GTS 458 179 4.1 22.2-23.2 TBC
4.0 V8 Turbo 533 188 3.8 22.1-22.8 TBC
4.0 V8 Turbo S E-Hybrid 671 192 3.4 72.4-74.3 TBC

Taycan 4dr saloon £115,858-£138,826 ★★★★★

First all-electric Porsche shows the rest of the world how it should be done. **LxWxH** 4963x1966x1381 **Kerb weight** 2305g
Turbo 671 161 3.2 TBC 0
Turbo S 751 161 2.8 TBC 0

Macan 5dr SUV £46,913-£68,530 ★★★★★

Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg
2.0 243 139 6.7 25.7-28.2 TBC
3.0 V6 S 351 157 5.3 23.9-25.7 TBC
3.0 V6 Turbo 434 167 4.3 23.5-24.8 TBC

Cayenne 5dr SUV £57,195-£123,349 ★★★★★

Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg
3.0 V6 335 152 6.2 22.2-24.1 TBC
3.0 V6 E-Hybrid 456 157 5.0 60.1-72.4 TBC
2.9 V6 S 428 164 5.2 TBC TBC
4.0 V8 Turbo 533 177 4.1 20.2-20.8 TBC
4.0 V8 S E-Hybrid 671 183 3.8 52.3-58.9 TBC

Cayenne Coupé 5dr SUV £62,129-£125,946 ★★★★★

Little different to drive than the standard car but certainly has an appeal all of its own. **LxWxH** 4931x1983x1676 **Kerb weight** 2030kg
3.0 V6 335 150 6.0 22.2-23.9 TBC
3.0 V6 E-Hybrid 456 157 5.1 60.1-70.6 TBC
2.9 V6 S 428 163 5.0 21.9-23.7 TBC
4.0 V8 Turbo 533 177 3.9 20.2-20.8 TBC
4.0 V8 S E-Hybrid 671 183 3.8 52.3-57.6 TBC

RADICAL**RXC GT 2dr open TBC** ★★★★★

Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg
3.5 V6 400 400 179 2.8 TBC TBC
3.5 V6 650 650 180 2.7 TBC TBC

RENAULT**Twizy 2dr hatch £6695-£7995** ★★★★★

Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg
MB L7e 17 50 TBC TBC 0

Zoe 5dr hatch £18,420-£27,820 ★★★★★

A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg
5AGEN2 86 84 13.5 TBC 0
5AGEN3 89 84 13.5 TBC 0

Twingo 3dr hatch £10,750-£13,455 ★★★★★

Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg
1.0 Sce 70 67 94 14.5 47.9-48.7 TBC
0.9 Tce 90 87 103 10.8 45.6-47.9 TBC

Clio 5dr hatch £13,615-£19,165 ★★★★★

An attractive, stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg
0.9 Tce 75 75 110 12.3 46.3-47.1 TBC
0.9 Tce 90 87 112 12.2-13.1 47.1 TBC
1.5 dCi 90 87 109-112 12.0-12.9 56.5-57.6 TBC

Mégane 5dr hatch £17,715-£29,195 ★★★★★

Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg
1.2 Tce 140 138 127 10.6 42.8-45.6 TBC
1.5 Blue dCi 115 113 118 11.1 58.9-62.8 TBC
1.8 RS 280 276 158 5.8 TBC TBC

Mégane Sport Tourer 5dr estate £18,915-£24,615 ★★★★★

Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg
1.2 Tce 140 138 127 9.8 42.2-44.8 TBC
1.5 Blue dCi 115 113 118 11.1 56.5-61.4 TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
Scenic 5dr MPV £21,715-£26,455	138	121	10.1	40.4-41.5	TBC
1.2 Tce 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515-£28,255 ★★★★★

Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg
1.2 Tce 140 138 118 11.4 39.8-40.9 TBC
1.8 dCi 120 118 120 12.1 TBC TBC

Captur 5dr SUV £15,725-£22,065 ★★★★★

Jacked-up Clio is among the better downsized options. Stylish and fluidly riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg
0.9 Tce 90 87 106 13.2 44.1-45.6 TBC
1.3 Tce 130 128 124 10.2 42.8-44.1 TBC
1.3 Tce 150 148 130 9.5 42.8-43.5 TBC
1.5 dCi 90 87 106 13.1 51.3-53.5 TBC

Kadjar 5dr SUV £20,595-£29,995 ★★★★★

Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg
1.2 Tce 140 138 119 10.1-10.7 41.5-44.1 TBC
1.6 Tce 160 158 127 9.2 42.8 TBC
1.5 dCi 115 112 112-113 11.7-11.9 55.4-60.1 TBC

Koleos 5dr SUV £27,495-£31,495 ★★★★★

Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg
2.0 dCi 175 169 126 10.7 38.2 TBC
2.0 dCi 175 4WD X-Tronic 169 125 9.5 36.2 TBC

ROLLS-ROYCE**Wraith 2dr coupé £224,823-£280,223** ★★★★★

An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg
6.6 V12 624 155 4.6 19.8 327

Dawn 2dr open £266,055-£302,655 ★★★★★

Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg
6.6 V12 563 155 5.0 19.6 330

Ghost 4dr saloon £227,423-£262,823 ★★★★★

'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg
6.6 V12 563 155 4.9-5.0 19.8-20.0 327-329

Phantom 4dr saloon £362,055 ★★★★★

Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg
6.75 TV12 563 155 5.3-5.4 20.3 318-319

Cullinan 4dr SUV £250,000 ★★★★★

Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg
6.75 TV12 563 155 5.2 18.8 341

SEAT

GREATEST ROAD TESTS OF ALL TIME



ASTON MARTIN DB7 VANTAGE

TESTED 23.6.99

Aston Martin really stepped up its game with the introduction of the DB7 Vantage. Our drive in 1999 confirmed it was a taste of good things to come.

The DB7 Vantage was definitely a standout model for Aston Martin – not only was it the brand's first V12-engined road car, it was beautiful as well. The Cosworth-developed V12, derived from Ford's Duratec V6, produced 420bhp with torque rated at 400lb ft. Drive was sent to the rear wheels via a Tremec six-speed manual gearbox (a five-speed automatic was optional), allowing it to get from 0-60mph in 5.2sec and on to a top speed of 185mph.

The interior was a nice place to be – only some cheap Ford switches, a slight lack of support from the seats and a cramped rear spoiled an otherwise well-made cabin.

The DB7 Vantage was also a very competent grand tourer, being fun to drive quickly and having a top-notch ride quality. And when the time came to shed some speed, the brakes were always up to the task. Only a lack of steering feel kept the Vantage from a five-star rating.

FOR Strong, muscular looks, excellent brakes, wonderful V12 engine
AGAINST Little steering feel, cramped rear and a few cheap Ford switches ruin cabin



FACTFILE

Price £94,500 **Engine** V12, 5935cc, petrol **Power** 420bhp at 6000rpm **Torque** 400lb ft at 5000rpm **0-60mph** 5.2sec **0-100mph** 11.8sec **Standing quarter** 13.6sec, 107mph **50-0mph** 26.6m **60-0mph** 3.2sec **70-0mph** 51.5m **Top speed** 185mph **Economy** 21.4mpg

WHAT HAPPENED NEXT...

In total, 4431 DB7 Vantages (2385 coupés and 2046 Volantes) were built, with production ending in 2003. Aston also made the sportier DB7 GT (GTA for automatics) in 2002, with power going up to 435bhp. It came with different 18in five-spoke wheels, a modified chassis and a few minor exterior modifications, some of which helped reduce lift by 50%.

	Power (bhp)	Top speed (mph)	0-60/0-100 (sec)	Economy (mpg)	CO ₂ (g/km)
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SMART

Fortwo 3dr hatch/open **£21,195–£23,930** ★★★★★☆
Pricy, EV-only two-seater has urban appeal but is short on performance. **LxWxH** 2695x1663x1555 **Kerb weight** 1085kg
Electric Drive 79 81 11.5-11.8 TBC 0

Forfour 5dr hatch **£21,690–£22,285** ★★★★★☆
Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1554 **Kerb weight** 1200kg
Electric Drive 79 81 12.7 TBC 0

SSANGYONG

Tivoli 5dr SUV **£14,495–£21,495** ★★★★★☆
Trails the Duster as the best-value small crossover – but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg
1.6 128 126 99-106 11.0-12.0 35.3-38.2 TBC
1.6d 115 113 107-109 12.0 45.3-54.3 TBC

Tivoli XLV 5dr SUV **£19,745–£22,245** ★★★★★☆
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg
1.6 128 126 99-106 11.0-12.0 34.9-37.2 TBC
1.6d 115 113 107-109 12.0 42.8-51.4 TBC

Korando 5dr SUV **£19,995–£31,995** ★★★★★☆
Competitive towing capabilities and generous kit, but still lacks dynamics. **LxWxH** 4450x1870x1629 **Kerb weight** 1610kg
1.5 6DI-Turbo 161 118-120 12.0 TBC TBC
1.6L 2WD 133 112 12.0 48.7 TBC
1.6L 4WD 133 112 12.0 43.5 TBC

Musso 5dr SUV **£25,131–£35,031** ★★★★★☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg
2.2d 181 178 115-121 12.2 TBC TBC

Rexton 5dr SUV **£28,995–£38,995** ★★★★★☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg
2.2d 181 178 115 11.3-11.9 TBC TBC

Turismo 5dr MPV **£21,495–£27,995** ★★★★★☆
Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg
2.2d 178 175 108-116 TBC TBC TBC

SUBARU

Impreza 5dr hatch **£24,310–£25,010** ★★★★★☆
Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg
1.6i 112 112 12.4 35.9 TBC
2.0i 153 127 9.8 TBC TBC

Levorg 5dr estate **£30,010** ★★★★★☆
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg
1.6i 167 130 8.9 TBC TBC

XV 5dr SUV **£25,310–£28,510** ★★★★★☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg
1.6i 112 109 13.9 35.3 TBC
2.0i 154 120 10.4 TBC TBC

Forester 5dr estate **£30,000–£32,500** ★★★★★☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg
2.0i 150 148 118-119 10.6-11.8 32.2 TBC

Outback 5dr estate **£29,995–£33,010** ★★★★★☆
Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg
2.5i 172 130 10.2 33.0 TBC

BRZ 2dr coupé **£27,025–£28,510** ★★★★★☆
The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg
2.0i 197 130-140 7.6-8.2 33.3 TBC

SUZUKI

Celerio 5dr hatch **£8999–£10,499** ★★★★★☆
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg
1.0 K10C Dualjet 66 96 13.0 58.8 TBC

Ignis 5dr hatch **£11,849–£14,849** ★★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg
1.2 Dualjet 87 106 11.8 52.9 TBC
1.2 Dualjet SHVS 87 106 11.4 54.1 TBC
1.2 Dualjet SHVS 4x4 87 103 11.1 54.1 TBC

Jimny 3dr SUV **£15,499–£17,999** ★★★★★☆
Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg
1.5 VVT 100 90 11.9 32.2-35.8 178-198

	Power (bhp)	Top speed (mph)	0-60/0-100 (sec)	Economy (mpg)	CO ₂ (g/km)
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Swift 5dr hatch **£12,499–£18,499** ★★★★★☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg
1.2 Dualjet 87 111 11.9 55.4 115
1.2 Dualjet SHVS 4x4 87 105 12.6 49.7 128
1.0 Boosterjet 108 118-121 10.0-10.6 49.6-51.8 123-136
1.4 Boosterjet Sport 138 130 8.1 47.1 135

Baleno 5dr hatch **£13,249–£16,249** ★★★★★☆
Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg
1.0 Boosterjet 108 118-124 11.0-11.4 46.8-52.4 TBC

Vitara 5dr SUV **£16,999–£25,649** ★★★★★☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg
1.0 Boosterjet 108 111 11.5-12.5 39.4-45.9 139-162
1.4 Boosterjet 136 124 9.5-10.2 36.6-43.6 146-174

S-Cross 5dr SUV **£17,499–£26,099** ★★★★★☆
A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg
1.0 Boosterjet 108 106-112 11.0-12.4 40.4-44.9 120-131
1.0 Boosterjet Allgrip 108 109 12.0 39.2 127
1.4 Boosterjet Allgrip 136 124 10.2 37.7-38.8 141

TESLA

Model S 5dr hatch **£82,190–£96,790** ★★★★★☆
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg
Long range 602 155 4.1 TBC 0
Performance 602 155 2.4 TBC 0

Model 3 4dr saloon **£42,990–£56,490** ★★★★★☆
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. **LxWxH** 4694x1849x1443 **Kerb weight** 1726kg
Standard range plus 235 140 5.3 TBC 0
Long range 346 145 4.4 TBC 0
Performance 449 162 3.2 TBC 0

Model X 5dr SUV **£87,190–£101,390** ★★★★★☆
A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg
Long range 602 155 4.7 TBC 0
Performance 602 155 2.8 TBC 0

TOYOTA

Avgo 3dr hatch **£9695–£14,595** ★★★★★☆
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg
1.0 VVT-i 71 99 13.8 45.8-57.7 TBC

Yaris 5dr hatch **£13,515–£26,295** ★★★★★☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg
1.0 VVT-i 67 96 15.3 61.1-61.4 TBC
1.5 VVT-i 108 108 11.0-11.2 54.3-57.6 TBC
1.5 VVT-i Hybrid 71 102 11.8 67.3-76.3 TBC
1.8 VVT-i GRMN 206 143 6.3 TBC TBC

C-HR 5dr SUV **£21,880–£29,170** ★★★★★☆
Coupe-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg
1.2 Turbo 112 114-118 10.9-11.1 39.7-41.5 TBC
1.2 Turbo AWD 112 111 11.4 34.0-34.4 TBC
1.8 VVT-i Hybrid 119 105 11.0 55.3-57.6 TBC

Corolla 5dr hatch **£21,300–£30,340** ★★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg
1.2 VVT-i 114 124 9.3 39.2-44.8 128-132
1.8 VVT-i Hybrid 122 111 10.9 55.3-62.7 76-83
2.0 VVT-i Hybrid 180 111 7.9 50.4-54.2 89

Corolla Sports Tourer 5dr estate **£22,575–£30,345** ★★★★★☆
More practical estate bodystyle proves just as capable with hybrid power. **LxWxH** 4650x1790x1435 **Kerb weight** 1440kg
1.2 VVT-i 114 124 9.6 41.5-44.1 128-132
1.8 VVT-i Hybrid 122 111 11.1 57.6-62.7 76-83
2.0 VVT-i Hybrid 180 111 8.1 53.2 89

RAV4 5dr SUV **£29,635–£36,640** ★★★★★☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg
2.5 Hybrid 194 112 8.4 48.7-50.4 TBC
2.5 Hybrid AWD 194 112 8.4 47.8-48.7 TBC

Land Cruiser 5dr SUV **£34,690–£54,040** ★★★★★☆
A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg
2.8 D-4D 171 109 12.1-12.7 27.4-31.0 TBC

GT86 2dr coupé **£27,285–£31,795** ★★★★★☆
Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg
2.0i 197 130-140 7.6-8.2 32.8-33.2 TBC

	Power (bhp)	Top speed (mph)	0-60/0-100 (sec)	Economy (mpg)	CO ₂ (g/km)
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Supra 2dr coupé **£52,695–£54,000** ★★★★★☆
Brings welcome muscle, fun and variety to the affordable sports car class. **LxWxH** 4379x1292x1854 **Kerb weight** 1541kg
3.0i 335 155 4.3 34.5 TBC

Prius 5dr hatch **£24,245–£28,350** ★★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg
1.8 VVT-i Hybrid 120 112 10.6 60.1-61.4 TBC

Prius Plug-In Hybrid 5dr hatch **£31,695–£33,895** ★★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg
1.8 VVT-i Hybrid 120 101 11.1 235.4 TBC

Prius+ 5dr MPV **£27,830–£30,175** ★★★★★☆
Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg
1.8 VVT-i Hybrid 132 103 11.3 47.0-48.7 TBC

VAUXHALL

Adam 3dr hatch **£13,850–£15,700** ★★★★★☆
Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg
1.2i 170 69 103 14.9 43.5-44.1 TBC

Corsa 3dr/5dr hatch **£11,730–£19,735** ★★★★★☆
Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg
1.4 175 74 101 15.5 42.2-43.5 TBC
1.4 190 88 109 13.2 38.2-42.8 TBC
1.4i Turbo 100 98 115 11.0 42.8-43.5 TBC
1.4i Turbo 150 148 129 8.9 40.4-42.2 TBC

Astra 5dr hatch **£18,900–£26,030** ★★★★★☆
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg
1.0i Turbo 105 103 121 10.5 45.6-47.9 TBC
1.4i Turbo 125 123 127 8.6 43.5-45.6 TBC
1.4i Turbo 150 148 134 7.8 38.2-44.1 TBC
1.6 CDTi 110 108 124 10.2 55.4-58.9 TBC
1.6 CDTi 136 134 127 9.0 48.7-57.6 TBC

Astra Sports Tourer 5dr estate **£20,350–£24,680** ★★★★★☆
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg
1.0i Turbo 105 103 121 11.0 45.6-47.9 TBC
1.4i Turbo 125 123 127 9.0 43.5-45.6 TBC
1.4i Turbo 150 148 134 8.2 37.7-44.1 TBC
1.6 CDTi 110 108 121 10.7 54.3-58.9 TBC
1.6 CDTi 136 134 127 9.5 47.9-57.6 TBC

Insignia Grand Sport 5dr hatch **£19,940–£37,620** ★★★★★☆
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg
1.5 Turbo 140 138 130 9.3 42.8-44.1 TBC
1.5 Turbo 165 162 138 8.4 38.7-44.1 TBC
1.6 Turbo 200 198 146 7.2 36.7-39.8 TBC
1.6 Turbo D 110 108 127 10.9 55.4-57.6 TBC
1.6 Turbo D 136 134 126-131 9.9-10.2 47.1-54.3 TBC
2.0 Turbo D 170 167 139-140 8.2-8.4 43.5-51.4 TBC
2.0 BiTurbo D 210 4x4 207 144 7.4-7.5 36.7 TBC

Insignia Sports Tourer 5dr estate **£21,500–£39,120** ★★★★★☆
The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg
1.5 Turbo 140 138 129 9.6 40.9-42.8 TBC
1.5 Turbo 165 162 135 8.6 37.7-42.8 TBC
1.6 Turbo 200 198 144 7.4 36.2-39.2 TBC
1.6 Turbo D 110 108 125 11.1 53.3-55.4 TBC
1.6 Turbo D 136 134 127-132 10.1-10.5 46.3-52.3 TBC
2.0 Turbo D 170 167 137-139 8.4-8.6 42.2-49.6 TBC
2.0 BiTurbo D 210 4x4 207 144 7.4-7.5 36.2-36.7 TBC

Crossland X 5dr SUV **£17,710–£23,080** ★★★★★☆
Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg
1.2i 83 81 105 14.0 42.2-44.1 TBC
1.2i Turbo 110 108 117 10.6 39.8-46.3 TBC
1.2i Turbo 130 128 128 9.1 42.2-44.1 TBC
1.5 Turbo D 102 101 111 9.9 55.4-58.9 TBC

Mokka X 5dr SUV **£20,640–£25,840** ★★★★★☆
Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg
1.4 Turbo 140 138 119-122 9.3-10.1 34.4-36.7 TBC
1.4 Turbo 140 4x4 138 116 9.3 34.4-39.2 TBC
1.6 CDTi 136 134 117-118 9.3-10.3 43.5-50.4 TBC

Grandland X 5dr SUV **£23,410–£34,930** ★★★★★☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg
1.2 Turbo 130 128 117 10.9-11.1 37.7-42.8 TBC
1.5 Turbo D 130 128 116 11.3 49.6-53.3 TBC
2.0 Turbo D 177 175 133 9.1 42.8-45.6 TBC

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	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
Combo Life 5dr MPV £20,130-£22,230 ★★★★★☆					
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. LxWxH 4403x1841x1921 Kerb weight 1430kg					
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN					
Up 3dr/5dr hatch £9825-£23,650 ★★★★★☆					
It's no revolution, but VW's hallmarks are in abundance. LxWxH 3600x1428x1504 Kerb weight 926kg					
1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330-£23,155 ★★★★★☆					
A thorough going-over makes it more mature, but the Polo is still a bit boring. LxWxH 4053x1946x1461 Kerb weight 1105kg					
1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765-£35,635 ★★★★★☆					
Does exactly what everyone expects. Still the king of the family car. LxWxH 4258x1790x1492 Kerb weight 1206kg					
1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345-£36,835 ★★★★★☆					
Practical load-lugging estate doesn't erode the well-rounded Golf package. LxWxH 4567x1799x1515 Kerb weight 1295kg					
1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000-£29,320 ★★★★★☆					
Probably the least appealing member of the Golf family but still resolute. LxWxH 4338x2050x1578 Kerb weight 1335kg					
1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-52.3	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495-£33,575 ★★★★★☆					
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. LxWxH 4767x2083x1476 Kerb weight 1367kg					
1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095-£35,175 ★★★★★☆					
All the Passat's redeeming features in spacious, practical estate form. LxWxH 4767x2083x1516 Kerb weight 1395kg					
1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320-£40,425 ★★★★★☆					
VW's flagship saloon is well-made and luxurious but rather bland to drive. LxWxH 4862x1871x1450 Kerb weight 1505kg					
1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045-£30,870 ★★★★★☆					
Dull overall, but it's a capable MPV, well-made and hugely refined. LxWxH 4527x1829x1659 Kerb weight 1436kg					
1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC



Sharan 5dr MPV £29,115-£39,350 ★★★★★☆					
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. LxWxH 4854x1904x1720 Kerb weight 1703kg					
1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995-£26,740 ★★★★★☆					
Compact crossover delivers a classy, substantial feel on UK roads. LxWxH 4108x1760x1584 Kerb weight 1270kg					
1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-Roc 5dr SUV £19,270-£31,050 ★★★★★☆					
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. LxWxH 4234x1992x1573 Kerb weight 1270kg					
1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990-£38,790 ★★★★★☆					
An improvement on the previous model and will continue to sell by the bucket load. LxWxH 4486x1839x1654 Kerb weight 1490kg					
1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095-£41,040 ★★★★★☆					
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. LxWxH 4486x1839x1654 Kerb weight 1490kg					
1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095-£58,295 ★★★★★☆					
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. LxWxH 4878x2193x1717 Kerb weight 1995kg					
3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO					
V40 5dr hatch £23,995-£29,820 ★★★★★☆					
Not perfect, but handsome, well-packaged, pragmatic and likeable. LxWxH 4370x2041x1470 Kerb weight 1417kg					
2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070-£29,819 ★★★★★☆					
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. LxWxH 4369x2041x1439 Kerb weight 1428kg					
2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935-£56,105 ★★★★★☆					
Fresh-faced saloon now sits comfortably among the ranks of its German peers. LxWxH 4761x1916x1437 Kerb weight 1616kg					
2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410-£41,460 ★★★★★☆					
Spacious and comfortable, with a characterful, Scandi-cool design. LxWxH 4761x1916x1427 Kerb weight 1729kg					
2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
V60 Cross Country 5dr estate £38,270 ★★★★★☆					
Brings extra ride height, all-wheel drive and off-road body cladding. LxWxH 4784x1916x1499 Kerb weight 1792kg					
2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120-£58,555 ★★★★★☆					
Volvo's mid-sized exec majors on comfort, style and cruising ability. LxWxH 4963x2019x1443 Kerb weight 1665kg					
2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120-£60,555 ★★★★★☆					
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. LxWxH 4936x2019x1475 Kerb weight 1679kg					
2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate		£43,020-£57,935		★★★★☆	
Volvo's large comfy estate given a jacked-up, rugged makeover.					
Lx	WxH	4936x2019x1543	Kerb weight	1826kg	
2.0 D4 AWD	185	130	8.8	40.4	43.5 TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2	40.9 TBC
2.0 T5 AWD	250	140	7.4	30.4	32.5 TBC
2.0 T6 AWD	310	140	6.3	30.4	32.5 TBC



Matt Prior

TESTER'S NOTES

The shape of things to come... until our back pains go away



I had been thinking that it was just a trend. A protracted, rather strong trend, but a trend nonetheless. But now I'm not so sure. Like them or not – and I like some – SUVs, CUVs, crossovers, 4x4s, whatever, might just be here to stay. Certainly, there's no sign of the increase in SUV sales letting up at the moment. Perhaps the 'after-SUV' won't come after all.

This week, we have a first drive of the Peugeot 2008, including the e-2008, on these pages, and a full road test of the MG ZS EV. Next week... well, next week's road test is the Christmas special, so a very different kind of sport utility vehicle. In the weeks after that, though, there will be yet more. But peak high-peaked cars? We're certainly not over it.

And yet, just 18 months ago, Peugeot CEO Jean-Philippe Imparato told us Peugeot was "trying to invent the after-SUV". Now, at the launch of the 2008 SUV, he said he

We'll continue to buy SUVs as long as our roads look like this



There's no sign of SUV sales letting up. Perhaps the 'after-SUV' won't come after all

thought otherwise. Now that might be because last time around he was talking during the launch of the 508 – as pragmatic a family saloon and estate as you'll never see – and this week it was at the launch of a compact crossover, but I don't think so.

"I think [demand] will remain at this level," Imparato says. But what of crossovers being heavier and having larger frontal areas, meaning they're less efficient than lower cars and there being ever-stricter CO₂ limits? That doesn't matter so much, "because at the same time [as building more SUVs] we are electrifying the segment. So you don't have to face the SUV-bashing".

It could be that customer acceptance of electrification has shifted more quickly than Peugeot anticipated. Yes, the physics still count, and for the same battery size, an electric 208 supermini will travel 15 miles further than a 2008 crossover, but when both have zero tailpipe emissions, what does that matter?

"If you are doing your job properly, the EV version of your car will give the SUV segment the weapons to be, in the future, one of the most important segments in Europe. Outside, I don't know. But in Europe it will be important," Imparato says.

Clearly it isn't just Europe. Last month, the International Energy Agency reported that there were more than 200 million SUVs in the world today, up from 35 million in 2010. They account for 40% of all cars sold at the moment, whereas that figure was less than 20% a decade ago. SUVs are responsible for all of the 3.3 million-barrels-a-day growth in oil demand for passenger cars over the past eight years.

For a car maker, the appeal is clear: SUVs generate higher profits because they're more expensive to buy, but customers can afford them because they retain their value better so are barely more expensive every month.

For the customer, the appeal is clear too: tall cars on higher-profile tyres, like some SUVs and crossovers have, ride bad roads more easily, while a higher seating position is easier to slide our aching bodies out of, and they feel secure. And, soon, so many of them will emit no tailpipe emissions there'll be no shame in owning one. So maybe we won't reach peak SUV until we fix some potholes and get more chiropractic.

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The Autocar



Goad the Grosser

9 May 1968

INNES IRELAND WAS a man of extraordinary character, as well as a talented driver – he won the 1961 US Grand Prix for Lotus – and a respected Autocar writer. In 1968, he told of a weekend in a Mercedes 600 Pullman; he cruised across France at 120mph, its three tonnes ignoring 50mph crosswinds, before going for a blast in Britain.

"The kickdown of the gears was instantaneous," said Ireland, "and she fairly leapt past slower traffic. She could be steered to a hair and I was amazed to find that her vast wheelbase did nothing to detract from her cornering ability. On hard ride, roll was almost eliminated. In my hurry to get home for dinner, I was perhaps assisted by a tiny speck in the mirror which I recognised as a Ford Mustang."

Not long after, Ireland wrote off a 600 owned by Mercedes UK during a demo at Mallory Park.

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First drive of Polestar's 600bhp sports hybrid



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"REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"

DMS M2 (EVO SEPT '15)

"MORE POWER DOES MEAN MORE FUN"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI

AUDI RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI 2017 R8 V10 » 650BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW

F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140i / 240i / 340i / 440i » 430+BHP
M135i/M235i » 410+BHP
i8 » 415BHP
120i / 220i / 320i / 420i » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330i / 430i » 320+BHP
335i / 435i » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550i / 650i » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ

A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2019 RANGE ROVERS AVAILABLE

RR 50SC / SVO / SVR STAGE 1 » 600+BHP
RR 50SC / SVO / SVR STAGE 2 » 650+BHP
2.2 DIESEL (ALL MODELS) » 220+BHP
2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30Si6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE

991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC

WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
BENTAYGA W12 » 720+BHP
MASERATI 3.0S PETROL » 470 BHP
MASERATI 3.0 DIESEL » 312 BHP

FURTHER OPTIONS

As well as installing the above engine tunes, we are able to further individualise your car with additional features. Some of which are shown here. Contact us for further details.



Exhaust tuning
(Pop's & crackles)



Customized
driving modes



Gearbox
tuning



Sport dials
calibration



Exhaust butterfly
control



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MORE
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